

APPENDIX A

OUTAGE AND REGULAR TRAFFIC PROFILES

Traffic Data

FERMI NUCLEAR POWER PLANT

OUTAGES AND REGULAR TRAFFIC PROFILES



MAY 2009

PREPARED FOR:
DTE ENERGY
ONE ENERGY PLAZA
DETROIT, MICHIGAN 48226-1221

OUTAGE TRAFFIC PROFILES

Enrico Fermi Drive - Shutdown						
April 2009 Shutdown Traffic						
Time Period	Weekday Average			Weekend Average		
	EB	WB	Bi-Dir.	EB	WB	Bi-Dir.
12:00 AM	1	9	10	3	7	9
1:00 AM	1	19	20	1	16	17
2:00 AM	4	13	17	3	14	16
3:00 AM	4	36	41	4	44	47
4:00 AM	33	206	239	28	201	229
5:00 AM	340	72	412	304	72	376
6:00 AM	526	232	758	427	217	644
7:00 AM	215	167	382	121	179	300
8:00 AM	79	32	111	42	31	73
9:00 AM	36	16	52	23	13	35
10:00 AM	30	28	58	16	19	35
11:00 AM	43	59	102	22	36	57
12:00 PM	39	31	71	24	25	48
1:00 PM	28	27	55	15	22	37
2:00 PM	16	52	68	14	21	35
3:00 PM	25	103	128	15	58	73
4:00 PM	99	157	257	99	92	191
5:00 PM	258	357	615	267	283	550
6:00 PM	268	290	558	274	243	517
7:00 PM	83	206	290	77	192	269
8:00 PM	17	45	62	21	33	53
9:00 PM	12	16	28	11	8	18
10:00 PM	10	14	24	9	8	17
11:00 PM	5	10	15	2	12	14
Totals	2172	2200	4372	1815	1839	3654

Chart 1
Shutdown Traffic Profile for
Enrico Fermi Drive
 (April 9th to 15th, 2009)

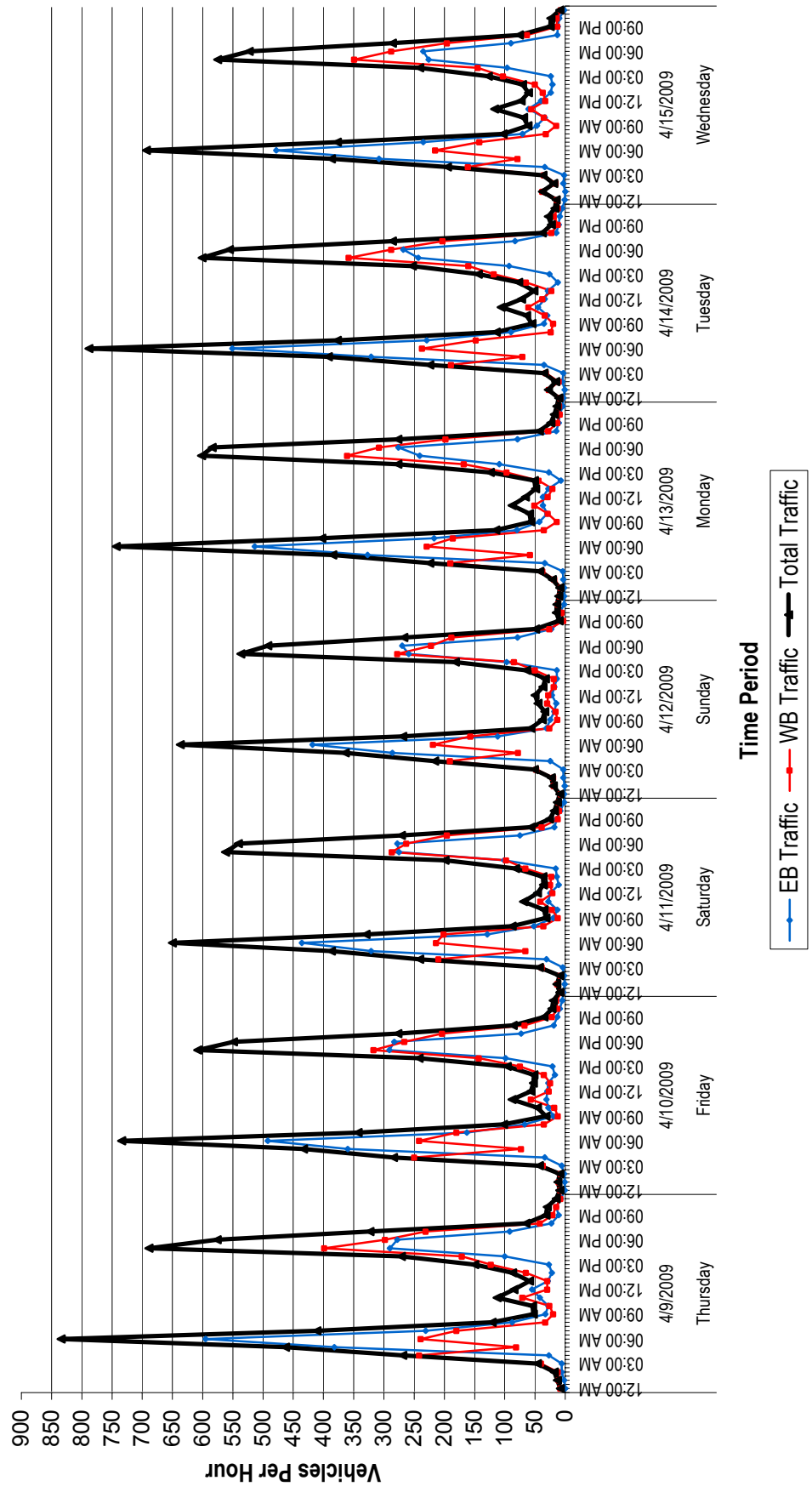


Chart 2
Shutdown Traffic - Average Weekday
for Enrico Fermi Drive
 (April 9th-10th, & 13th-15th, 2009)

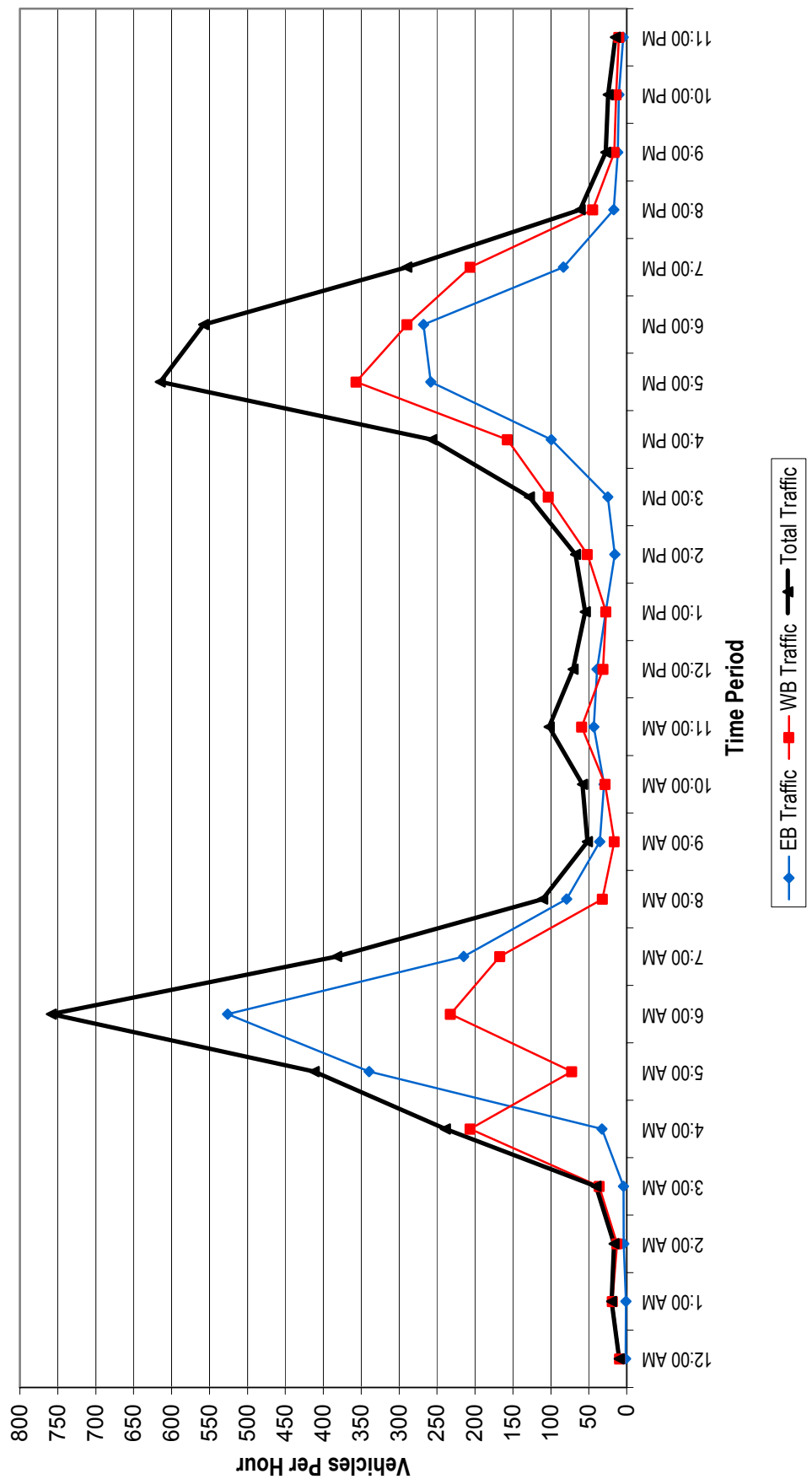
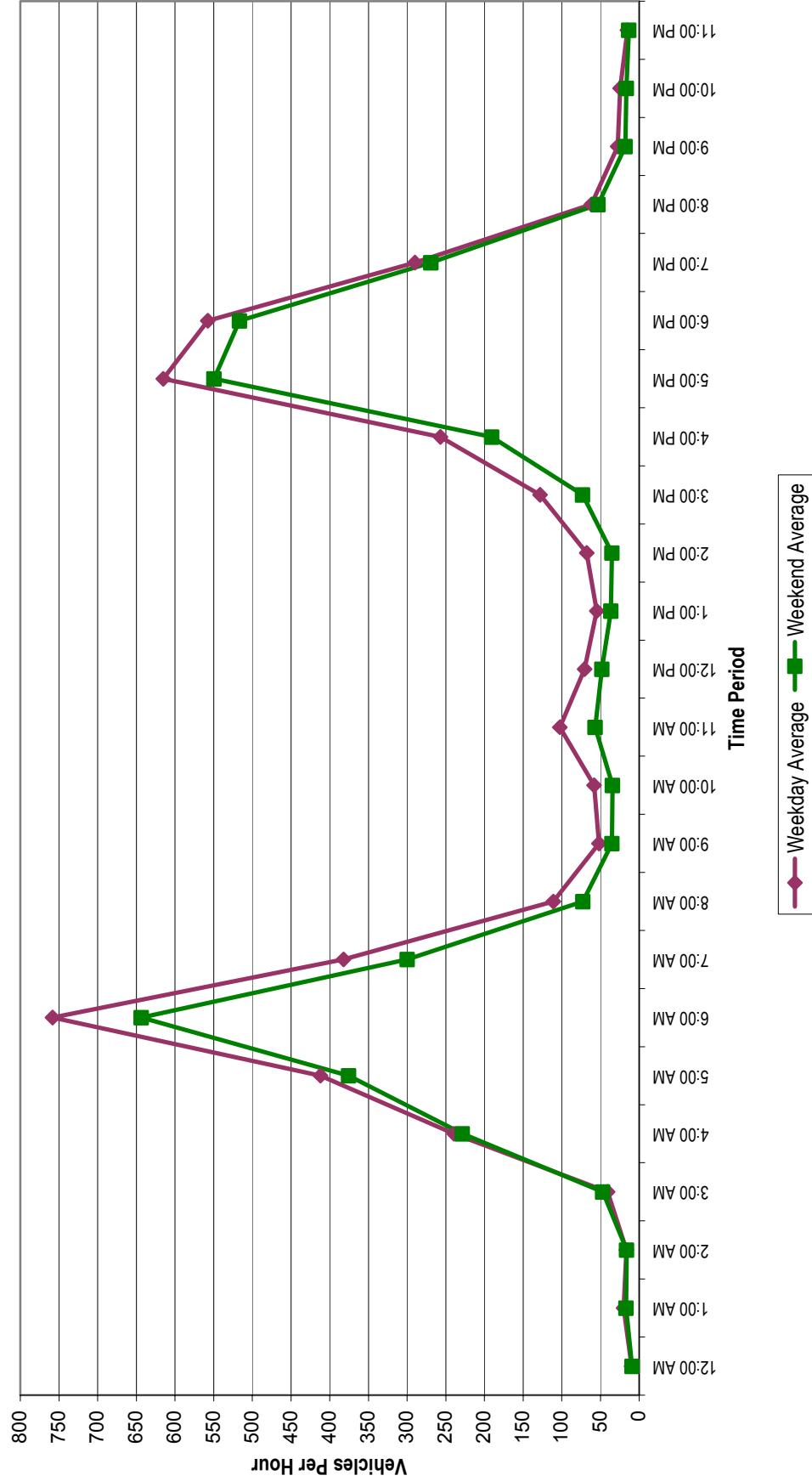


Chart 3
Shutdown Traffic for Weekday vs. Weekend for Enrico Fermi Drive
 (April 9th to 15th, 2009)
 (Traffic Data Represents Bi-directional, Eastbound + Westbound, Traffic)



Pointe Aux Peaux Road						
April 2009 Shut Down Traffic						
Time Period	Weekday Average			Weekend Average		
	EB	WB	Bi-Dir.	EB	WB	Bi-Dir.
12:00 AM	30	15	45	38	17	55
1:00 AM	17	11	28	26	15	41
2:00 AM	9	7	15	22	13	35
3:00 AM	4	7	11	13	10	22
4:00 AM	7	18	25	10	8	17
5:00 AM	6	60	66	5	17	21
6:00 AM	16	92	108	15	28	42
7:00 AM	27	132	159	16	40	56
8:00 AM	34	105	140	16	65	81
9:00 AM	40	102	142	43	92	134
10:00 AM	63	96	159	69	123	192
11:00 AM	78	109	188	84	117	201
12:00 PM	98	119	217	138	123	261
1:00 PM	105	101	206	133	119	251
2:00 PM	124	121	245	119	119	238
3:00 PM	149	116	265	130	121	250
4:00 PM	168	123	292	133	118	250
5:00 PM	172	116	288	116	114	229
6:00 PM	153	112	265	125	131	255
7:00 PM	128	89	217	130	105	235
8:00 PM	106	75	181	110	119	228
9:00 PM	92	51	143	83	65	148
10:00 PM	59	37	96	60	54	114
11:00 PM	48	25	73	50	33	83
Totals	1733	1841	3574	1677	1758	3435

Chart 4
Shutdown Traffic Profile for Pointe Aux Peaux Rd.
 (April 9th to 15th, 2009)

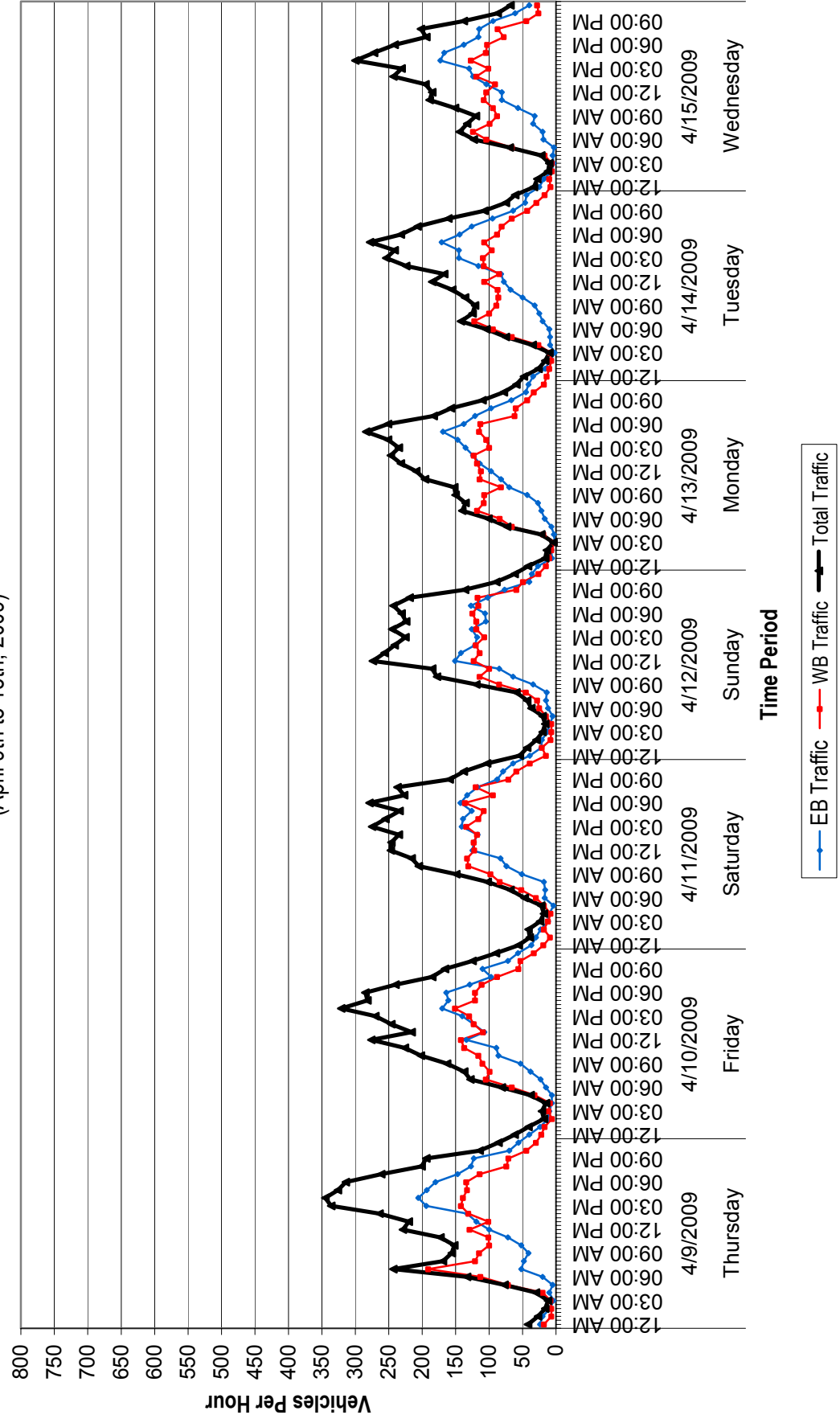


Chart 5
Shutdown Traffic - Average Weekday
for Pointe Aux Peaux Rd.
 (April 9th-10th, & 13th-15th, 2009)

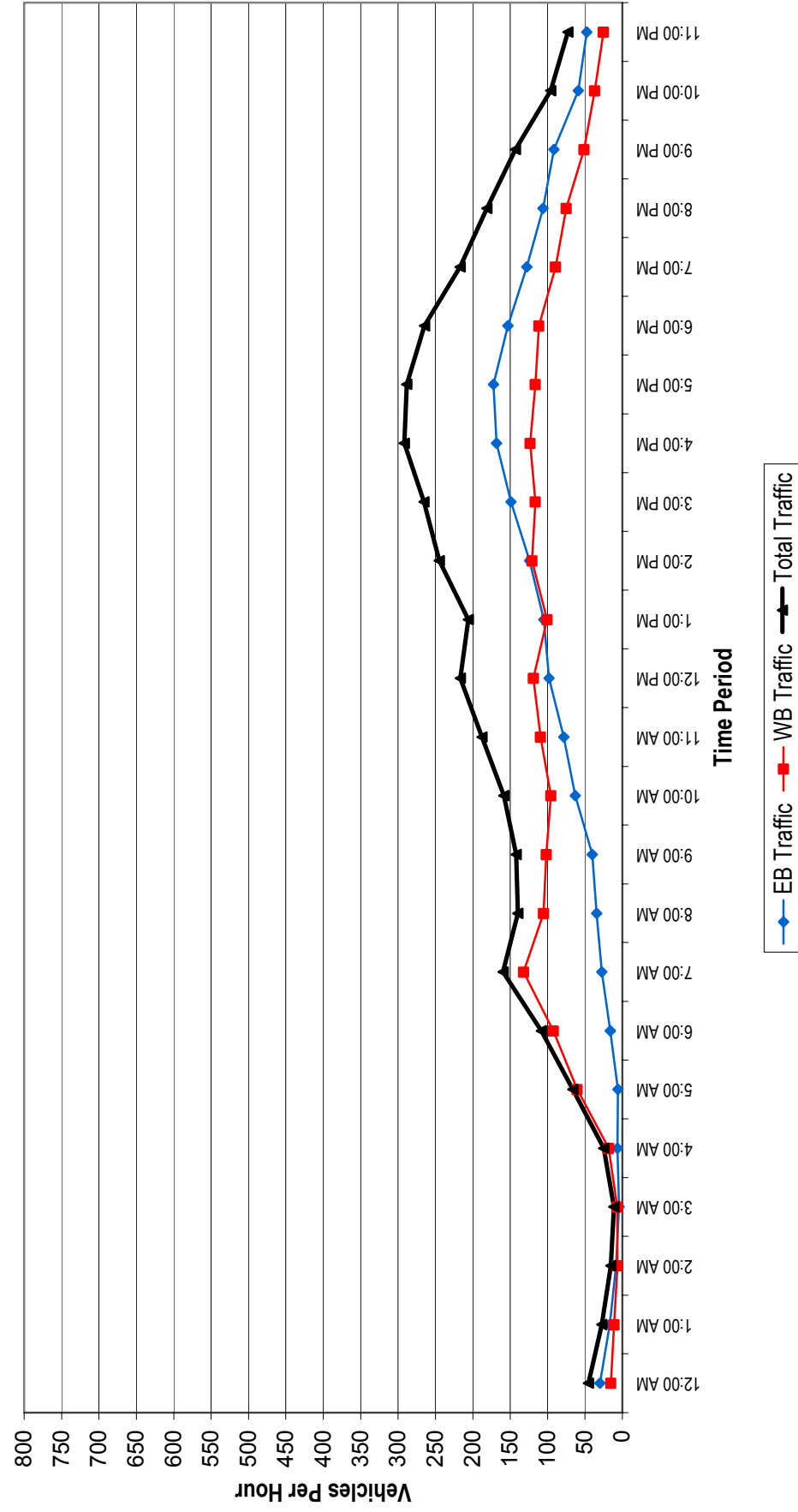
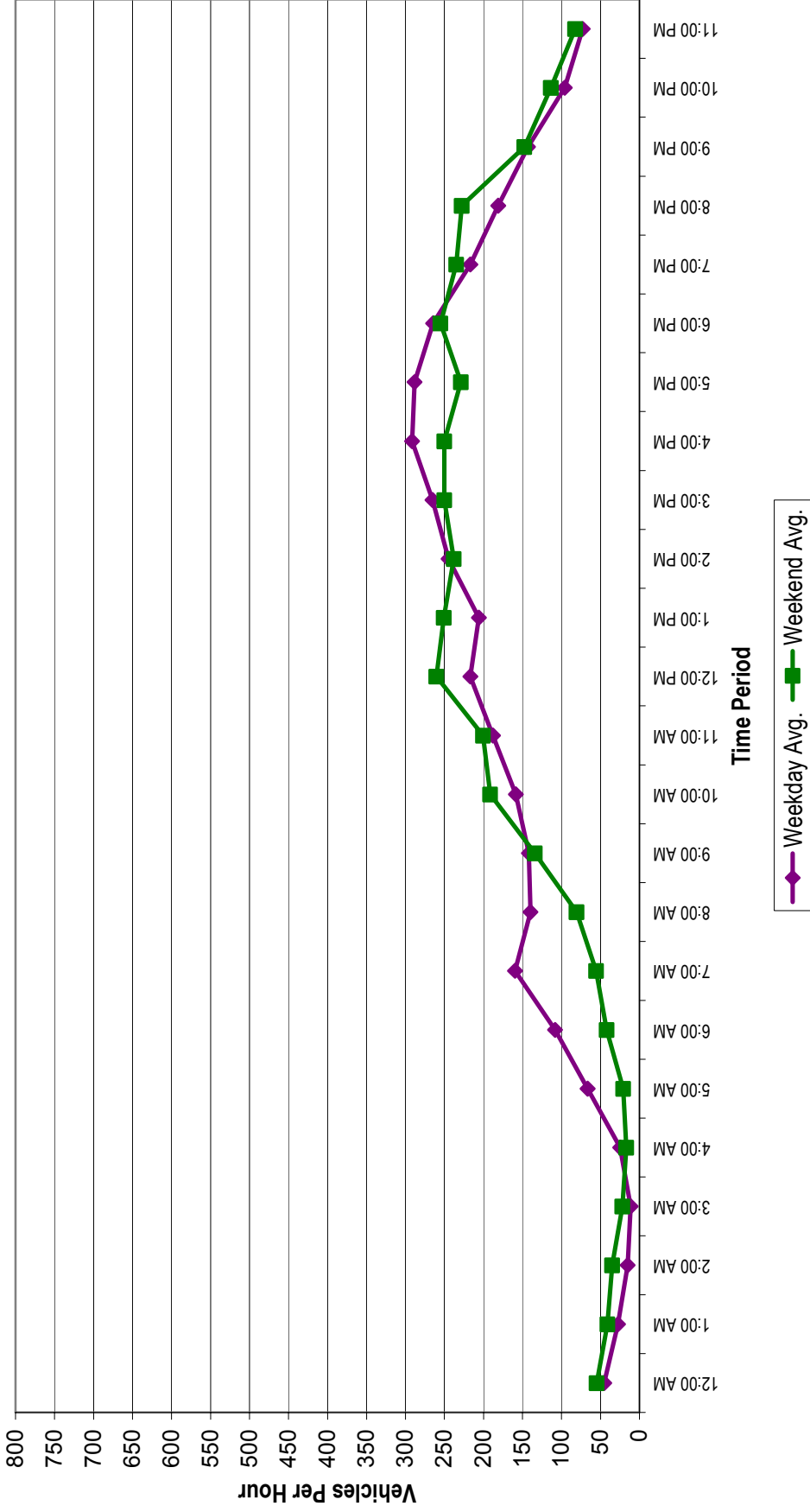


Chart 6
Shutdown Traffic for Weekday vs. Weekend for Pointe Aux Peaux Rd.
 (April 9th to 15th, 2009)
 (Traffic Data Represents Bi-directional, Eastbound + Westbound, traffic)

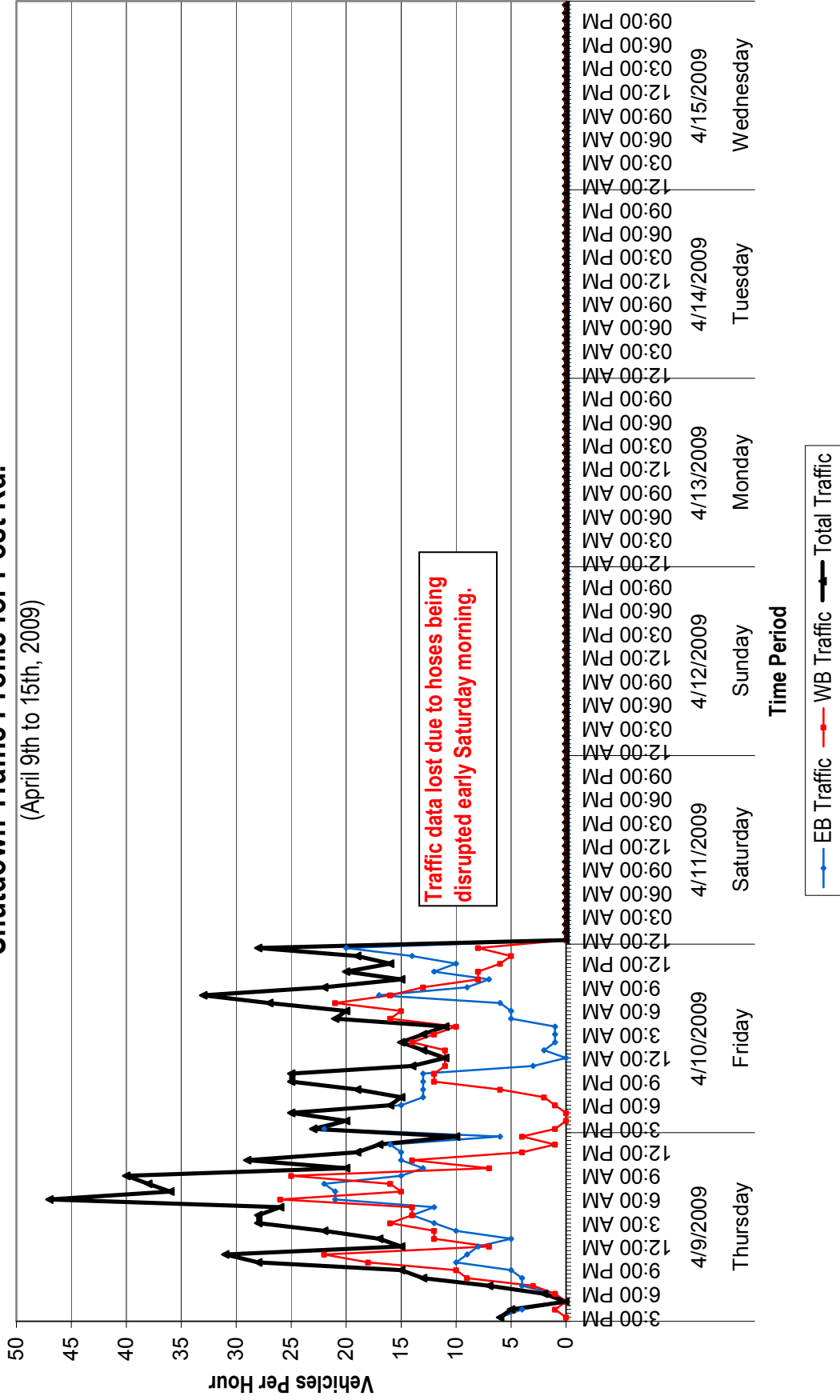


Post Road						
April 2009 Shutdown Traffic						
Time Period	Weekday Average			Weekend Average		
	EB	WB	Bi-Dir.	EB	WB	Bi-Dir.
12:00 AM	14	1	15	No Weekend Data		
1:00 AM	12	1	13			
2:00 AM	13	0	13			
3:00 AM	8	1	9			
4:00 AM	9	3	11			
5:00 AM	9	8	16			
6:00 AM	9	11	20			
7:00 AM	12	15	27			
8:00 AM	6	17	23			
9:00 AM	4	9	13			
10:00 AM	4	12	15			
11:00 AM	6	13	19			
12:00 PM	7	14	21			
1:00 PM	8	12	20			
2:00 PM	9	15	24			
3:00 PM	13	21	34			
4:00 PM	14	18	32			
5:00 PM	20	16	36			
6:00 PM	12	19	31			
7:00 PM	10	8	18			
8:00 PM	14	11	25			
9:00 PM	13	5	18			
10:00 PM	15	3	18			
11:00 PM	13	6	19			
Totals	248	235	483	0	0	0

NOTE: LIMITED DATA DUE TO PNEUMATIC HOSE DAMAGE. DATA FIELDS WITH "0" DENOTE HOURS WHERE PNEUMATIC HOSE WAS DAMAGED.

Chart 7 Shutdown Traffic Profile for Post Rd.

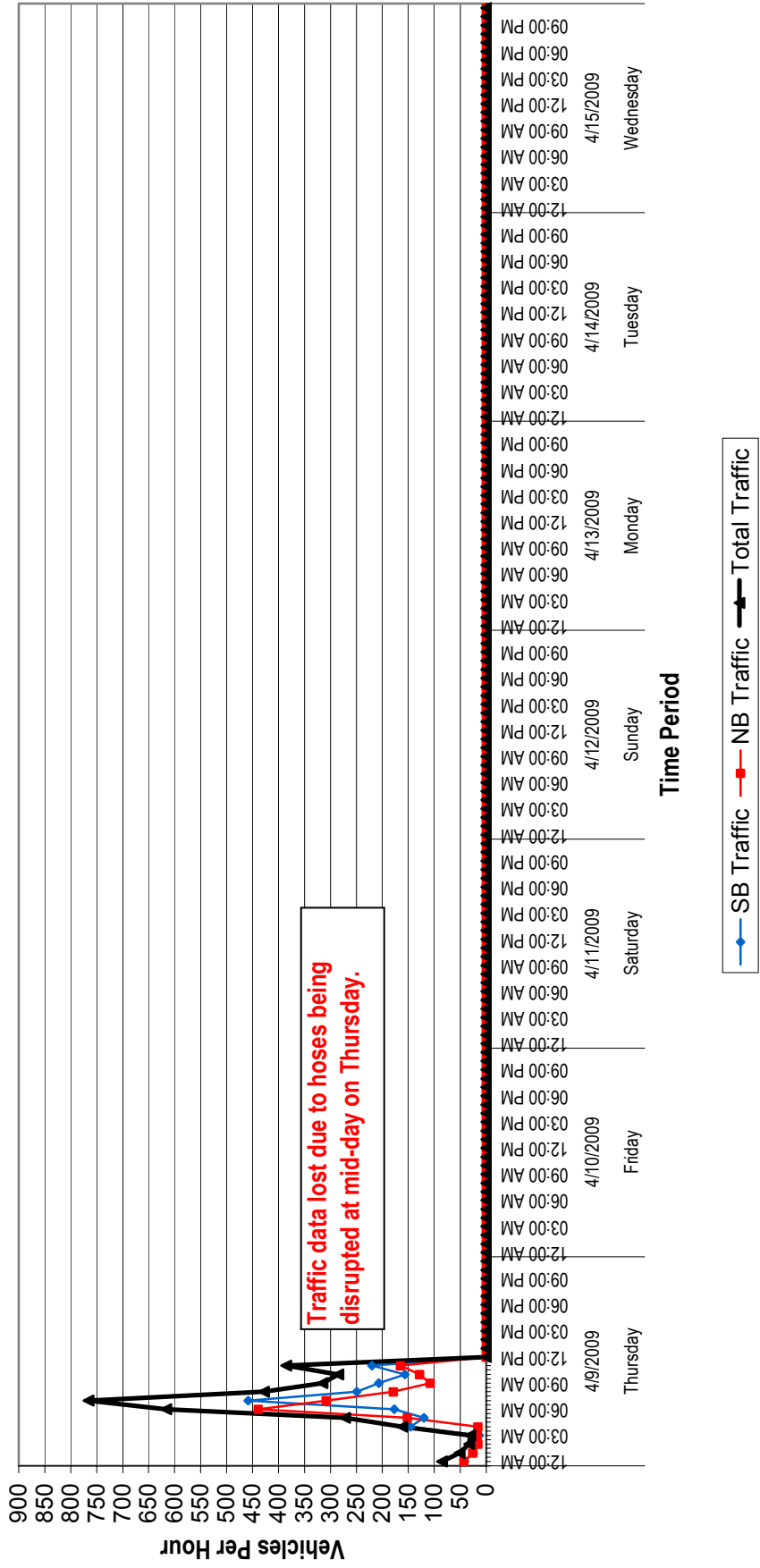
(April 9th to 15th, 2009)



North Dixie Highway						
April 2009 Shutdown Traffic						
Time Period	Weekday Average			Weekend Average		
	EB	WB	Bi-Dir.	EB	WB	Bi-Dir.
12:00 AM	8	9	17			
1:00 AM	5	5	10			
2:00 AM	3	3	7			
3:00 AM	3	3	6			
4:00 AM	29	3	32			
5:00 AM	24	30	54			
6:00 AM	35	88	123			
7:00 AM	92	62	153			
8:00 AM	50	36	86			
9:00 AM	41	22	63			
10:00 AM	31	26	57			
11:00 AM	44	33	77	No Weekend Data		
12:00 PM	0	0	0			
1:00 PM	0	0	0			
2:00 PM	0	0	0			
3:00 PM	0	0	0			
4:00 PM	0	0	0			
5:00 PM	0	0	0			
6:00 PM	0	0	0			
7:00 PM	0	0	0			
8:00 PM	0	0	0			
9:00 PM	0	0	0			
10:00 PM	0	0	0			
11:00 PM	0	0	0			
Totals	366	319	686			

NOTE: LIMITED DATA DUE TO PNEUMATIC HOSE DAMAGE. DATA FIELDS WITH "0" DENOTE HOURS WHERE PNEUMATIC HOSE WAS DAMAGED.

Chart 9
Shutdown Traffic Profile for N. Dixie Hwy.
 (April 9th to 15th, 2009)



NORMAL TRAFFIC

Enrico Fermi Drive West of Leroux Road						
May 2009 Normal Plant Operations Traffic						
Time Period	Weekday Average			Weekend Average		
	EB	WB	Bi-Dir.	EB	WB	Bi-Dir.
12:00 AM	2	5	7	2	4	6
1:00 AM	1	2	3	1	3	4
2:00 AM	1	4	5	2	5	6
3:00 AM	3	3	6	1	10	11
4:00 AM	17	3	21	4	2	6
5:00 AM	112	6	118	31	15	46
6:00 AM	402	54	456	60	68	128
7:00 AM	244	33	277	36	21	57
8:00 AM	64	10	74	4	8	12
9:00 AM	31	15	46	2	7	9
10:00 AM	21	22	43	8	13	21
11:00 AM	38	65	102	11	11	22
12:00 PM	43	37	80	8	8	16
1:00 PM	24	39	63	7	13	20
2:00 PM	16	76	92	4	9	13
3:00 PM	21	302	323	5	14	19
4:00 PM	20	206	225	16	14	29
5:00 PM	30	132	162	18	27	44
6:00 PM	50	100	150	39	55	93
7:00 PM	16	40	56	16	17	32
8:00 PM	6	12	18	4	3	6
9:00 PM	7	7	14	2	5	6
10:00 PM	8	9	17	4	2	5
11:00 PM	6	12	18	1	3	4
Totals	1185	1193	2378	280	331	611

Chart 1
Traffic Profile for
Enrico Fermi Drive N. of Leroux
 (April 29th to May 8th, 2009)

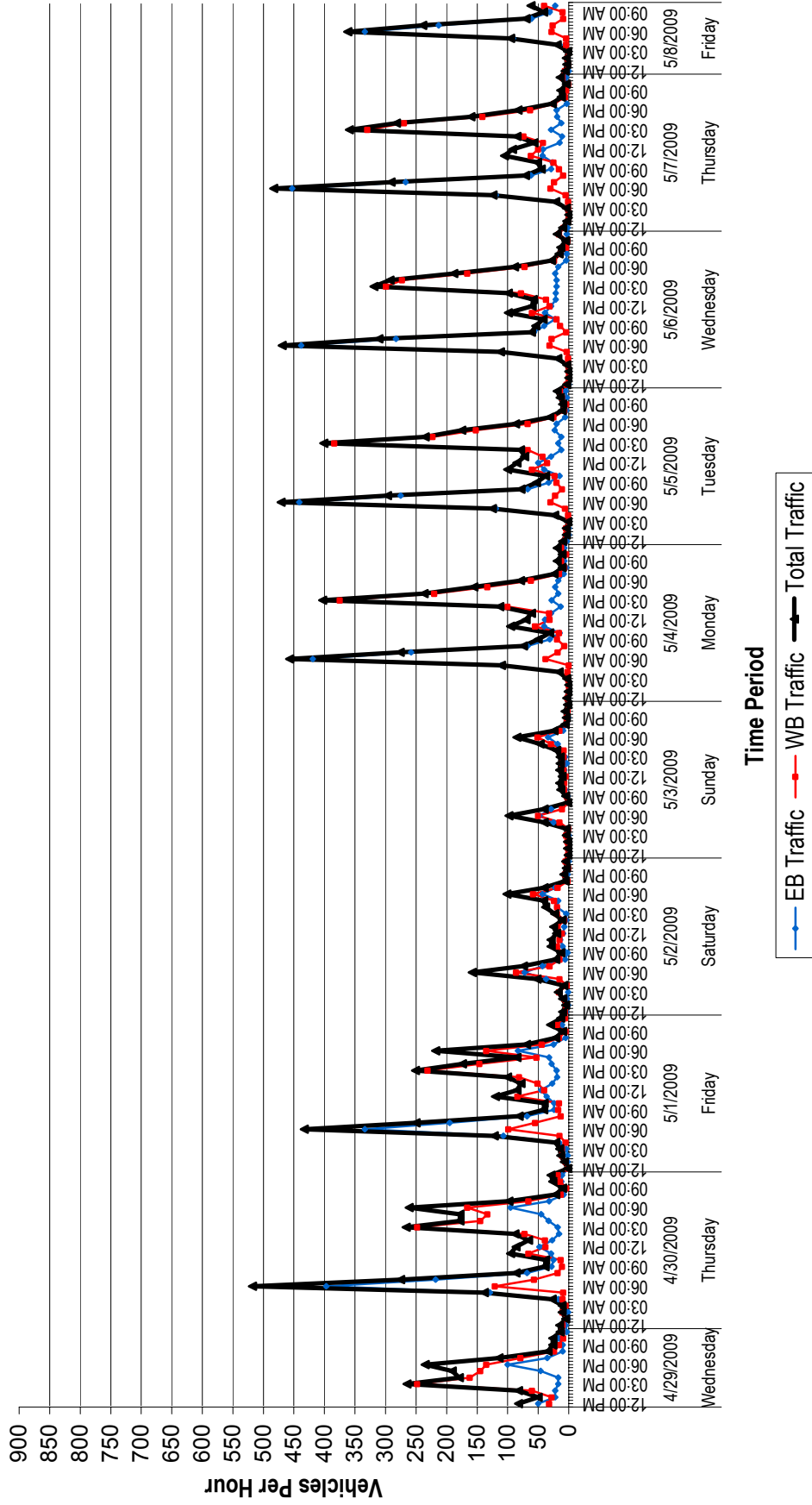


Chart 2
Traffic - Average Weekday
for Enrico Fermi Drive N. of Leroux
 (April 29th-May 1st, & May 4th-8th, 2009)

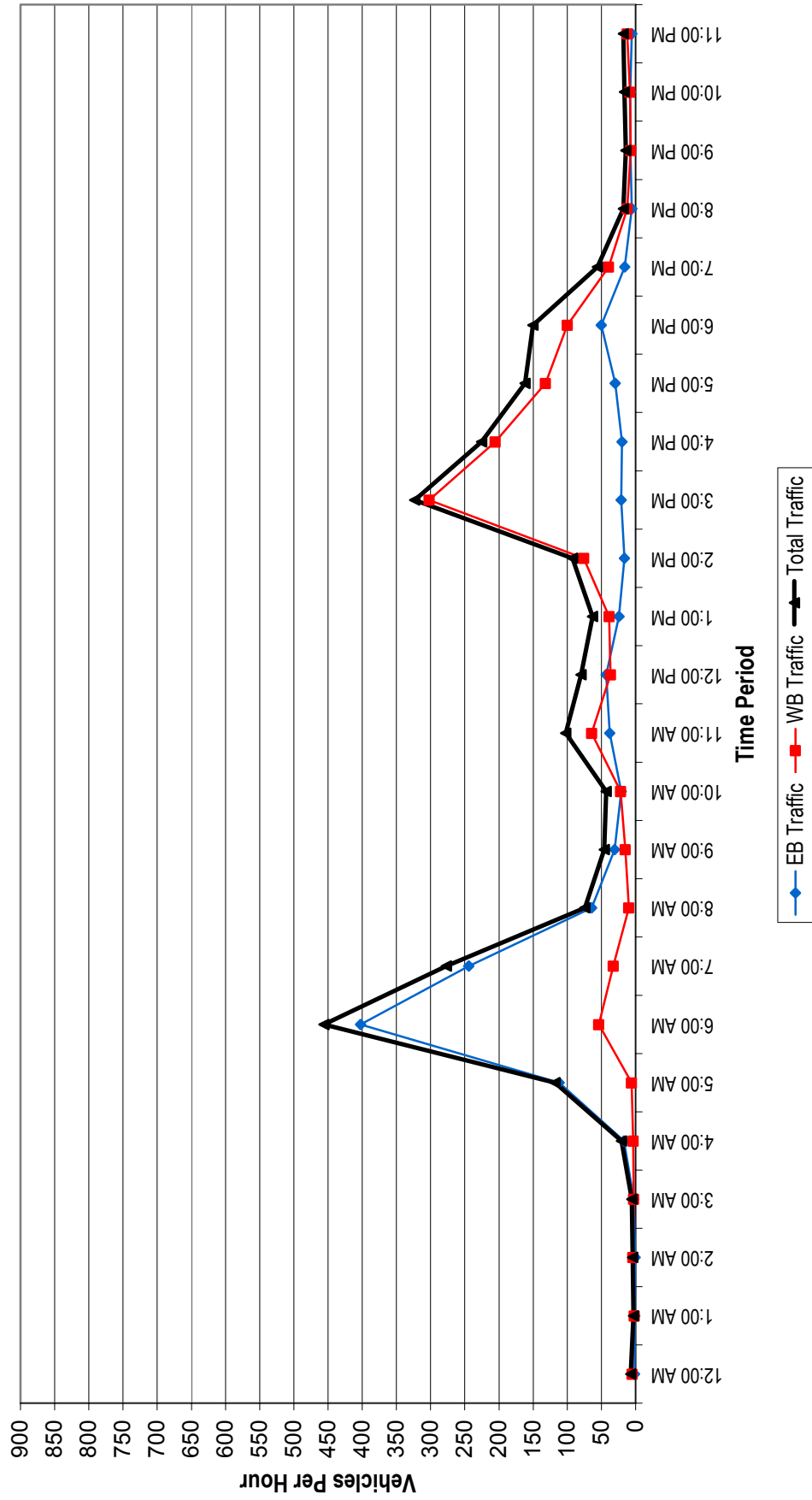
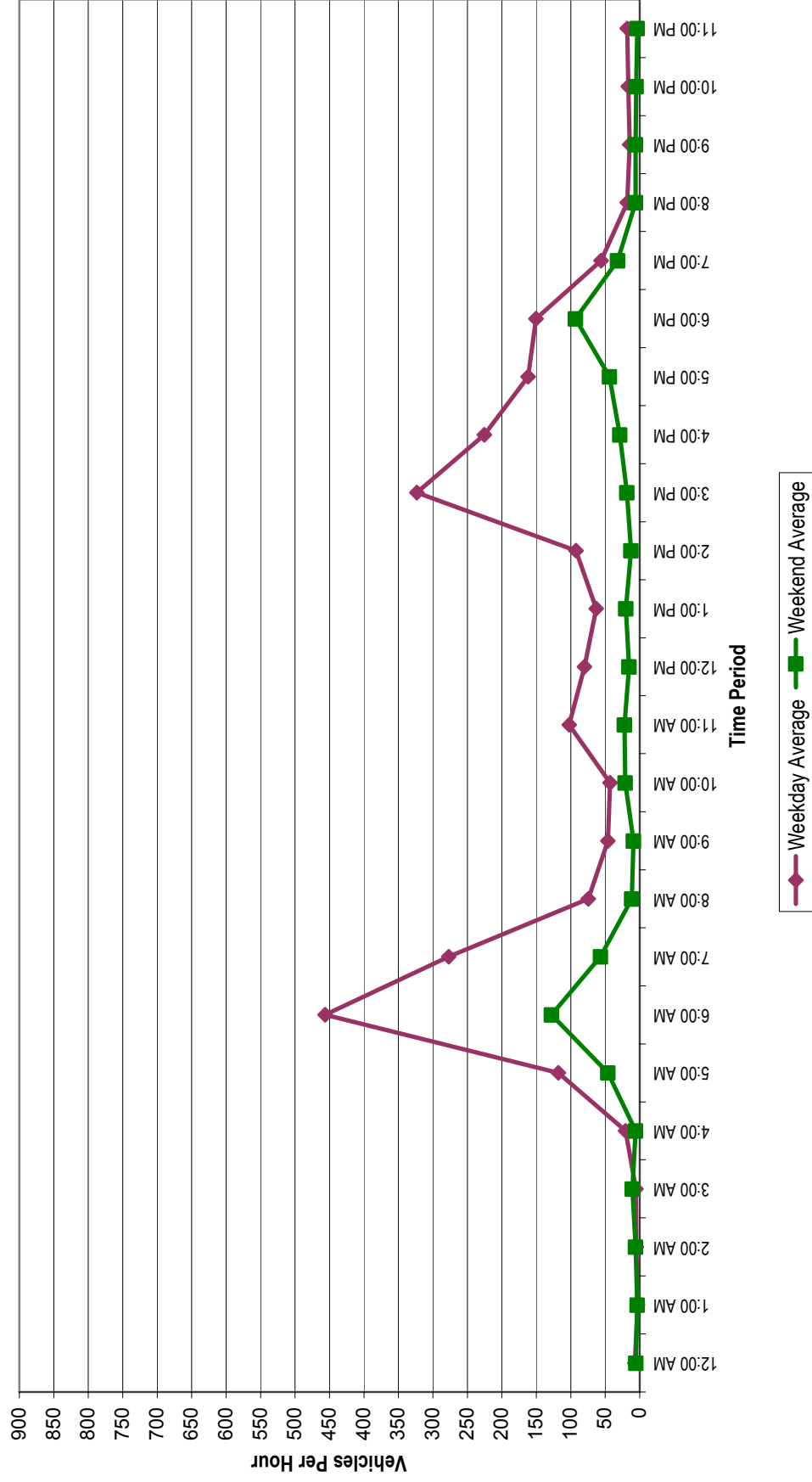


Chart 3
Traffic for Weekday vs. Weekend for Enrico Fermi Drive N. of Leroux
 (April 29th to May 8th, 2009)
 (Traffic Data Represents Bi-directional, Eastbound + Westbound, Traffic)



Enrico Fermi Drive East of Leroux Road						
May 2009 Normal Plant Operations Traffic						
Time Period	Weekday Average			Weekend Average		
	EB	WB	Bi-Dir.	EB	WB	Bi-Dir.
12:00 AM	1	5	6	2	5	6
1:00 AM	1	2	3	1	3	3
2:00 AM	1	4	5	0	4	4
3:00 AM	3	3	6	2	11	13
4:00 AM	16	4	20	4	3	7
5:00 AM	100	14	115	29	15	44
6:00 AM	408	94	502	58	77	135
7:00 AM	260	56	316	39	25	64
8:00 AM	68	17	85	4	8	11
9:00 AM	32	15	47	3	6	9
10:00 AM	21	23	44	5	12	16
11:00 AM	40	65	104	11	11	21
12:00 PM	46	42	88	6	8	14
1:00 PM	27	39	65	3	11	14
2:00 PM	15	74	89	3	6	9
3:00 PM	20	296	316	2	9	11
4:00 PM	17	210	227	12	10	22
5:00 PM	25	132	157	17	24	40
6:00 PM	50	102	152	34	56	90
7:00 PM	16	40	56	12	17	29
8:00 PM	4	13	16	3	4	7
9:00 PM	7	7	13	1	4	5
10:00 PM	6	8	14	3	1	4
11:00 PM	6	12	18	1	1	2
Totals	1190	1276	2466	249	327	575

Chart 1
Traffic Profile for
Enrico Fermi Drive E. of Leroux Road
 (April 29th to May 8th, 2009)

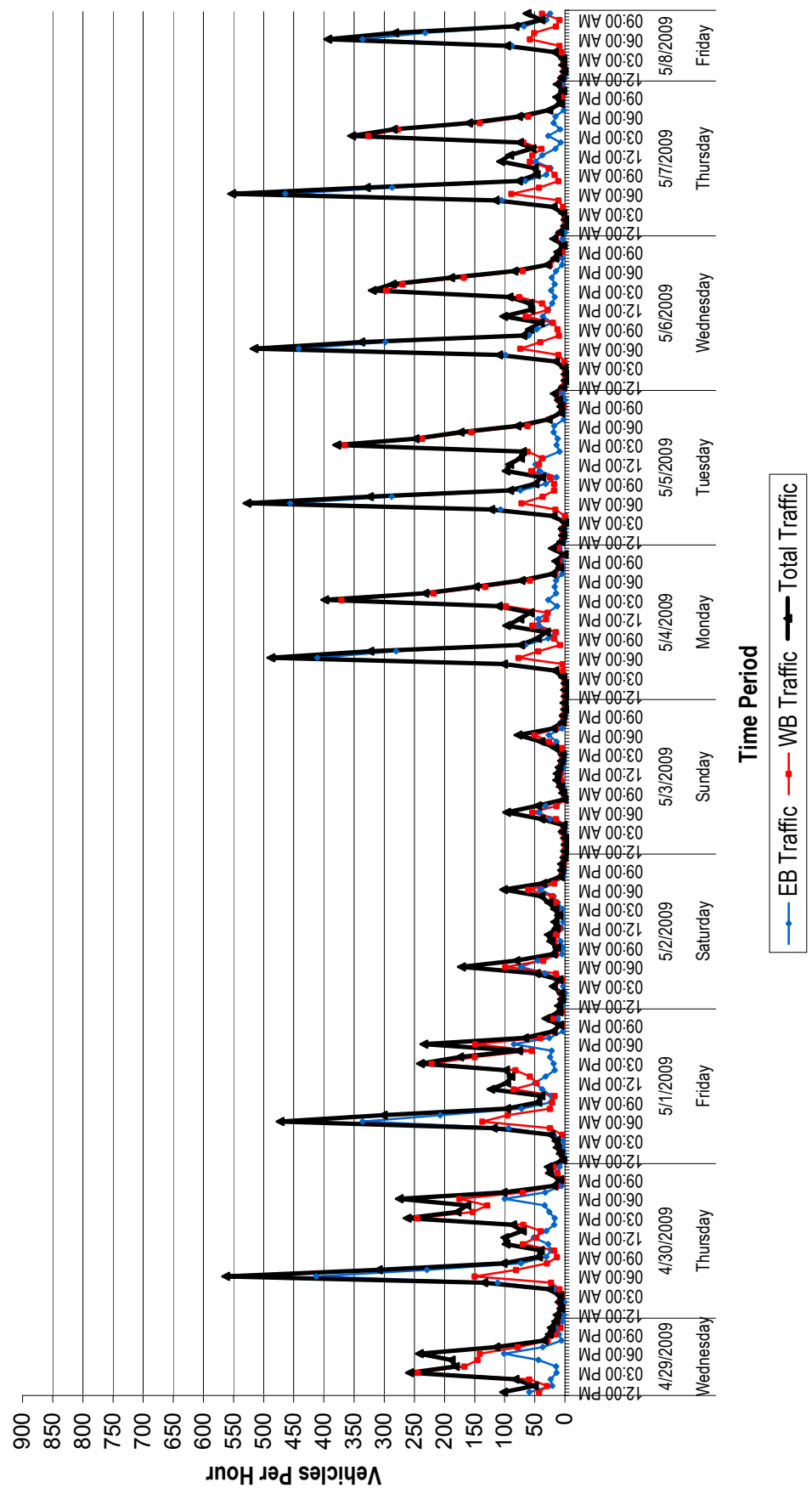


Chart 2
Traffic - Average Weekday
for Enrico Fermi Drive E. of Leroux Road
 (April 29th-May 1st, & May 4th-8th, 2009)

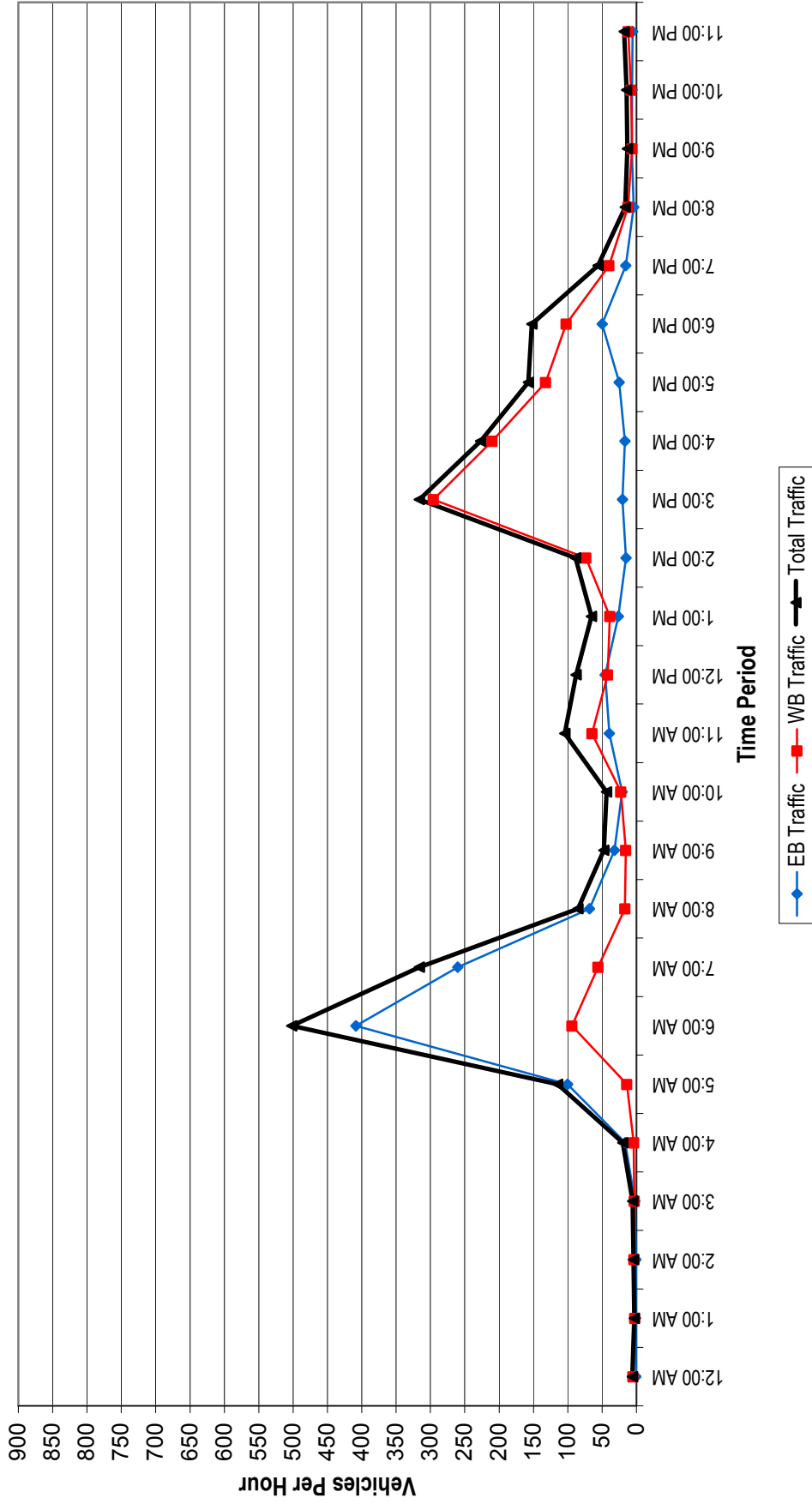
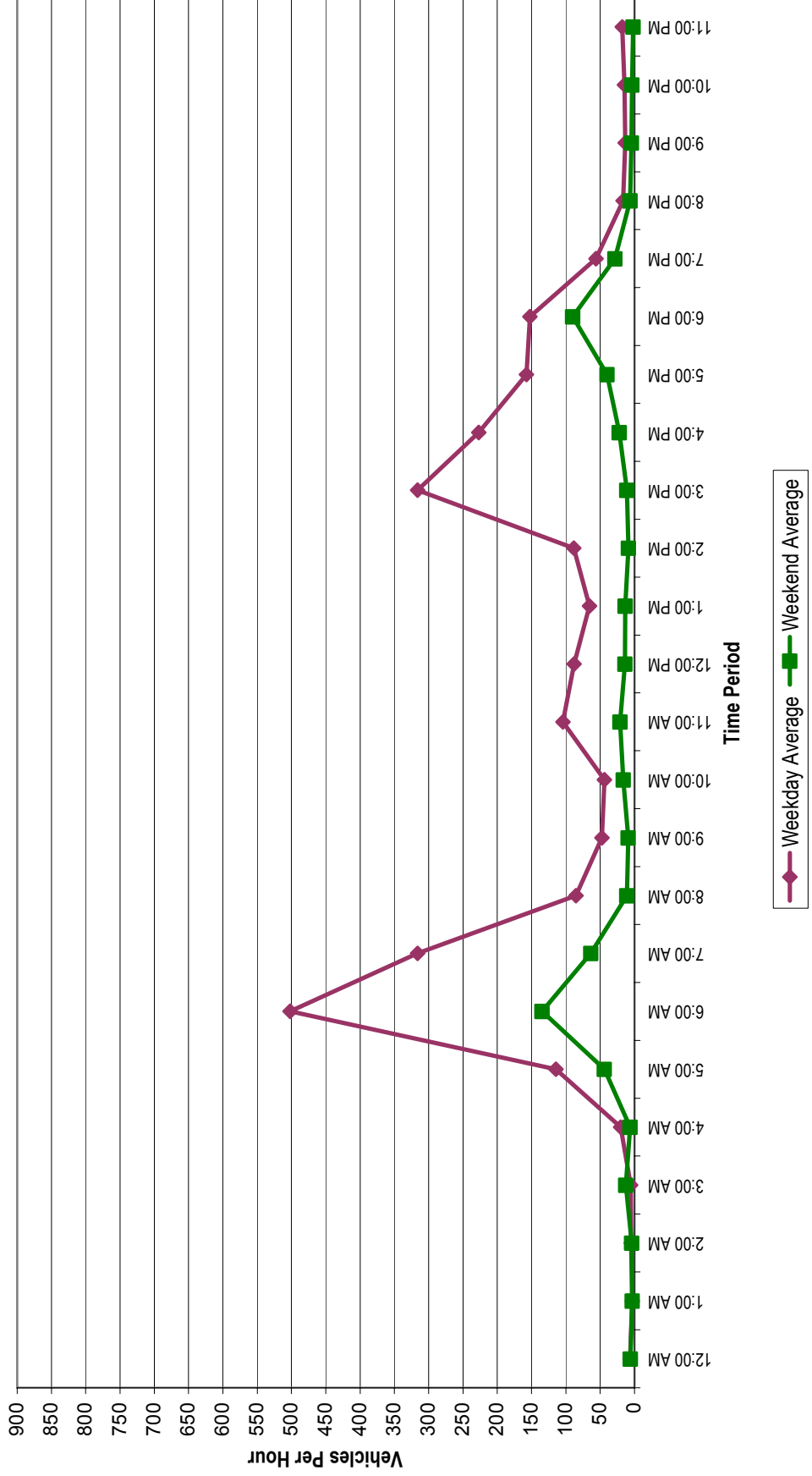


Chart 3 Traffic for Weekday vs. Weekend for Enrico Fermi Drive E. of Leroux Road

(April 29th to May 8th, 2009)
(Traffic Data Represents Bi-directional, Eastbound + Westbound, Traffic)



Pointe Aux Peaux Road North of Dixie Highway						
May 2009 Normal Plant Operation Traffic						
Time Period	Weekday Average			Weekend Average		
	EB	WB	Bi-Dir.	EB	WB	Bi-Dir.
12:00 AM	27	13	40	46	20	66
1:00 AM	18	9	27	24	15	39
2:00 AM	11	9	19	14	11	25
3:00 AM	5	6	11	13	14	27
4:00 AM	5	20	25	9	10	18
5:00 AM	5	69	74	8	22	30
6:00 AM	24	127	150	15	38	53
7:00 AM	52	215	267	18	64	81
8:00 AM	59	143	201	32	87	119
9:00 AM	60	118	178	46	124	170
10:00 AM	75	108	183	84	137	221
11:00 AM	90	107	198	104	151	255
12:00 PM	110	106	215	127	128	255
1:00 PM	110	107	218	147	129	276
2:00 PM	136	131	267	141	136	277
3:00 PM	193	140	333	140	118	257
4:00 PM	182	141	323	151	127	278
5:00 PM	191	138	330	134	133	267
6:00 PM	171	126	297	132	122	254
7:00 PM	146	88	234	125	114	239
8:00 PM	128	72	200	126	88	214
9:00 PM	95	52	147	89	57	146
10:00 PM	65	34	99	77	48	125
11:00 PM	51	23	74	48	32	80
Totals	2009	2101	4109	1844	1922	3765

Chart 1
Traffic Profile for
Pointe Aux Peaux Road N. of Dixie Highway
 (April 29th to May 8th, 2009)

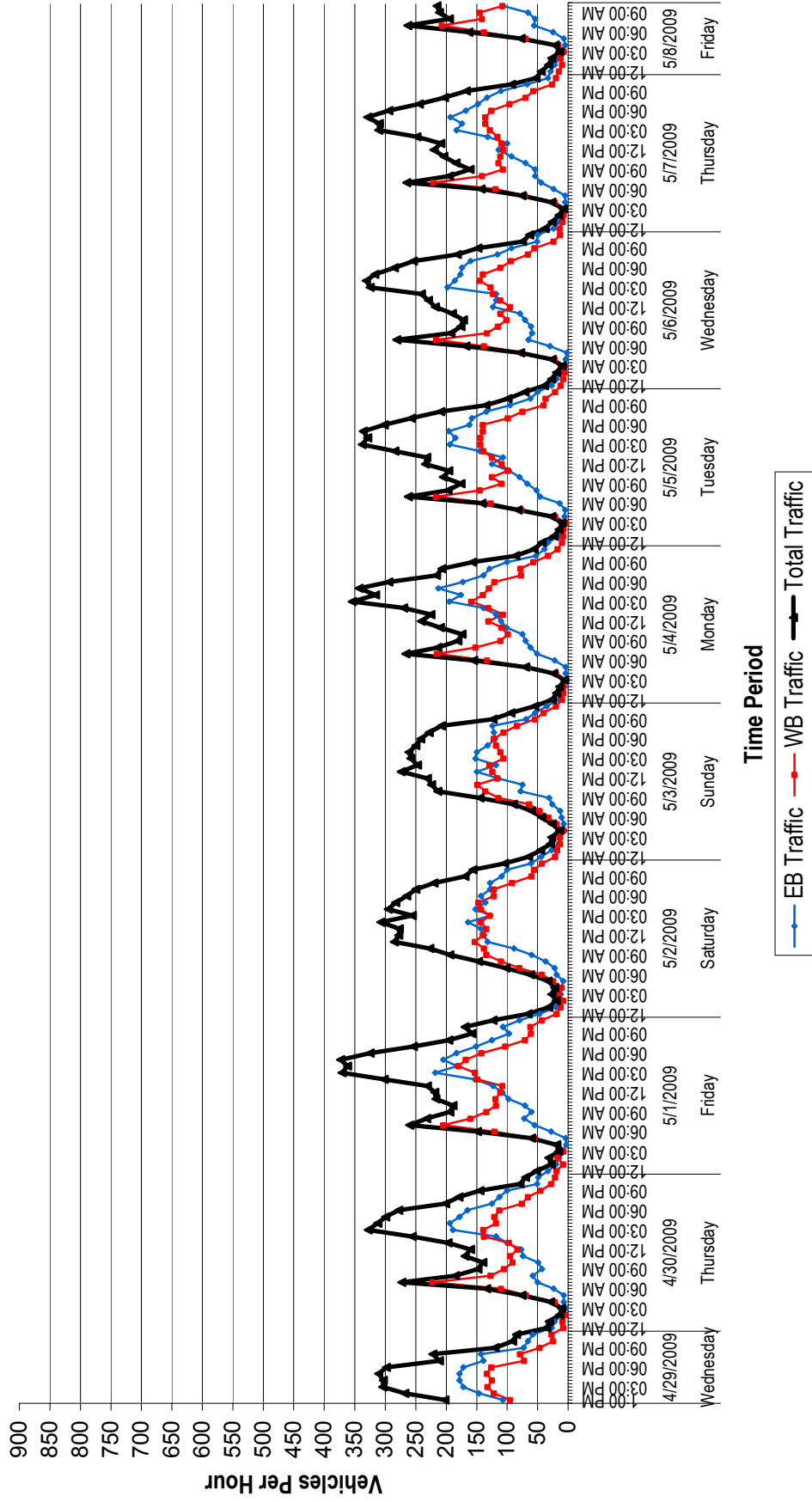


Chart 2
Traffic - Average Weekday
for Pointe Aux Peaux Road N. of Dixie Highway
 (April 29th-May 1st, & May 4th-8th, 2009)

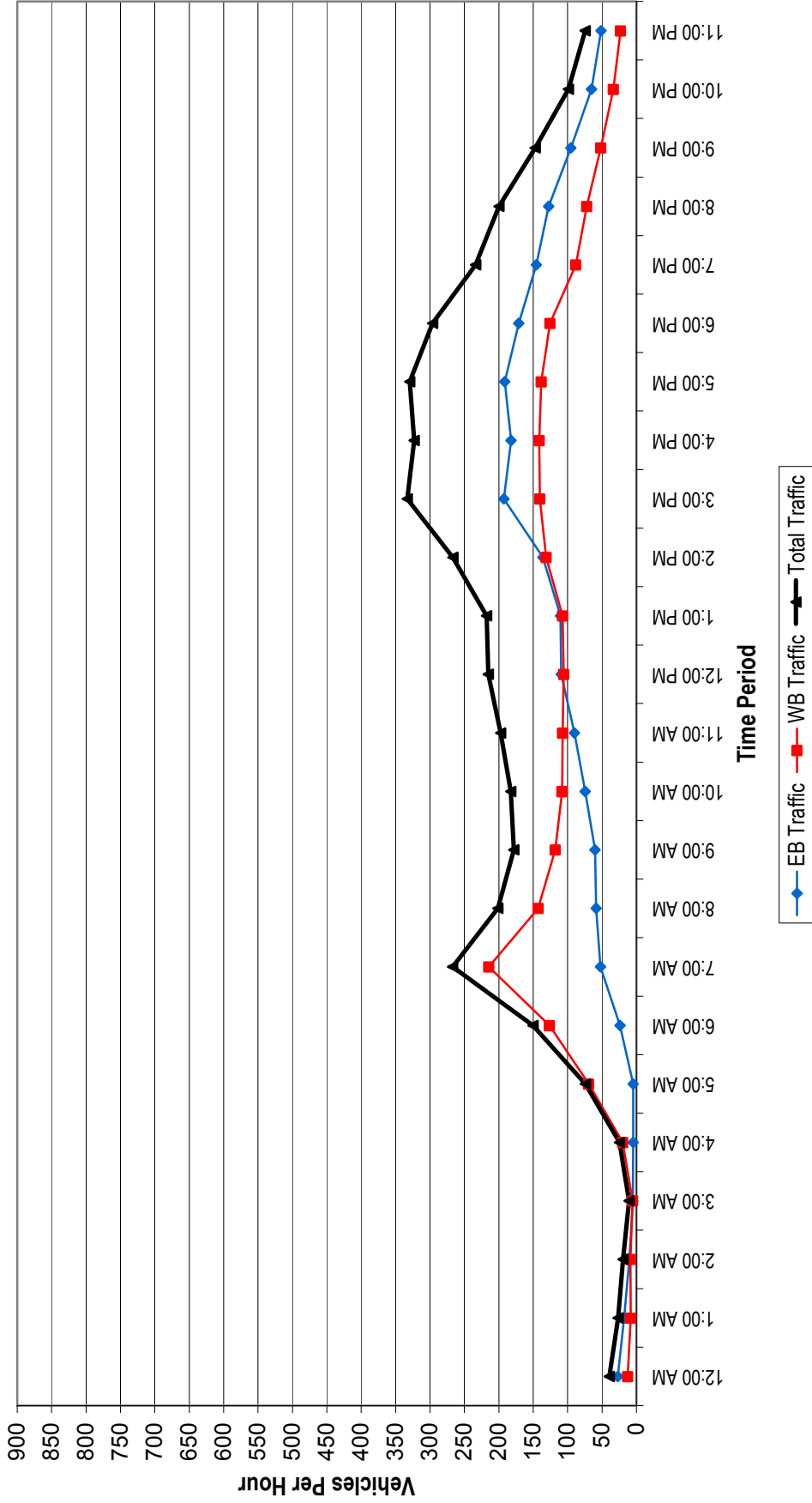


Chart 3
Traffic for Weekday vs. Weekend for Pointe Aux Peaux Rd. N. of Dixie Hwy.
 (April 29th to May 8th, 2009)
 (Traffic Data Represents Bi-directional, Eastbound + Westbound, Traffic)



Post Road						
May 2009 Normal Plant Operations Traffic						
Time Period	Weekday Average			Weekend Average		
	EB	WB	Bi-Dir.	EB	WB	Bi-Dir.
12:00 AM	1	1	2	3	3	5
1:00 AM	1	1	2	3	3	6
2:00 AM	1	1	2	1	0	1
3:00 AM	1	1	2	1	1	1
4:00 AM	1	1	1	1	1	2
5:00 AM	1	4	4	2	1	3
6:00 AM	4	10	13	3	3	6
7:00 AM	5	14	19	5	3	8
8:00 AM	6	12	18	4	7	10
9:00 AM	5	7	12	4	5	9
10:00 AM	5	4	9	5	9	14
11:00 AM	8	6	14	7	11	18
12:00 PM	7	7	13	7	4	11
1:00 PM	8	7	15	11	11	22
2:00 PM	7	6	13	10	6	16
3:00 PM	16	12	28	13	9	22
4:00 PM	12	7	19	10	10	20
5:00 PM	13	10	22	9	10	19
6:00 PM	11	8	20	11	9	20
7:00 PM	8	6	13	10	6	16
8:00 PM	7	6	14	7	10	17
9:00 PM	5	4	9	6	5	11
10:00 PM	4	2	6	5	2	7
11:00 PM	3	2	5	2	2	3
Totals	137	138	276	133	127	260

Chart 1
Traffic Profile for
Post Road E. of N. Dixie Highway
 (April 29th to May 8th, 2009)

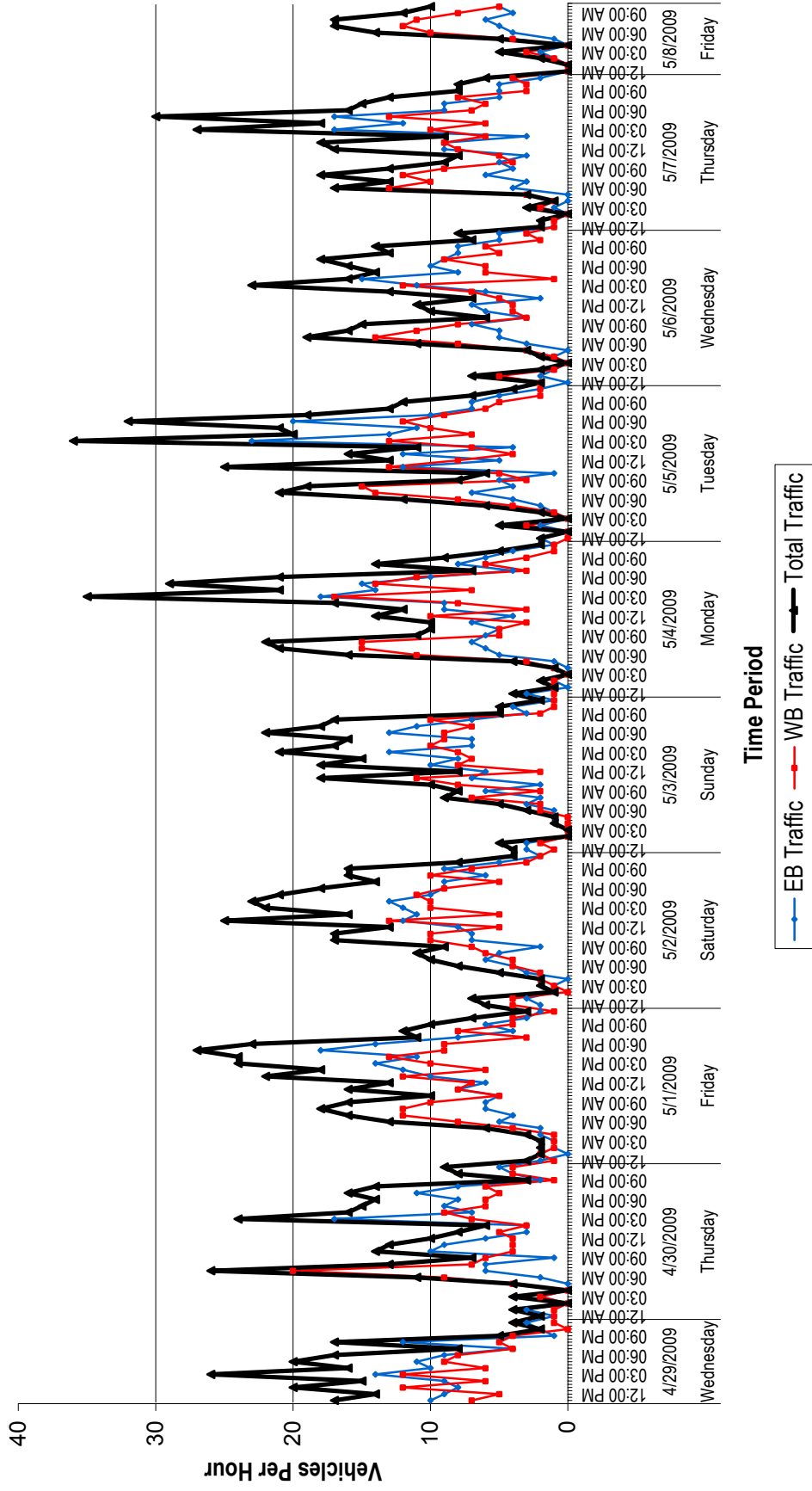


Chart 2
Traffic - Average Weekday
for Post Road E. of N. Dixie Highway
 (April 29th-May 1st, & May 4th-8th, 2009)

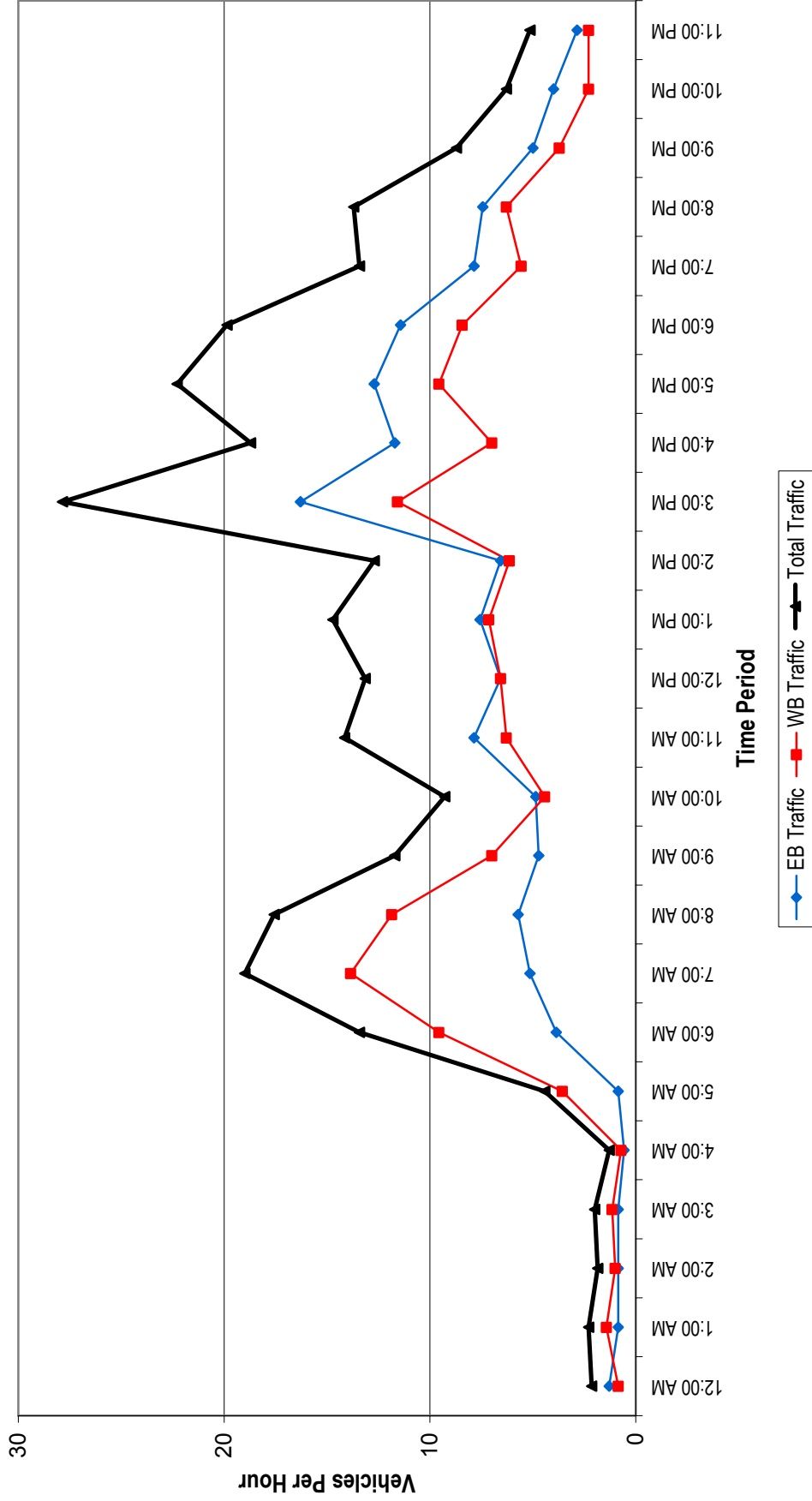
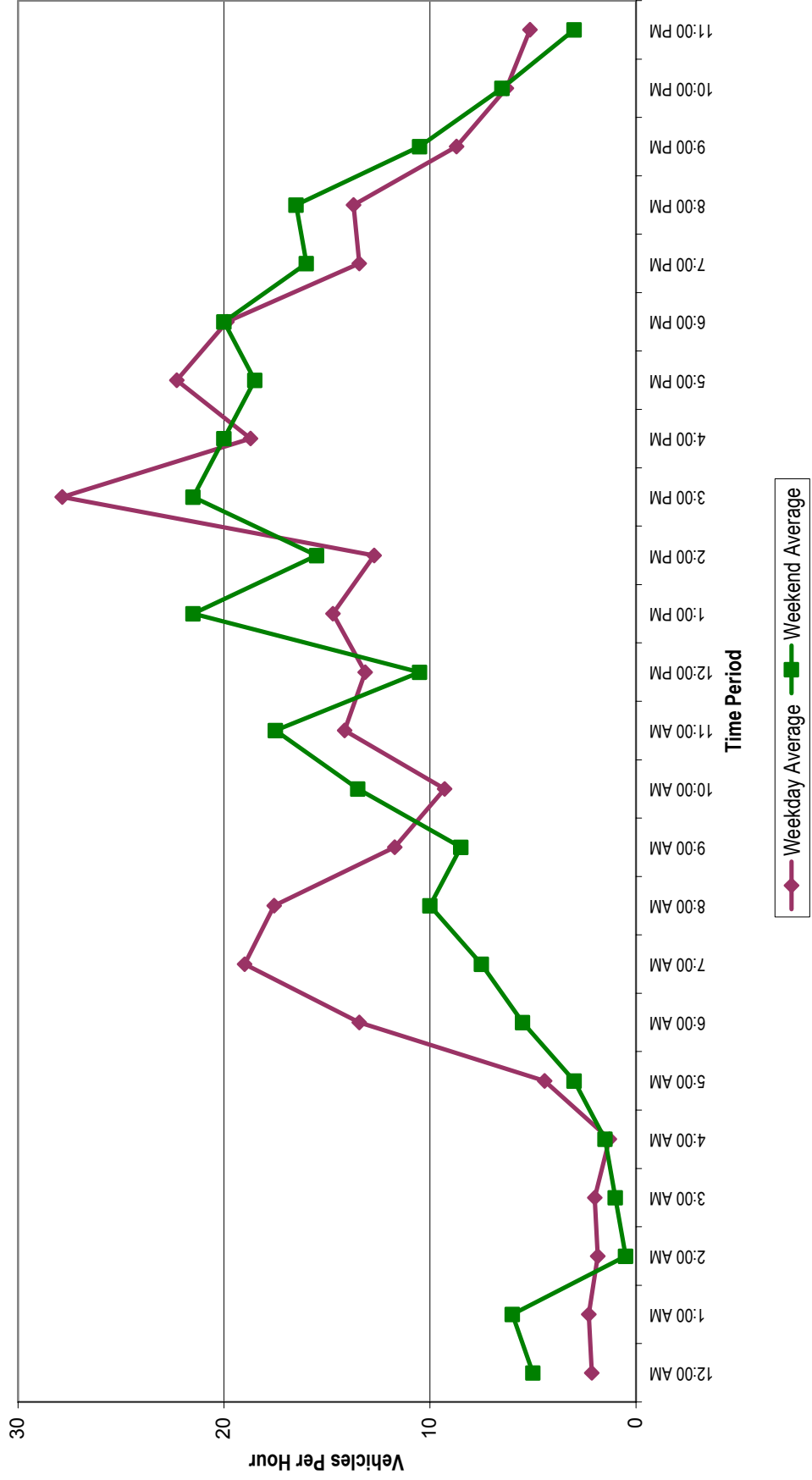


Chart 3
Traffic for Weekday vs. Weekend for Post Road E. of N. Dixie Highway
 (April 29th to May 8th, 2009)
 (Traffic Data Represents Bi-directional, Eastbound + Westbound, Traffic)



North Dixie Highway South of Pointe Aux Peaux Road						
May 2009 Normal Plant Operation Traffic						
Time Period	Weekday Average			Weekend Average		
	EB	WB	Bi-Dir.	EB	WB	Bi-Dir.
12:00 AM	44	40	84	85	61	146
1:00 AM	22	17	40	52	47	99
2:00 AM	18	15	33	27	32	59
3:00 AM	13	13	26	25	25	50
4:00 AM	10	18	29	15	23	38
5:00 AM	62	45	107	26	31	57
6:00 AM	223	133	356	54	70	124
7:00 AM	261	320	581	59	88	147
8:00 AM	189	262	451	56	122	177
9:00 AM	138	202	340	108	186	294
10:00 AM	131	187	317	137	214	350
11:00 AM	167	217	384	189	255	444
12:00 PM	218	224	441	234	259	493
1:00 PM	215	222	437	279	273	551
2:00 PM	207	259	466	272	236	508
3:00 PM	353	368	721	253	246	499
4:00 PM	302	446	748	259	256	515
5:00 PM	340	345	685	278	242	519
6:00 PM	354	321	675	275	259	533
7:00 PM	272	248	520	248	230	477
8:00 PM	218	173	391	206	193	398
9:00 PM	165	123	289	173	147	320
10:00 PM	126	88	214	136	116	252
11:00 PM	90	72	162	94	80	174
Totals	4138	4356	8494	3533	3686	7219

Chart 1
Traffic Profile for
N. Dixie Highway S. of Pointe Aux Peaux Road
 (April 29th to May 5th, 2009)

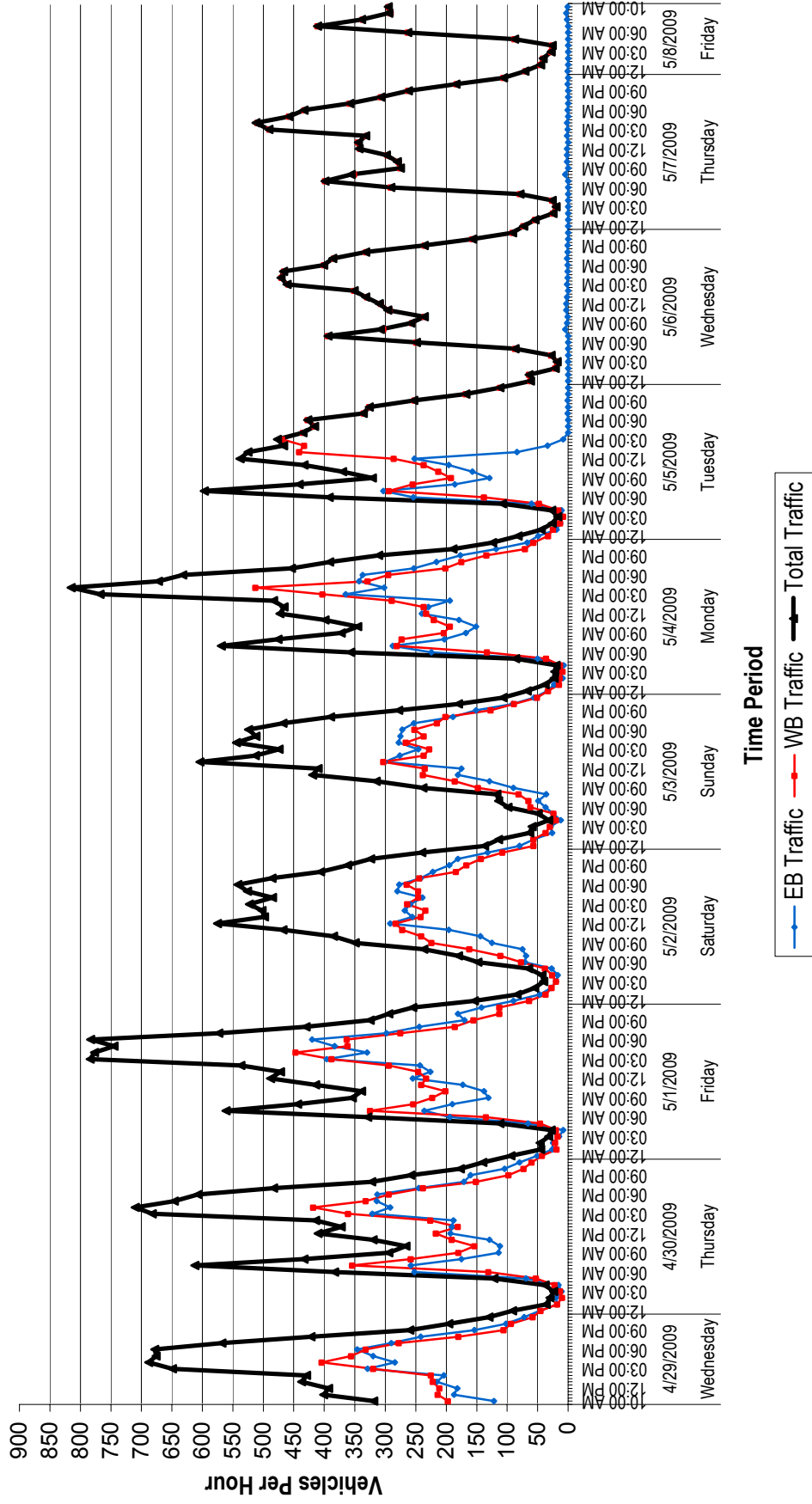


Chart 2
Traffic - Average Weekday
for N. Dixie Highway S. of Pointe Aux Peaux Road
 (April 29th-May 1st, & May 4th-5th, 2009)

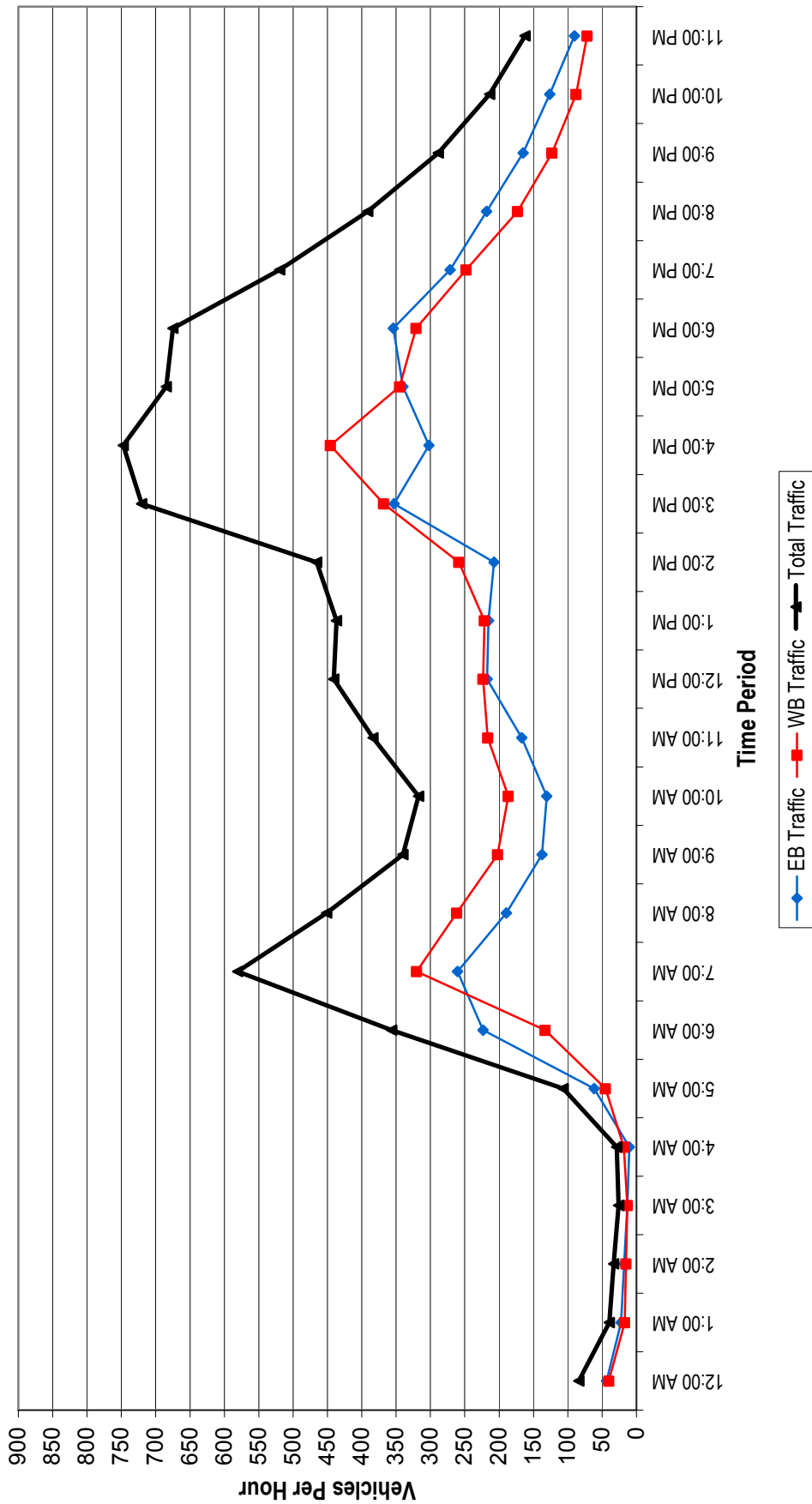


Chart 3
Traffic for Weekday vs. Weekend for N. Dixie Hwy. S. of Pointe Aux Peaux Rd.
 (April 29th to May 5th, 2009)
 (Traffic Data Represents Bi-directional, Eastbound + Westbound, Traffic)



North Dixie Highway South of Post						
May 2009 Normal Plant Operations Traffic						
Time Period	Weekday Average			Weekend Average		
	NB	SB	Bi-Dir.	NB	SB	Bi-Dir.
12:00 AM	16	34	50	42	58	99
1:00 AM	9	22	31	32	51	83
2:00 AM	7	12	19	24	31	54
3:00 AM	8	8	16	11	18	29
4:00 AM	7	13	19	10	13	22
5:00 AM	24	30	53	9	19	28
6:00 AM	79	130	209	38	38	76
7:00 AM	121	242	362	51	49	100
8:00 AM	155	176	331	59	50	109
9:00 AM	106	107	214	79	89	168
10:00 AM	89	99	188	106	91	197
11:00 AM	105	103	208	122	114	236
12:00 PM	117	113	230	148	164	312
1:00 PM	134	124	259	161	173	334
2:00 PM	126	125	251	174	130	303
3:00 PM	248	154	402	148	146	294
4:00 PM	286	192	478	143	153	296
5:00 PM	235	196	431	163	166	329
6:00 PM	193	186	379	160	141	301
7:00 PM	154	140	294	161	120	280
8:00 PM	116	112	228	119	125	243
9:00 PM	79	80	159	84	99	182
10:00 PM	58	63	120	67	77	143
11:00 PM	39	49	88	48	46	94
Totals	2510	2509	5018	2153	2154	4307

Chart 2
Traffic - Average Weekday
for N. Dixie Highway S. of Post Road
 (April 29th-May 1st, & May 4th-5th, 2009)

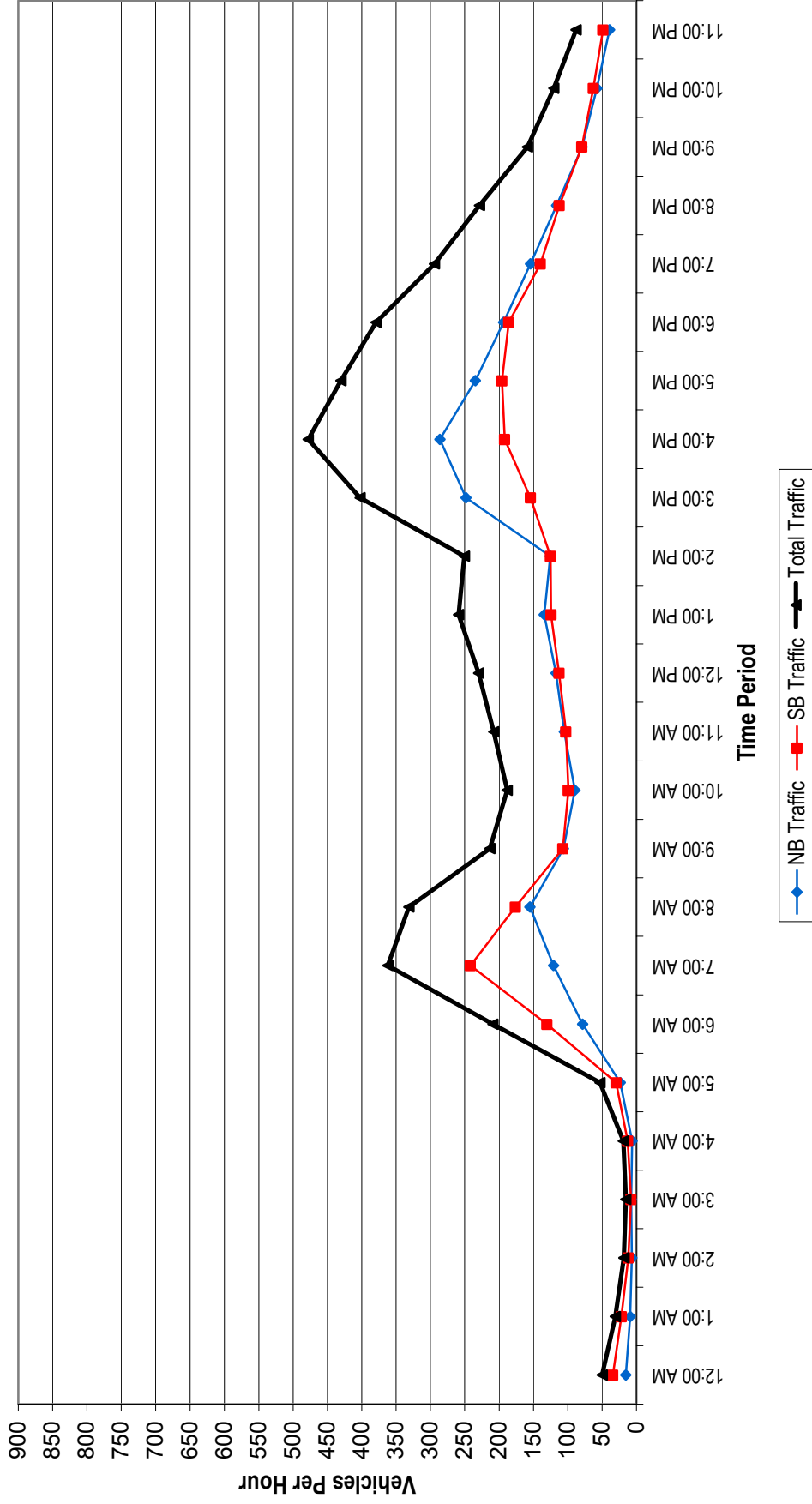
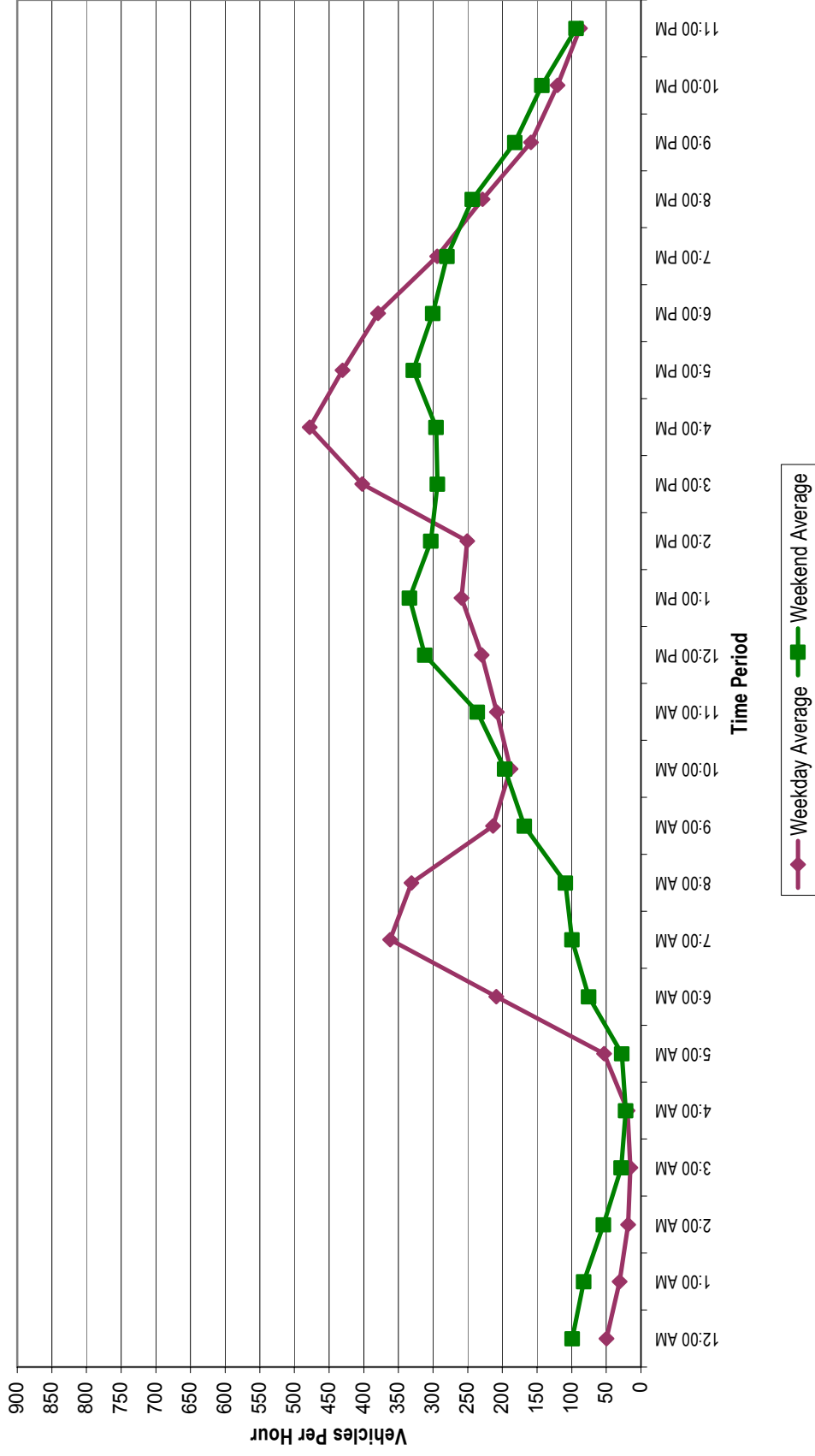


Chart 3 Traffic for Weekday vs. Weekend for N. Dixie Hwy. S. of Post Rd.

(April 29th to May 5th, 2009)

(Traffic Data Represents Bi-directional, Eastbound + Westbound, Traffic)



Leroux Road West of Langton						
May 2009 Normal Plant Operations Traffic						
Time Period	Weekday Average			Weekend Average		
	EB	WB	Bi-Dir.	EB	WB	Bi-Dir.
12:00 AM	1	0	1	0	1	1
1:00 AM	0	0	0	0	0	0
2:00 AM	0	0	0	0	1	1
3:00 AM	0	0	0	0	1	1
4:00 AM	0	2	2	0	0	0
5:00 AM	0	0	0	0	0	0
6:00 AM	0	1	2	0	2	2
7:00 AM	2	0	2	0	1	1
8:00 AM	0	0	0	0	1	1
9:00 AM	1	3	4	0	3	3
10:00 AM	2	3	5	0	4	4
11:00 AM	1	2	3	0	4	4
12:00 PM	3	3	7	0	3	3
1:00 PM	2	6	9	0	3	3
2:00 PM	1	1	3	0	5	5
3:00 PM	2	6	8	0	4	4
4:00 PM	2	1	3	0	4	4
5:00 PM	2	2	4	0	4	4
6:00 PM	4	5	9	0	9	9
7:00 PM	5	6	10	0	3	3
8:00 PM	3	2	5	0	7	7
9:00 PM	2	0	2	0	2	2
10:00 PM	2	0	2	0	1	1
11:00 PM	0	0	0	0	1	1
Totals	36	44	81	0	59	59

Chart 1
Traffic Profile for
Leroux Road W. of Langton
 (April 29th to May 5th, 2009)

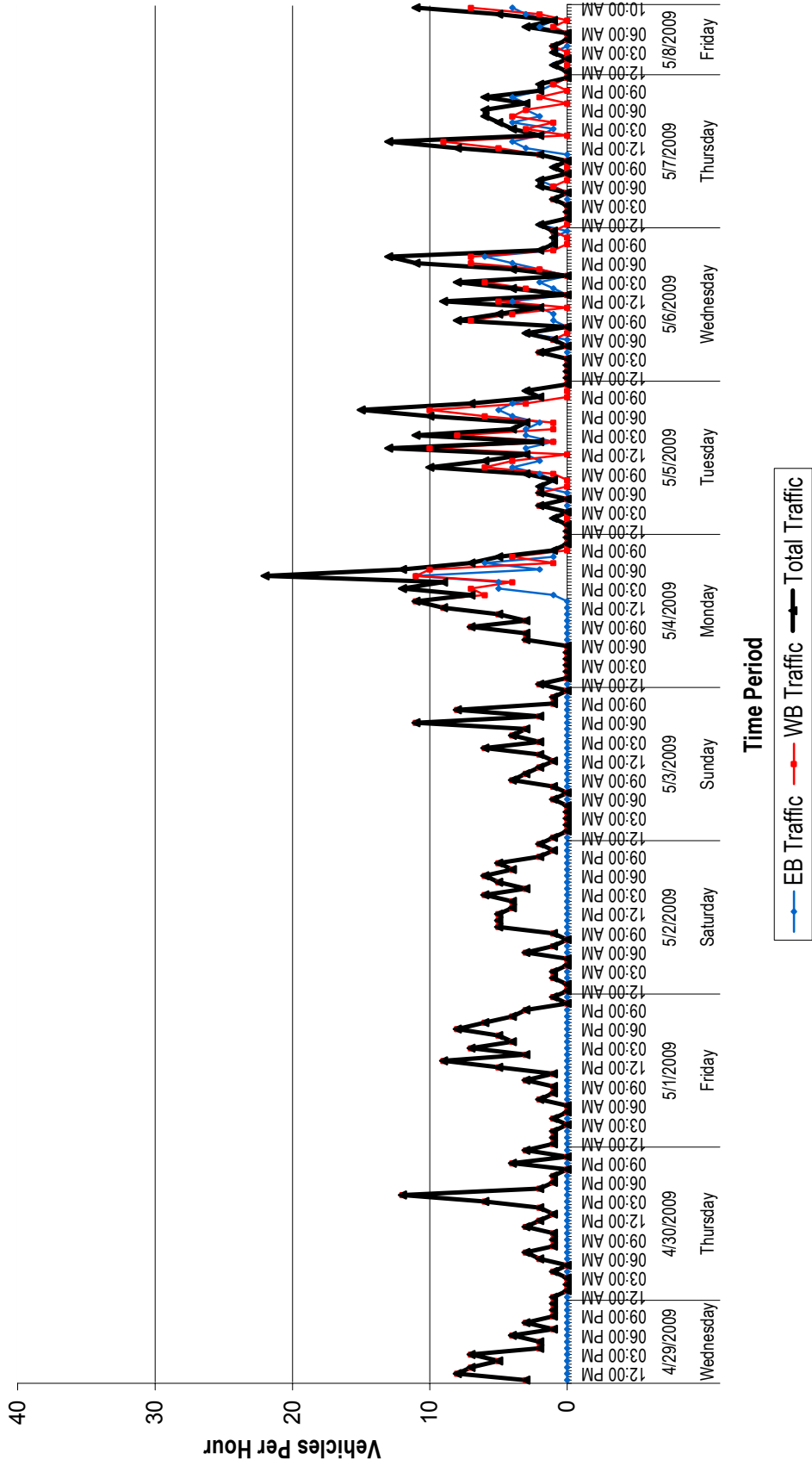


Chart 2
Traffic - Average Weekday
for Leroux Road W. of Langton
 (April 29th-May 1st, & May 4th-5th, 2009)

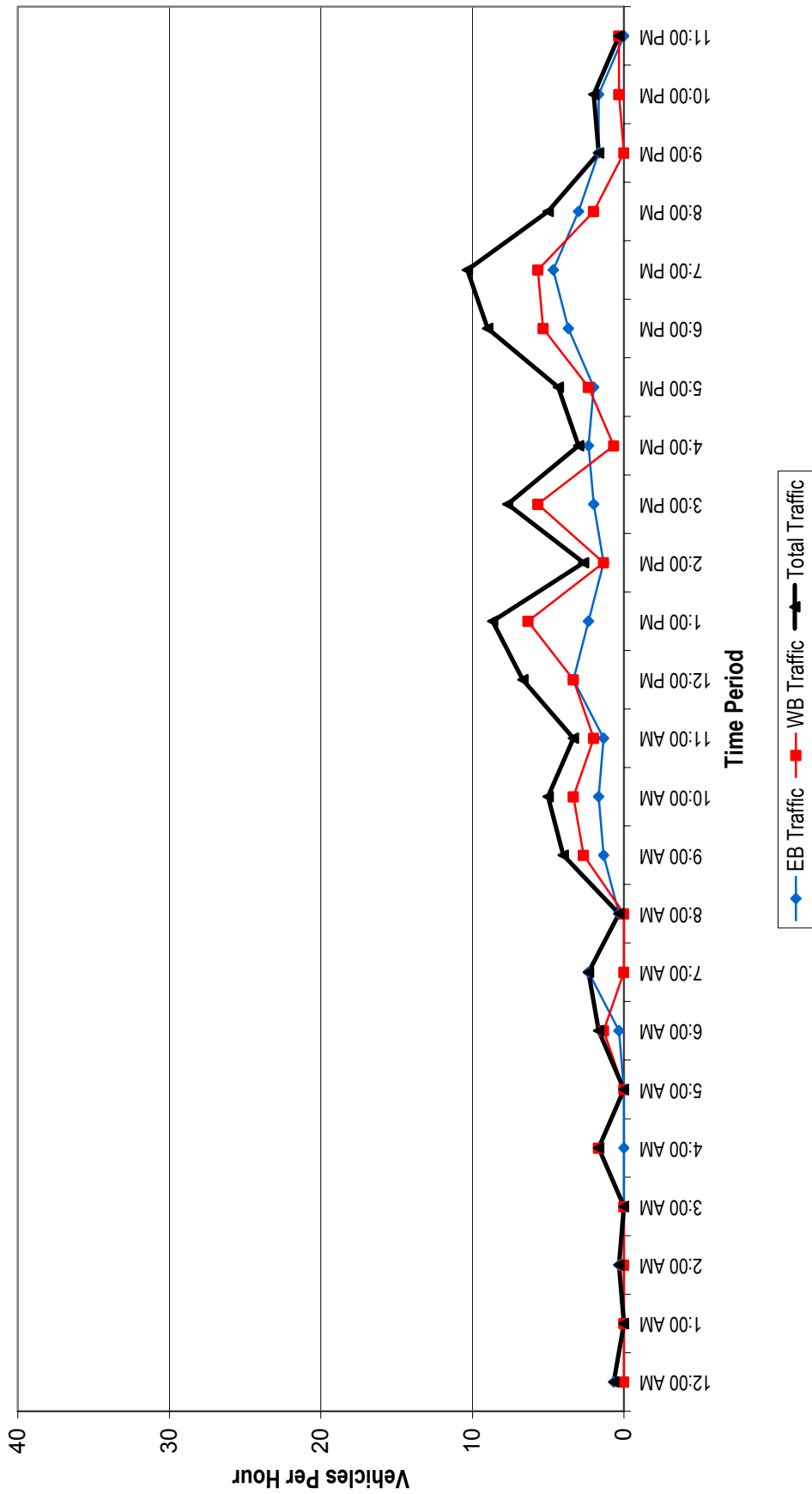
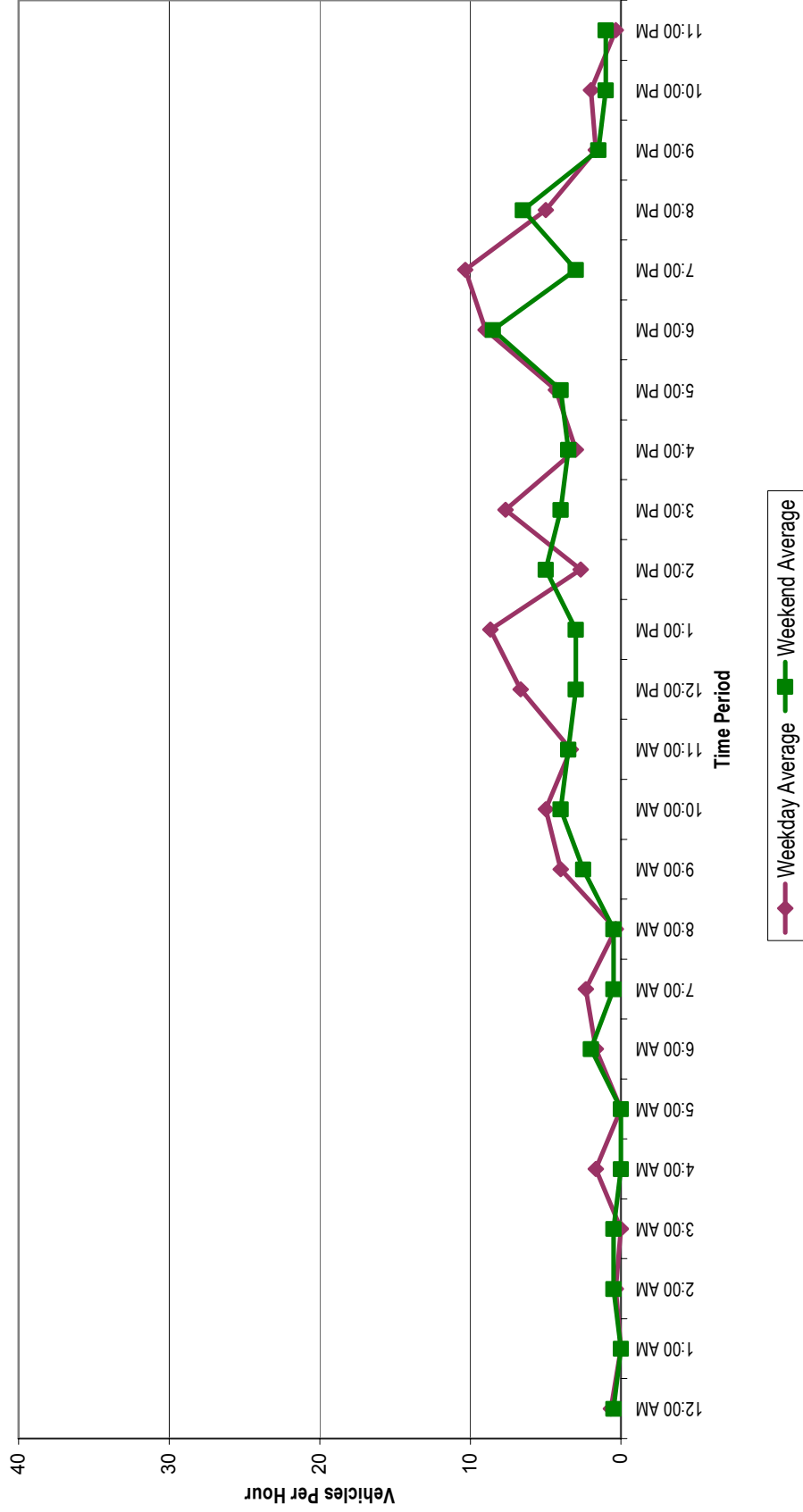


Chart 3 Traffic for Weekday vs. Weekend for Leroux Road W. of Langton

(April 29th to May 5th, 2009)
(Traffic Data Represents Bi-directional, Eastbound + Westbound, Traffic)

NOT VALID WEEKEND DATA DUE TO EQUIPMENT MALFUNCTION



Leroux Road West of Enrico Fermi Drive						
May 2009 Normal Plant Operations Traffic						
Time Period	Weekday Average			Weekend Average		
	EB	WB	Bi-Dir.	EB	WB	Bi-Dir.
12:00 AM	0	1	1	1	1	1
1:00 AM	0	0	0	1	0	1
2:00 AM	1	0	1	0	1	1
3:00 AM	0	0	0	0	0	0
4:00 AM	0	1	1	0	0	0
5:00 AM	0	0	0	0	0	0
6:00 AM	1	1	2	0	0	0
7:00 AM	4	5	10	0	1	1
8:00 AM	2	1	3	2	1	2
9:00 AM	2	3	5	2	2	4
10:00 AM	1	2	4	4	5	8
11:00 AM	2	2	4	1	5	6
12:00 PM	6	3	9	4	4	7
1:00 PM	4	4	8	2	3	4
2:00 PM	3	3	6	6	4	10
3:00 PM	6	5	12	5	6	11
4:00 PM	8	3	11	4	3	7
5:00 PM	6	5	11	2	6	8
6:00 PM	7	6	13	5	4	9
7:00 PM	5	3	8	9	8	17
8:00 PM	4	3	7	8	8	16
9:00 PM	3	1	5	4	6	9
10:00 PM	3	2	5	1	2	3
11:00 PM	1	1	1	3	1	4
Totals	69	55	124	59	66	125

Chart 1
Traffic Profile for
Leroux Road W. of Enrico Fermi Drive
 (April 29th to May 8th, 2009)

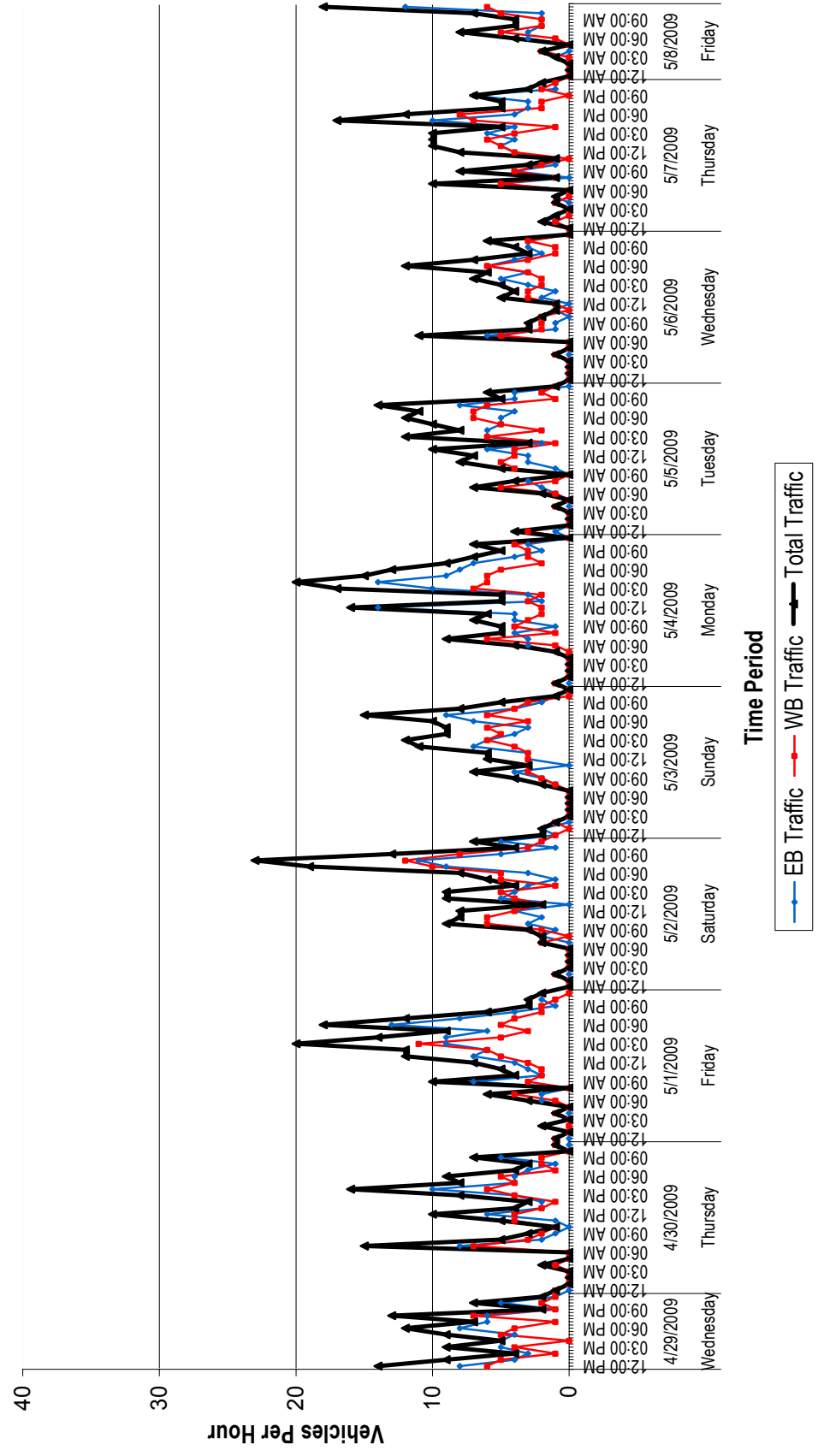


Chart 2
Traffic - Average Weekday
for Leroux Road W. of Enrico Fermi Drive
 (April 29th-May 1st, & May 4th-8th, 2009)

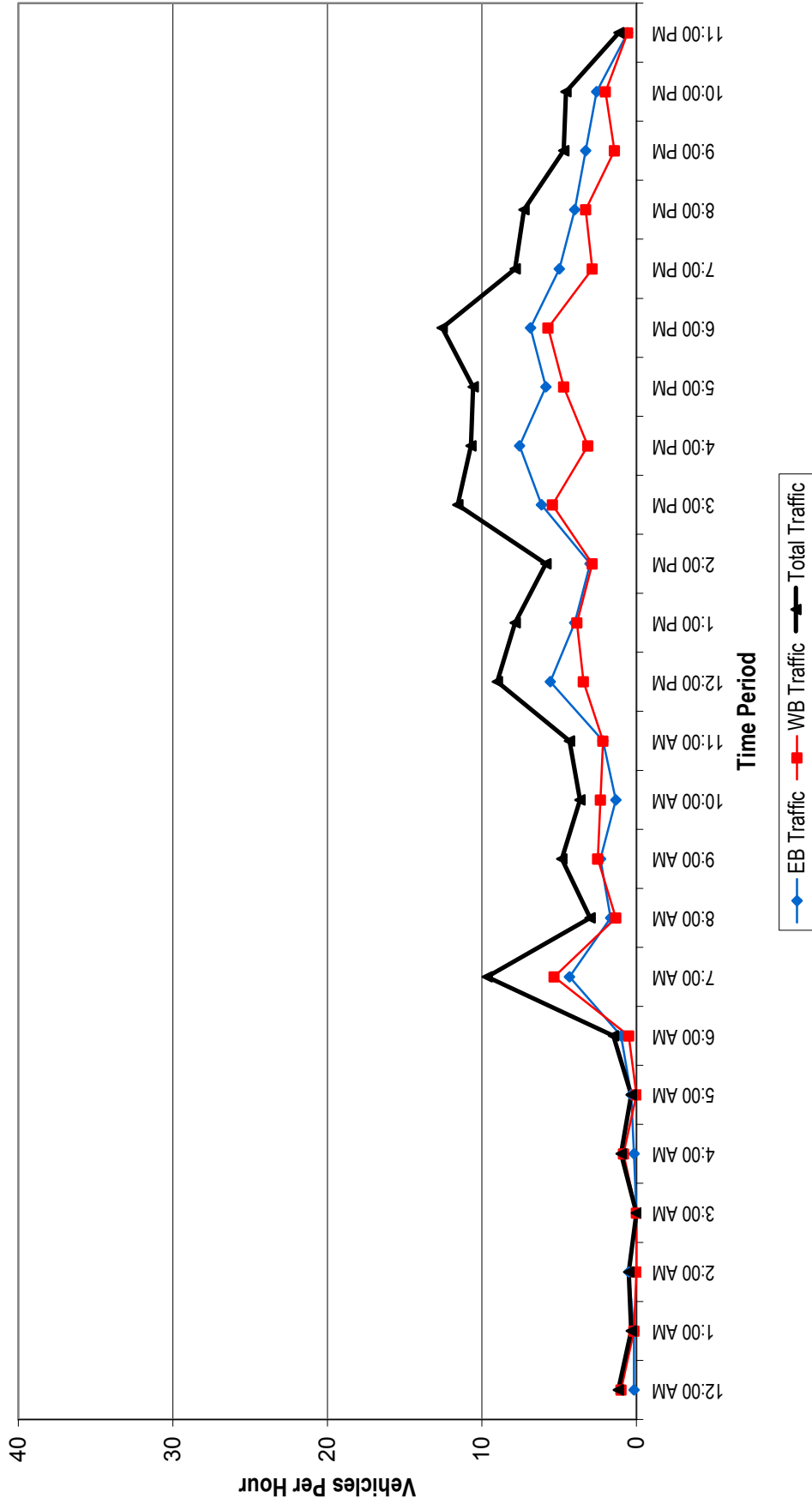
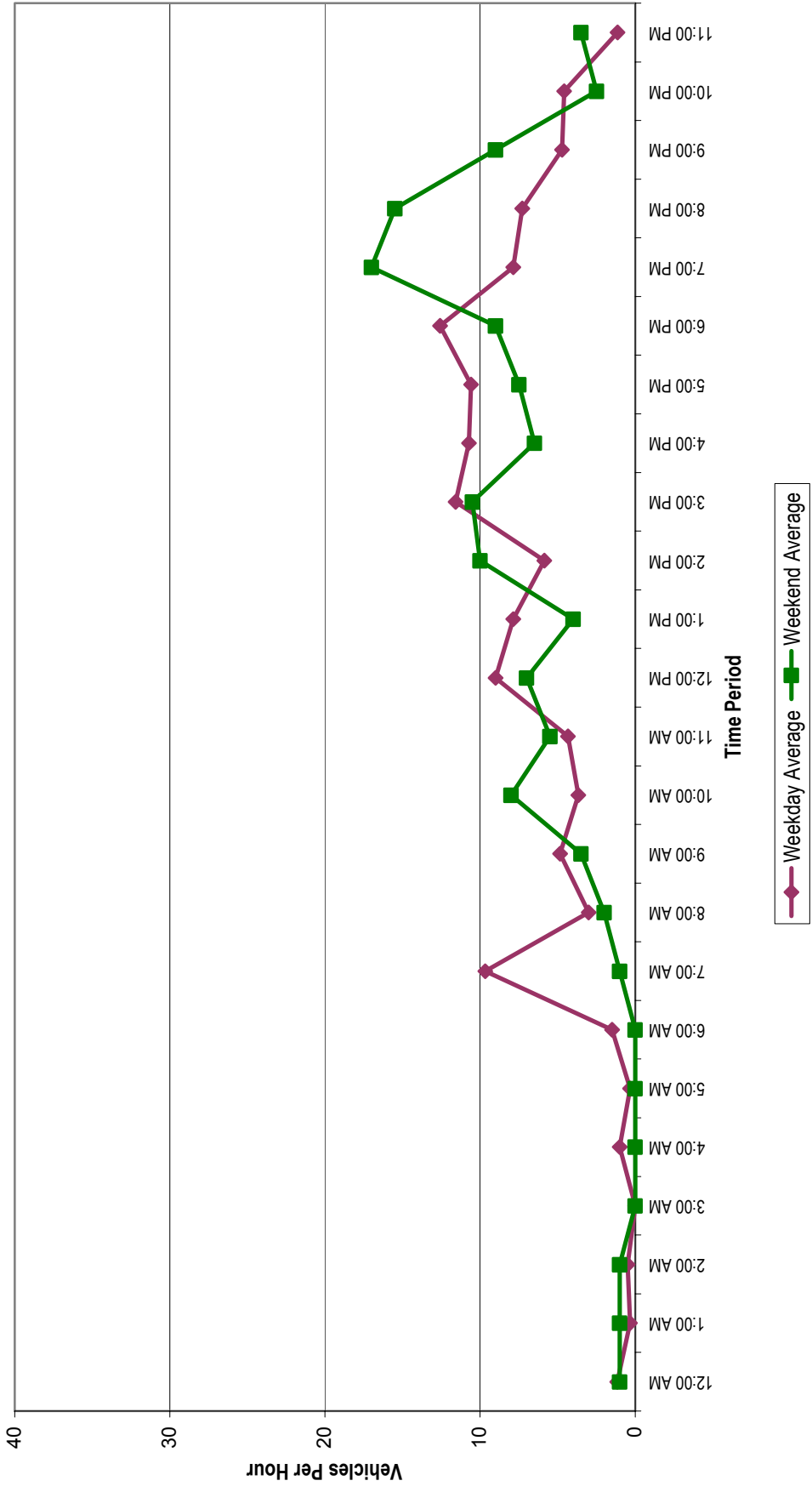


Chart 3 Traffic for Weekday vs. Weekend for Leroux Road W. of Enrico Fermi Drive

(April 29th to May 8th, 2009)
(Traffic Data Represents Bi-directional, Eastbound + Westbound, Traffic)



APPENDIX B

OUTAGE TRAFFIC DATA SUMMARY REPORT

Shutdown Traffic Data Summary Report

FERMI NUCLEAR POWER PLANT



MAY 2009

PREPARED FOR:
DTE ENERGY
ONE ENERGY PLAZA
DETROIT, MICHIGAN 48226-1221

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1.0 PURPOSE OF SHUTDOWN TRAFFIC DATA REPORT

The purpose of this interim data report is to provide a synopsis of the traffic conditions of key roadways adjacent to the Fermi Nuclear Power Plant (Fermi) during the plant shutdown that occurred in April 2009. This study provides data related to the shutdown period on the adjacent roadways. An additional traffic study is being prepared to evaluate the existing roadways and existing traffic (under normal plant operations) and determine the impacts of increased traffic from the expansion of the Fermi to add Unit 3 (Fermi 3).

2.0 SHUTDOWN TRAFFIC CONDITIONS

There were a total of four locations at which hose counters were placed during the period of Thursday April 9th through Wednesday April 15th, 2009 so as to capture shutdown traffic conditions for those vehicles accessing the Fermi. These four locations included:

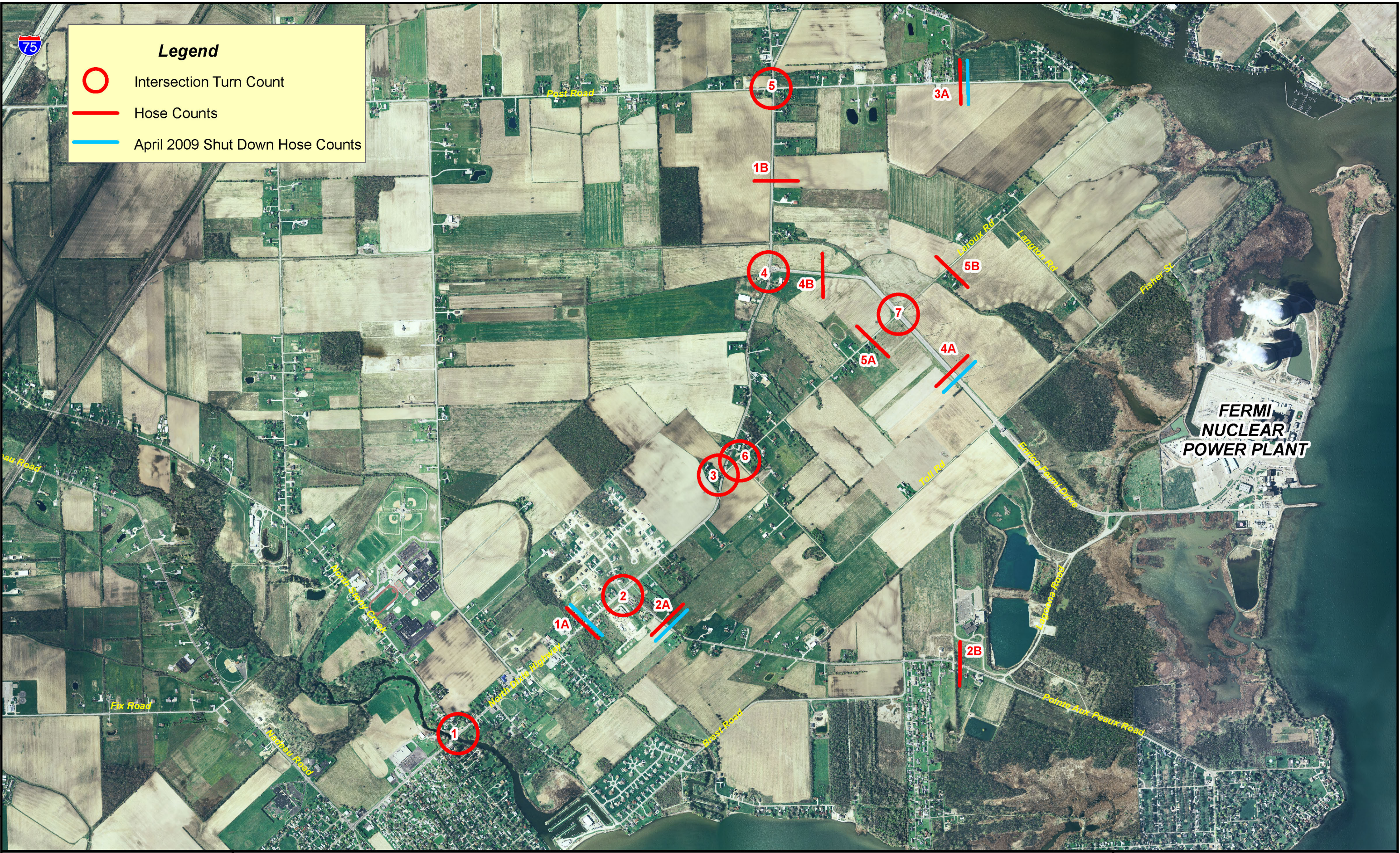
1. Enrico Fermi Drive (east of N. Dixie Highway)
2. Pointe Aux Peaux Road (east of N. Dixie Highway)
3. Post Road (east of N. Dixie Highway)
4. N. Dixie Highway (south of Pointe Aux Peaux Road)

Fermi site access is primarily via Enrico Fermi Drive from North Dixie Highway. There is a Fermi gated entrance off of Pointe Aux Peaux Road, however, this gate is almost always locked and not accessible to daily traffic. The locations of the shutdown counts are shown on *Figure 1* on the next page.



Legend

- Intersection Turn Count
- Hose Counts
- April 2009 Shut Down Hose Counts



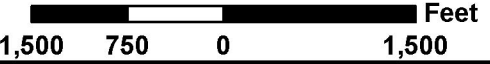
Project # D1380004 May 2009. df1380004_trafficcounts.mxd

Mannik & Smith
 The Group, Inc.
 1800 Indian Wood Circle
 Maumee, Ohio 43537
 Civil Engineering, Surveying and Environmental Consulting
 MAUMEE ♦ CLEVELAND ♦ MONROE ♦ CANTON

(419) 891-2222
 Fax: (419) 891-1595

Traffic Count Locations
Fermi Nuclear Power Plant Traffic Study
Frenchtown Township, Monroe County, Michigan

Notes The photography, dated April 2005, is provided by SEMCOG (The Southeast Michigan Council of Governments).



2.1 Enrico Fermi Drive Shutdown Traffic Data Summary

The hose count for this location recorded a full week of data and was not disrupted by any hoses being pulled up or cut. Below are summaries of the data found on Charts 1, 2, and 3 on the next three pages:

Chart 1 – Shutdown Traffic Profile for the Week

The data clearly shows the cyclical traffic pattern of the primary access to the Fermi with nearly 500 to 600 vehicles entering the site during the AM peak hour rush period; and in the afternoon there is a 300 to 400 vehicles peak hour rush of traffic leaving the site. This is typical of plant facilities in that the AM peak seems to be more concentrated as employees and contractors arrive at nearly the same time when the facility opens, but in the afternoon traffic seems to depart at more staggered times as some employees might be held up in meetings or work assignments and contractors tend to filter out during various times in the afternoon. The weekend traffic is slightly less intense than the weekdays, but still somewhat similar to the weekday peak periods.

Chart 2 – Shutdown Traffic – Average Weekday

This chart averaged all five weekdays including Thursday and Friday April 9th and 10th as well as Monday through Wednesday April 13th through 15th. The chart clearly shows the sharp AM peak occurring in the 6AM to 7AM period with just under 550 entering in the AM and just fewer than 200 exiting at the same period. In the PM peak hour it is more of a staggered peak with the highest volume occurring in the 5PM to 6PM period with still a good amount of traffic in the following hour as well.

Chart 3 – Shutdown Traffic – Weekday vs. Weekend

The data indicates there is only about 100 vehicles difference in the AM and in the PM peak periods when comparing the weekday and weekend traffic volumes. This indicates there is only a minimal drop in traffic between the weekday and weekend traffic.

Daily Traffic Volumes

Although the peak traffic periods represent moderate volumes of traffic during shift changes, the overall 24-hour daily traffic volume is not a large number with a volume of 4,373 occurring on a weekday, and 3,654 on a weekend day. In comparison, a typical 2-lane roadway starts to experience traffic delays when it begins to have daily traffic volumes over 8,000 vehicles.

Chart 1
Shutdown Traffic Profile for
Enrico Fermi Drive
 (April 9th to 15th, 2009)

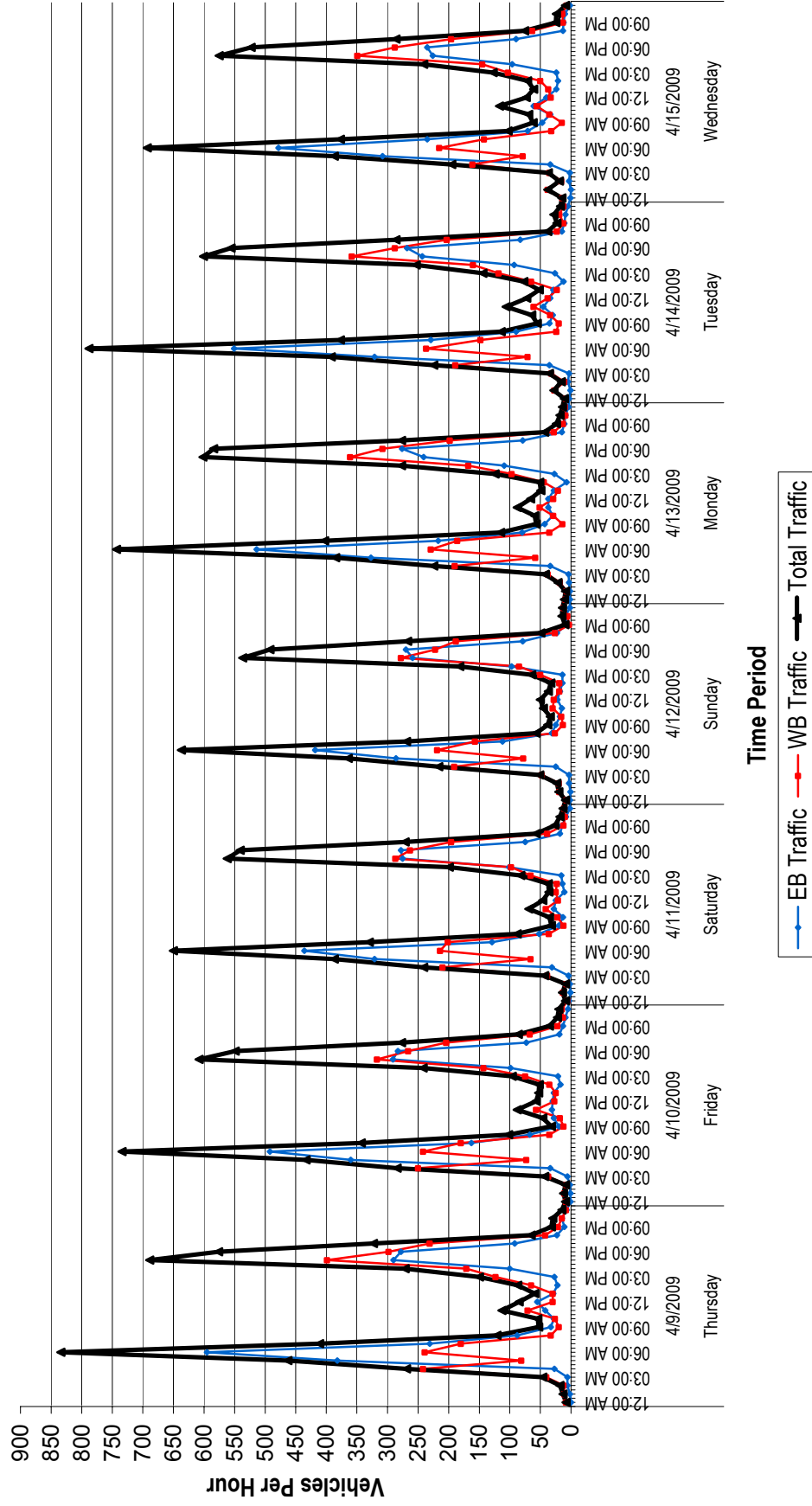


Chart 2
Shutdown Traffic - Average Weekday
for Enrico Fermi Drive
 (April 9th-10th, & 13th-15th, 2009)

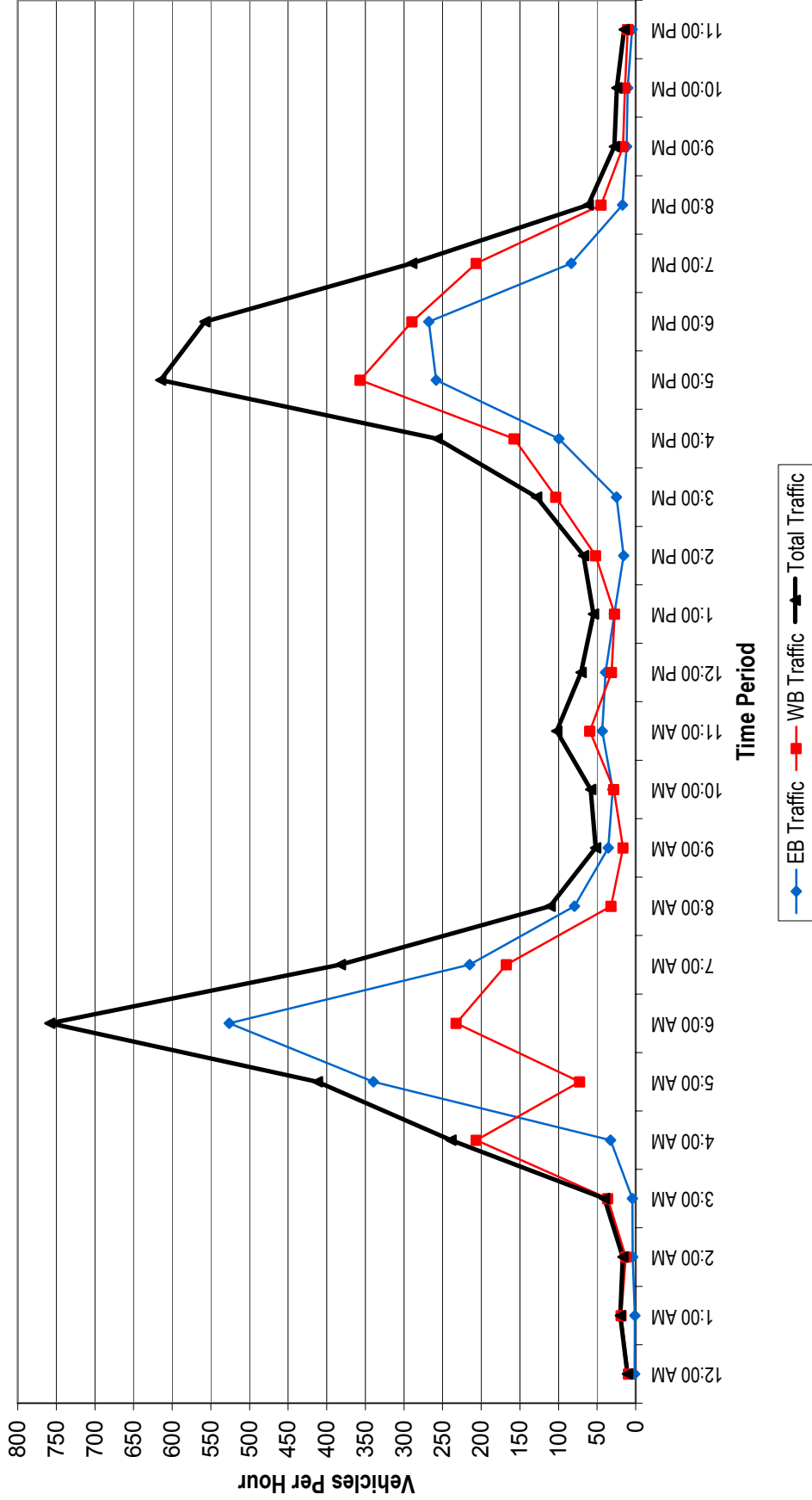
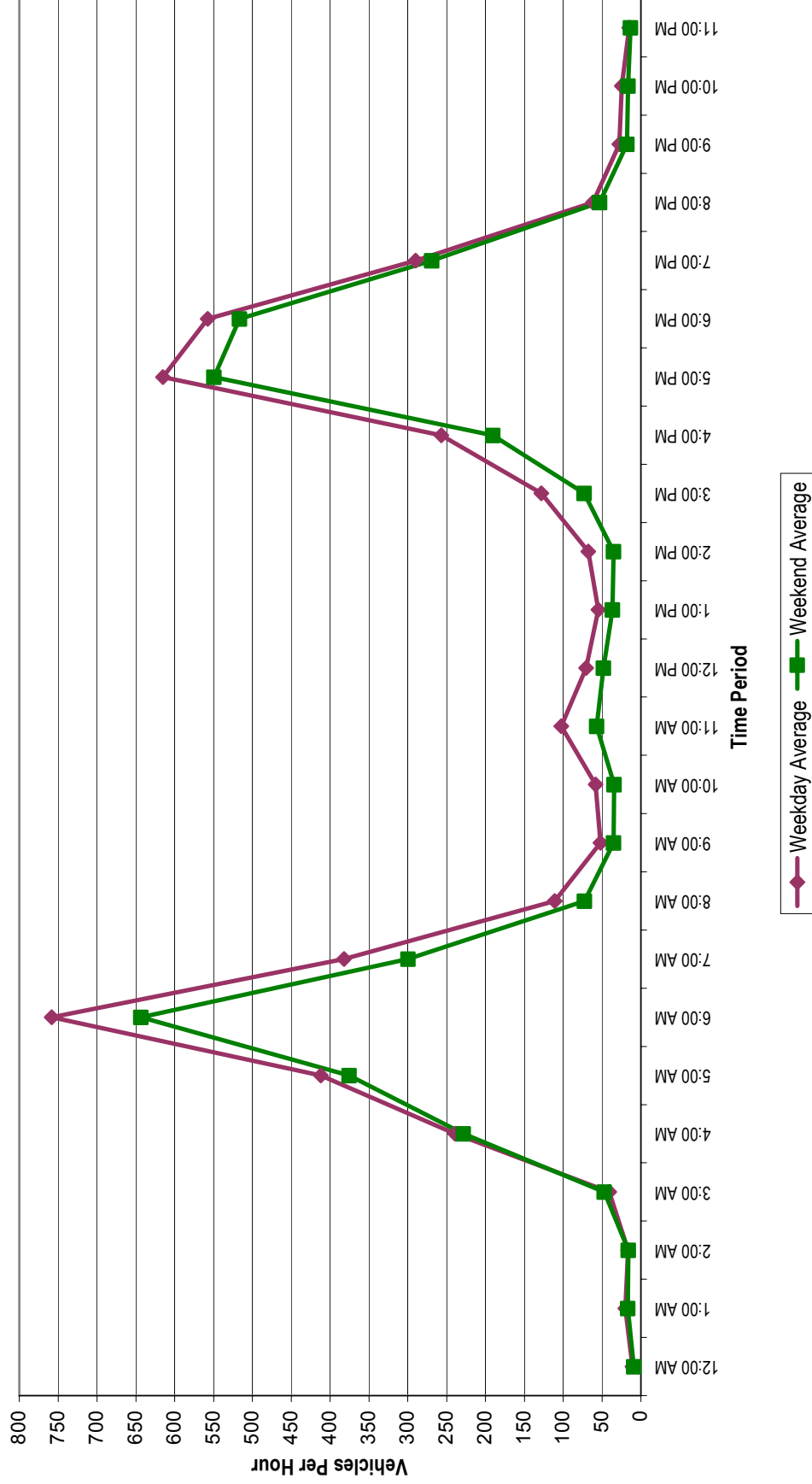


Chart 3
Shutdown Traffic for Weekday vs. Weekend for Enrico Fermi Drive
 (April 9th to 15th, 2009)
 (Traffic Data Represents Bi-directional, Eastbound + Westbound, Traffic)



2.2 Pointe Aux Peaux Road Shutdown Traffic Data Summary

The hose count for this location recorded a full week of data and was not disrupted by any hoses being dislodged or cut. Below are summaries of the data found on Charts 4, 5, and 6 on the next three pages:

Chart 4 – Shutdown Traffic Profile for the Week

The data shows a more distributed traffic pattern of Pointe Aux Peaux Road which is a public roadway servicing residential areas, whereas Enrico Fermi Drive operates more as a private drive as it is the primary access to Fermi. Given this, the peak periods are more spread out and less of a spike for the peak period on Pointe Aux Peaux Road. The largest peak period occurs around 4PM to 5PM, but for the most part traffic on this roadway starts to build around 6AM and stays relatively consistent in volume until 6PM when it begins to tail off again.

Chart 5 – Shutdown Traffic – Average Weekday

This chart averaged all five weekdays including Thursday and Friday April 9th and 10th as well as Monday through Wednesday April 13th through 15th. The chart shows how the peak periods are more spread out on this roadway when compared to that of the Enrico Fermi Drive. Again, this figure shows traffic building from 6AM through to 6PM when it begins to decline again. The peak period is around 300 vehicles per hour, which occurs in the 4PM to 5PM period.

Chart 6 – Shutdown Traffic – Weekday vs. Weekend

The data indicates there is not a significant difference in the weekday and weekend traffic volumes other than the morning on the weekends lacks the AM peak hour for commuters, and traffic only starts to build after 9AM, and then is relatively close to volumes that occur on the weekdays for the remainder of the day.

Daily Traffic Volumes

A review of the overall 24-hour daily traffic volumes indicate this roadway is carrying 3,574 vehicles on the average weekday, and 3,435 on the average weekend which is a minimal difference. As stated previously, a typical 2-lane roadway starts to experience traffic delays when it begins to have daily traffic volumes over 8,000 vehicles, and this roadway is well under that volume.

Chart 4
Shutdown Traffic Profile for Pointe Aux Peaux Rd.
 (April 9th to 15th, 2009)

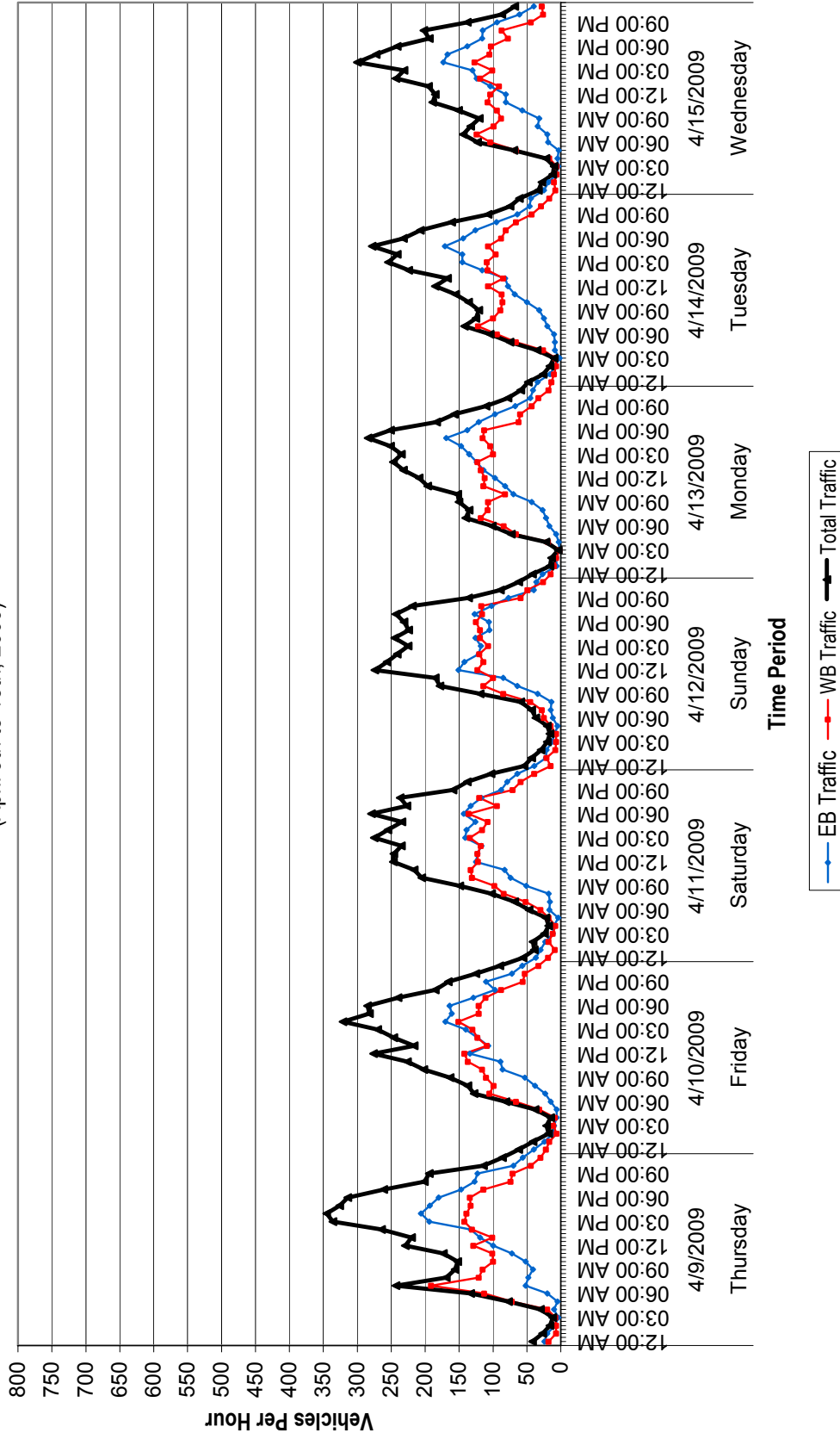


Chart 5
Shutdown Traffic - Average Weekday
for Pointe Aux Peaux Rd.
 (April 9th-10th, & 13th-15th, 2009)

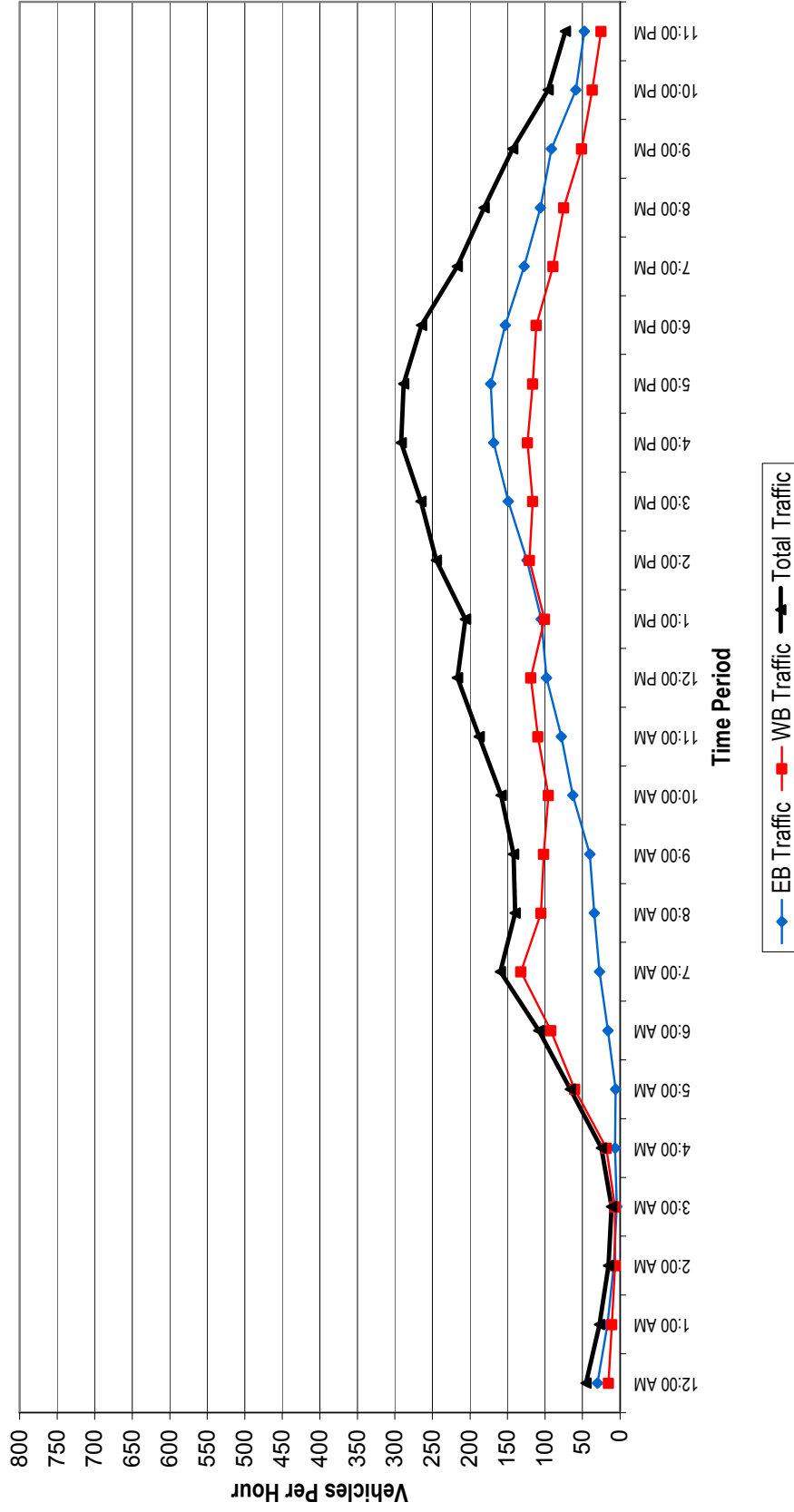
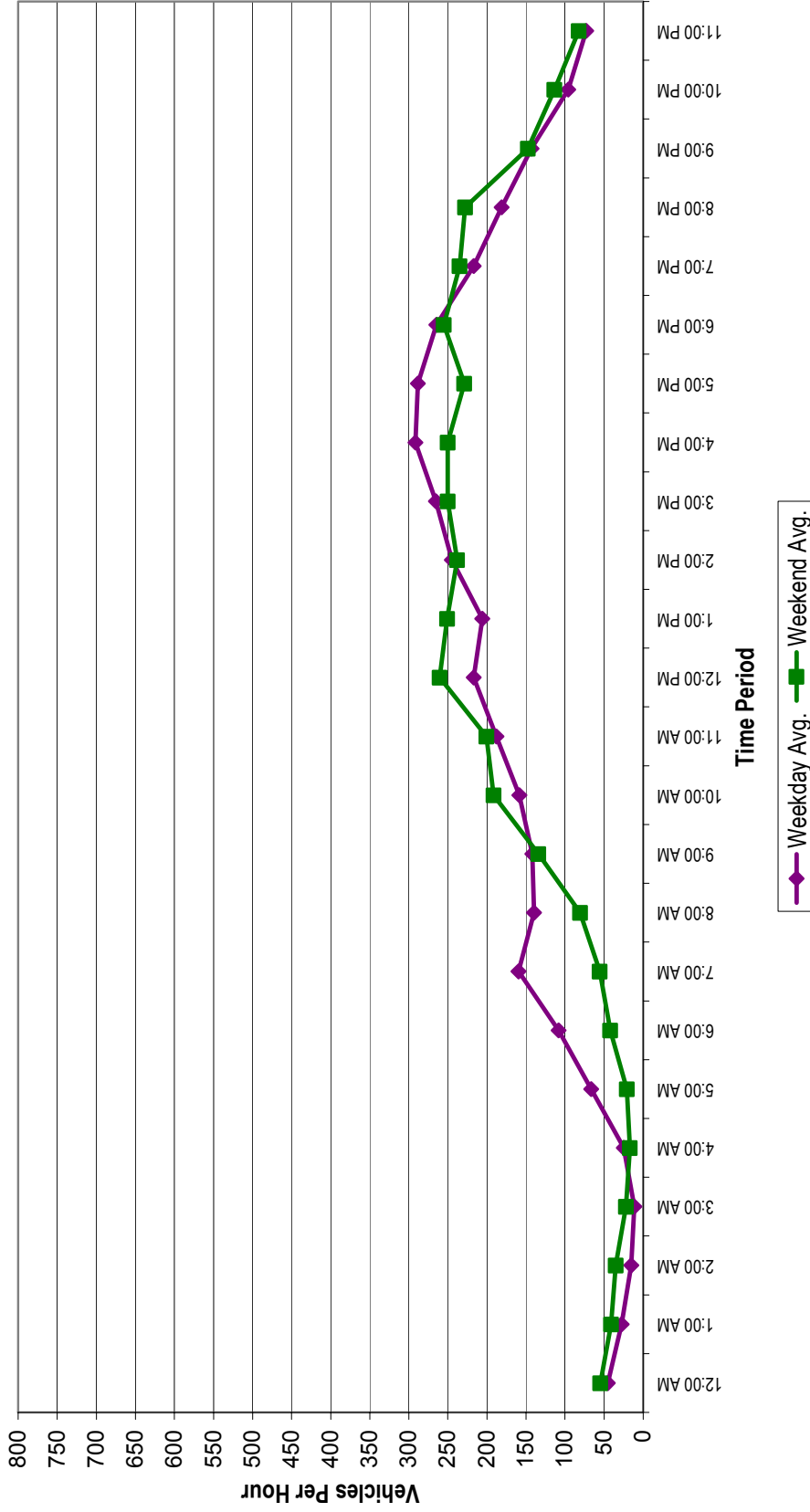


Chart 6
Shutdown Traffic for Weekday vs. Weekend for Pointe Aux Peaux Rd.
 (April 9th to 15th, 2009)
 (Traffic Data Represents Bi-directional, Eastbound + Westbound, traffic)



2.3 Post Road Shutdown Traffic Data Summary

The hose count for this location was disrupted after two days of data being recorded. Poor pavement conditions did not allow for fully secure placement of hoses. There was a record of two full weekdays (Thursday and Friday) before the hoses apparently dislodged early Saturday morning. Below are summaries of the data found on Charts 7 and 8 on the next two pages:

Chart 7 – Shutdown Traffic Profile for the Week

Traffic data was only obtained for Thursday and Friday April 9th and 10th given that the hoses were dislodged early Saturday morning as is clearly shown on the chart. The traffic profiles for the two weekdays do show a morning peak around the 6AM to 7AM period and an afternoon peak around 5PM to 6PM. However, the volumes on this roadway are very light, with peak hour volumes less than 35 vehicles. These lower volumes required a different scale for the vehicles per hour (y-axis) on this chart as compared to the other roadways, so as to better display the data.

Chart 8 – Shutdown Traffic – Average Weekday

Only the weekdays of Thursday and Friday were averaged for this chart data given the hose count was disrupted after Friday. The chart shows there is an AM peak around 6AM to 7AM and a more spread out peak from 4PM to 6PM. Again, it must be noted that traffic volumes are very light on Post Road with peak hour volumes less than 30 vehicles.

Daily Traffic Volumes

An average of the two weekdays collected revealed an overall 24-hour daily traffic volume of 485 for Post Road east of North Dixie Highway. This is a low volume rural roadway that is quite narrow and the volumes are typical of these types of roadways.

Chart 7
Shutdown Traffic Profile for Post Rd.
 (April 9th to 15th, 2009)

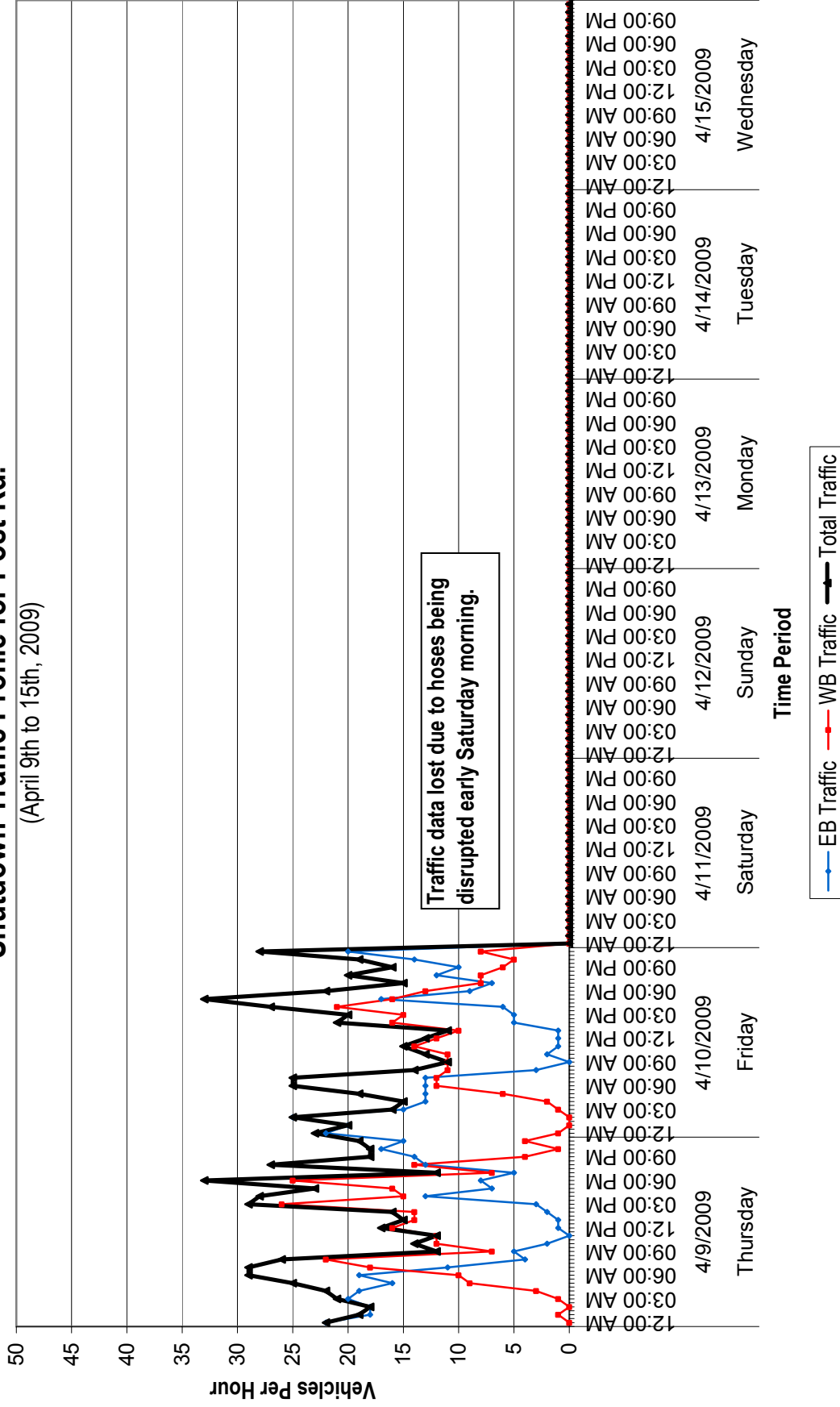
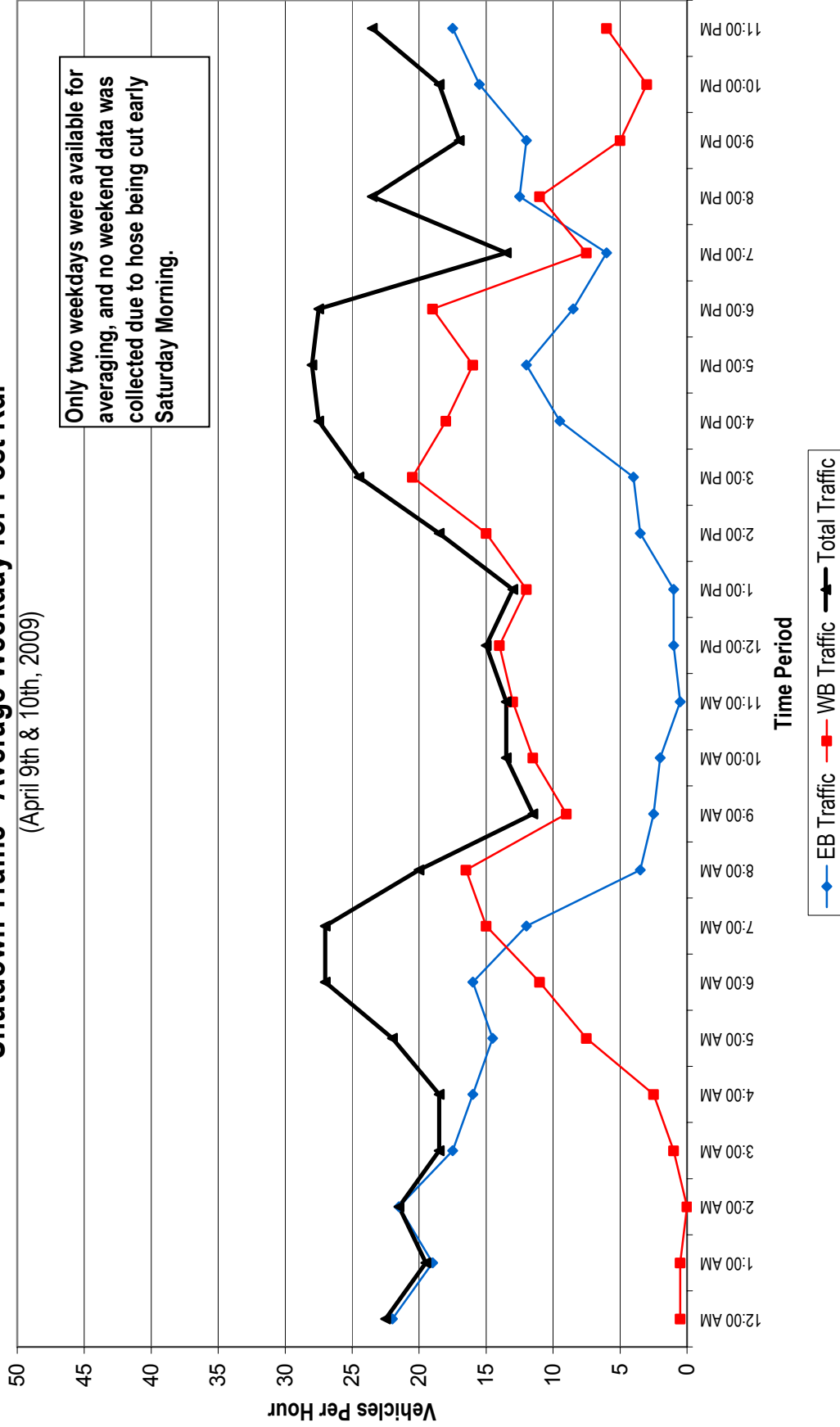


Chart 8
Shutdown Traffic - Average Weekday for Post Rd.
 (April 9th & 10th, 2009)



2.4 North Dixie Highway Shutdown Traffic Data Summary

The hose count for this location was disrupted only a few hours after the count began, and this did not allow for a single full day to be collected. The hoses appeared to be cut, likely from a muffler dragging on the roadway, farm equipment, or from vandalism.

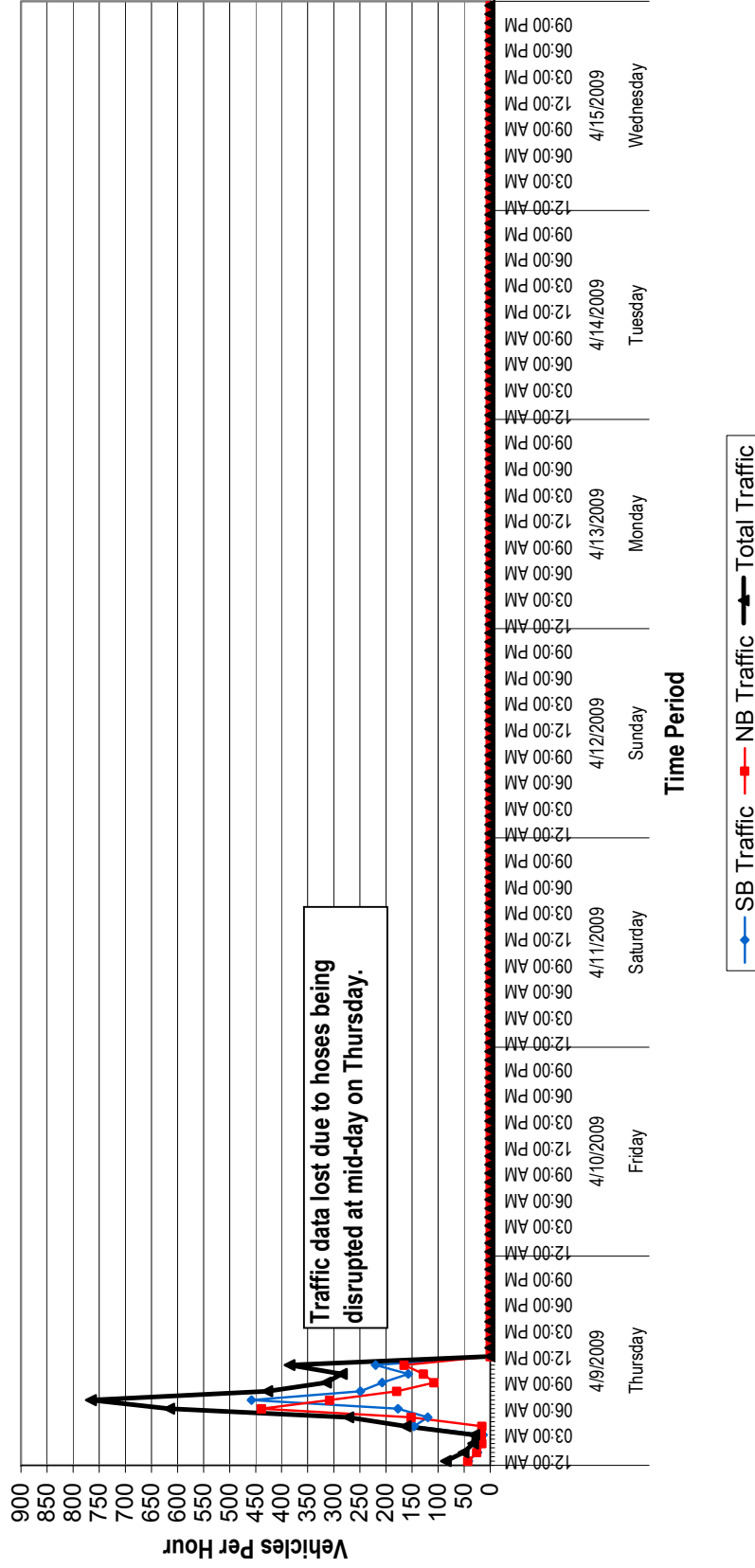
Chart 9 – Shutdown Traffic Profile for the Week

The little amount of traffic data collected is displayed on Chart 9 on the following page. There was enough data collected to show a fairly high AM peak period of over 750 vehicles in the 6AM to 7AM period. Hoses will be set at this location in the next round of counts to obtain more extensive data.

2.5 Summary of Shutdown Traffic Data

Although two hose counts were disrupted, the other two key locations remained in place the entire week and collected traffic data during the shutdown period that can then be compared to normal operations once that data is collected. The Enrico Fermi Drive and the Pointe Aux Peaux roadways are the key roadways feeding the Fermi Nuclear Facility with direct access to the site, and these are the two locations that remained in place and captured the full amount of data.

Chart 9
Shutdown Traffic Profile for N. Dixie Hwy.
 (April 9th to 15th, 2009)



APPENDIX C

24-HOUR AUTOMATED TRAFFIC RECORDER REPORTS

Station ID: SN#: 21762
 enrico fermi dr.
 east of leroux
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound (entering)															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total
04/29/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	2	22	15	1	2	1	0	1	1	0	0	0	0	14	59
13:00	1	15	2	0	1	1	0	0	0	0	0	0	0	1	21
14:00	1	11	2	0	1	0	0	0	0	0	0	0	0	7	24
15:00	1	8	1	0	1	0	0	0	0	0	0	0	0	3	14
16:00	0	8	6	0	0	0	0	0	0	0	0	0	0	1	15
17:00	0	31	12	0	1	0	0	0	0	0	0	0	0	0	44
18:00	2	56	30	0	5	1	0	1	0	0	0	0	0	6	101
19:00	1	21	12	0	1	0	0	0	0	0	0	0	0	2	37
20:00	1	3	0	0	0	0	0	0	0	0	0	0	0	2	6
21:00	0	4	3	0	3	0	0	0	0	0	0	0	0	0	10
22:00	0	9	5	0	0	0	0	0	0	0	0	0	0	2	16
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
Total	9	191	89	1	15	4	0	2	1	0	0	0	0	38	351
Percent	2.6%	54.4%	25.4%	0.3%	4.3%	1.1%	0.0%	0.6%	0.3%	0.0%	0.0%	0.0%	0.3%	10.8%	
AM Peak															
Vol.	12:00	18:00	18:00	12:00	18:00	12:00	12:00	12:00	12:00	14:00	12:00	12:00	14:00	12:00	
PM Peak	2	56	30	1	5	1	0	1	1	1	0	0	1	14	

Station ID: SN#: 21762
 enrigo fermi dr.
 east of leroux
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound (entering)		Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Start Time															
05/01/09		0	1	0	0	0	0	0	0	0	0	0	0	1	2
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	2	3
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	1	3
04:00	1	7	6	0	1	0	0	0	0	0	0	0	0	4	19
05:00	2	57	28	0	2	0	0	0	0	0	0	0	0	5	94
06:00	12	179	87	0	18	1	0	0	0	0	0	0	0	39	336
07:00	3	136	39	0	10	1	0	0	0	0	0	0	0	18	207
08:00	0	48	8	0	8	0	0	0	0	0	0	0	0	8	72
09:00	2	11	5	0	2	0	0	0	0	0	0	0	0	4	24
10:00	0	12	2	0	3	0	0	0	0	0	0	0	0	6	23
11:00	2	19	7	0	1	0	0	0	0	0	0	0	0	9	38
12 PM	2	23	9	0	5	0	0	1	0	0	0	0	0	10	50
13:00	2	13	6	0	1	0	0	1	0	0	0	0	0	9	32
14:00	2	10	4	0	0	0	0	0	0	0	0	0	0	1	17
15:00	1	7	4	0	0	0	1	0	0	0	0	0	0	5	19
16:00	1	17	3	0	0	0	0	1	0	0	0	0	0	3	25
17:00	0	16	3	0	1	0	0	0	0	0	0	0	0	2	22
18:00	0	45	25	0	5	0	0	0	0	0	0	0	0	10	85
19:00	1	14	8	0	2	0	0	0	0	0	0	0	0	1	26
20:00	0	1	1	0	0	0	0	0	0	0	0	0	0	1	3
21:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
22:00	1	5	3	0	1	0	0	0	0	0	0	0	0	2	12
23:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
Total	32	628	254	0	61	2	1	3	0	0	0	0	1	141	1123
Percent	2.8%	55.9%	22.6%	0.0%	5.4%	0.2%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.1%	12.6%	
AM Peak	06:00	06:00	06:00		06:00	06:00								06:00	
Vol.	12	179	87		18	1								39	
PM Peak	12:00	18:00	18:00		12:00	15:00		12:00					15:00	12:00	
Vol.	2	45	25		5	1		1				1	10		

Station ID: SN#: 21762
 enrigo fermi dr.
 east of leroux
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound (entering)		Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Start Time	Bikes														
05/04/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	1	0	0	0	0	0	0	0	0	0	1	3
04:00	0	9	1	0	1	0	0	0	0	0	0	0	0	3	14
05:00	4	59	26	0	8	0	0	0	0	0	0	0	0	1	98
06:00	14	233	117	0	24	2	0	0	0	0	0	0	0	21	411
07:00	8	198	52	0	10	0	0	1	0	0	0	0	0	11	280
08:00	1	53	8	0	3	0	0	0	0	0	0	0	0	1	66
09:00	0	16	8	0	1	0	0	0	0	0	0	0	0	3	28
10:00	0	11	1	0	1	0	0	0	0	0	0	0	0	3	16
11:00	1	27	8	0	2	1	0	0	1	0	0	0	0	3	43
12 PM	2	22	7	0	8	0	0	0	0	1	0	0	0	4	44
13:00	1	16	9	0	0	1	0	1	0	0	0	0	0	1	29
14:00	1	5	4	0	0	0	0	1	0	0	0	0	0	2	13
15:00	0	21	4	0	0	0	0	1	0	0	0	0	0	2	28
16:00	1	8	3	1	0	0	0	0	0	0	0	0	0	2	15
17:00	4	9	3	0	0	0	0	0	0	0	0	0	0	1	17
18:00	0	5	7	0	2	0	0	0	0	0	0	0	0	1	15
19:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
20:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3	3
21:00	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
23:00	1	4	1	0	1	0	0	0	2	0	0	0	0	0	9
Total	39	707	263	2	62	4	0	4	3	1	0	0	0	60	1145
Percent	3.4%	61.7%	23.0%	0.2%	5.4%	0.3%	0.0%	0.3%	0.3%	0.1%	0.0%	0.0%	0.0%	5.2%	
AM Peak	06:00	06:00	06:00	03:00	06:00	06:00	07:00	07:00	11:00					06:00	
Vol.	14	233	117	1	24	2	1	1	1					21	
PM Peak	17:00	12:00	13:00	16:00	12:00	13:00	13:00	13:00	23:00	12:00				12:00	
Vol.	4	22	9	1	8	1	1	1	2	1				4	

Station ID: SN#: 21762
 enrigo fermi dr.
 east of leroux
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound (entering)		Cars & Trailers		2 Axle Long		Buses		2 Axle 6 Tire		3 Axle Single		4 Axle Single		<5 Axl Double		5 Axle Double		>6 Axl Double		<6 Axl Multi		6 Axle Multi		>6 Axl Multi		Not Classed		Total				
Start Time	Bikes	Trailers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
05/07/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0		
04:00	0	8	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	17	0	0	0		
05:00	4	70	23	4	70	5	1	5	18	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	105	0	0	0		
06:00	10	259	123	10	259	18	1	9	18	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	464	0	0	0		
07:00	8	208	48	8	208	9	0	1	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	287	0	0	0		
08:00	0	48	11	0	48	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	66	0	0	0		
09:00	0	17	5	0	17	5	0	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	31	0	0	0	0	
10:00	0	11	6	1	11	6	1	1	2	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	24	0	0	0	0	
11:00	1	27	11	0	27	11	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	49	0	0	0	0	
12 PM	1	22	10	0	22	10	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	38	0	0	0	0	
13:00	0	6	5	0	6	5	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	16	0	0	0	0	
14:00	0	3	2	0	3	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0	
15:00	1	15	7	0	15	7	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	28	0	0	0	0	
16:00	0	4	2	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	0	0	0	0	
17:00	1	15	1	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	19	0	0	0	0	
18:00	0	10	4	0	10	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	16	0	0	0	0	
19:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	
20:00	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	
21:00	0	5	3	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	0	0	0	0	
22:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
23:00	1	2	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	
Total	27	736	271	27	736	271	2	51	14	14	3	3	1	1	1	0	0	0	0	0	0	0	0	0	0	92	1197	0	0	0	0	
Percent	2.3%	61.5%	22.6%	0.2%	4.3%	1.2%	0.2%	0.3%	0.1%	0.1%	0.3%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	06:00	06:00	06:00	06:00		
AM Peak	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	09:00	09:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00
Vol.	10	259	123	1	18	7	1	18	7	7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	46	46	46	46	46	
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	
Vol.	1	22	10	1	2	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	3	3	3	3	

Station ID: SN#: 21762
 enrico fermi dr.
 east of leroux
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound (entering)															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classed	Total
05/08/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3
04:00	0	8	3	0	0	0	0	0	0	0	0	0	0	1	12
05:00	2	58	17	0	2	2	0	0	0	0	0	0	0	7	88
06:00	11	178	90	0	17	3	0	0	0	0	0	0	0	37	336
07:00	5	166	34	1	10	0	0	0	0	0	0	0	0	16	232
08:00	5	38	14	0	0	1	0	0	0	1	0	0	0	9	68
09:00	0	17	11	0	2	0	0	0	0	0	0	0	0	1	31
10:00	0	10	5	0	5	0	0	1	0	0	0	0	0	4	25
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	24	478	174	1	36	6	0	1	0	1	0	0	0	77	798
Percent	3.0%	59.9%	21.8%	0.1%	4.5%	0.8%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	9.6%	
AM Peak	06:00	06:00	06:00	07:00	06:00	06:00	06:00	10:00	06:00	08:00	06:00	06:00	06:00	06:00	
PM Peak	11	178	90	1	17	3	0	1	0	1	0	0	0	37	
Vol.															
Vol.															
Grand Total	258	5218	2036	12	426	71	6	23	8	6	0	0	4	716	8784
Percent	2.9%	59.4%	23.2%	0.1%	4.8%	0.8%	0.1%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%	8.2%	

Station ID: SN#: 21762
 enrico fermi dr.
 east of leroux
 Date Start: 29-Apr-09
 Date End: 08-May-09

west bound (exiting)		Cars & Trailers		2 Axle Long		Buses		2 Axle 6 Tire		3 Axle Single		4 Axle Single		<5 Axle Double		5 Axle Double		>6 Axle Double		<6 Axle Multi		6 Axle Multi		>6 Axle Multi		Not Classed		Total	
Start Time	Bikes	Trailers		Long		Buses		6 Tire		3 Axle Single		4 Axle Single		<5 Axle Double		5 Axle Double		>6 Axle Double		<6 Axle Multi		6 Axle Multi		>6 Axle Multi		Classed		Total	
05/06/09	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
05:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	11	
06:00	3	17	0	6	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	74	
07:00	2	5	1	13	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	41	
08:00	0	2	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	10	
09:00	0	4	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12	
10:00	0	8	0	4	0	0	0	6	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	20	
11:00	0	29	0	22	0	0	0	6	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	65	
12 PM	0	14	0	7	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	29	
13:00	1	18	0	12	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	38	
14:00	3	34	0	23	0	0	0	14	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	76	
15:00	8	96	0	129	0	0	0	57	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	297	
16:00	8	131	0	79	0	0	0	50	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	270	
17:00	2	104	0	35	0	0	0	25	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	168	
18:00	1	36	0	22	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	
19:00	0	11	0	11	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	25	
20:00	0	8	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
21:00	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
22:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
23:00	0	6	0	6	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15	
Total	28	530	1	385	188	1	0	188	0.1%	1	0	7	0.6%	10:00	1	11:00	0.1%	2	0.2%	0	0	0	0	2	0.2%	101	8.1%	1246	
Percent	2.2%	42.5%	0.1%	30.9%	15.1%	0.1%	0.0%	15.1%	0.1%	0.1%	0.6%	0.0%	0.6%	10:00	1	11:00	0.1%	0.2%	0.2%	0.0%	0.0%	0.0%	0.2%	0.2%	11:00	06:00			
AM Peak	06:00	11:00	07:00	11:00	10:00	07:00	11:00	10:00	11:00	10:00	10:00	11:00	10:00	10:00	10:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	06:00		
Vol.	3	29	1	22	6	1	1	6	1	1	1	1	1	15:00	1	14:00	1	14:00	1	1	1	1	1	1	12:00	15:00	46		
PM Peak	15:00	16:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	4	
Vol.	8	131	1	129	57	1	1	57	3	1	3	1	3	15:00	3	14:00	3	14:00	1	1	1	1	1	1	12:00	15:00	4		

Station ID: SN#: 21762
 enrico fermi dr.
 east of leroux
 Date Start: 29-Apr-09
 Date End: 08-May-09

west bound (exiting)															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/08/09	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	6
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	6	9
06:00	1	16	9	0	0	0	0	0	0	0	0	0	0	32	58
07:00	1	12	9	0	3	0	0	0	0	0	0	0	0	26	51
08:00	0	2	3	0	2	0	0	0	0	0	0	0	0	8	15
09:00	1	3	2	0	3	0	0	0	0	0	0	0	0	9	9
10:00	0	12	11	0	10	0	0	1	1	0	0	0	0	3	38
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	3	55	38	0	19	0	0	1	1	0	0	0	0	79	196
Percent	1.5%	28.1%	19.4%	0.0%	9.7%	0.0%	0.0%	0.5%	0.5%	0.0%	0.0%	0.0%	0.0%	40.3%	
AM Peak	06:00	06:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	06:00	06:00	06:00	06:00	
PM Peak	Vol.	1	16	11	10	10	1	1	1	0	0	0	0	32	

Grand Total	168	4379	2691	20	1280	12	0	28	23	4	0	0	3	913	9521
Percent	1.8%	46.0%	28.3%	0.2%	13.4%	0.1%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	9.6%	

Station ID: SN#: 21760
 enrico fermi dr.

n. of leroux
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound (entering)															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/30/09	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
04:00	0	9	6	0	1	0	0	0	0	0	0	0	0	1	17
05:00	1	88	37	0	2	0	0	0	1	0	0	0	0	0	129
06:00	2	252	110	0	21	2	0	1	1	0	0	0	0	8	397
07:00	0	165	37	1	10	0	0	1	1	0	0	0	0	3	218
08:00	0	47	11	0	5	1	0	0	1	0	0	0	0	3	68
09:00	0	17	5	1	4	1	0	0	0	0	0	0	0	0	28
10:00	0	13	8	0	1	0	0	0	0	0	0	0	0	3	25
11:00	0	19	8	0	1	0	0	1	0	0	0	0	0	0	29
12 PM	0	29	10	0	5	0	0	2	0	0	0	0	0	2	48
13:00	0	13	8	0	4	0	0	0	0	0	0	0	0	2	27
14:00	0	12	4	0	0	0	0	0	0	0	0	0	0	0	16
15:00	0	12	3	0	2	0	0	0	0	0	0	0	0	1	18
16:00	0	23	9	0	0	0	0	0	0	0	0	0	0	1	33
17:00	0	31	11	0	1	0	0	1	0	0	0	0	0	1	45
18:00	0	60	29	1	5	0	0	0	0	0	0	0	0	0	95
19:00	0	21	9	0	2	0	0	0	0	0	0	0	0	0	32
20:00	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
21:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
22:00	0	8	4	0	0	0	0	0	0	0	0	0	0	0	12
23:00	0	5	4	0	2	0	0	0	0	0	0	0	0	0	11
Total	3	841	321	3	69	4	0	6	4	0	0	0	0	25	1276
Percent	0.2%	65.9%	25.2%	0.2%	5.4%	0.3%	0.0%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	2.0%	
AM Peak	06:00	06:00	06:00	07:00	06:00	06:00	06:00	06:00	05:00					06:00	
Vol.	2	252	110	1	21	2	1	1	1					8	
PM Peak		18:00	18:00	18:00	12:00			12:00						12:00	
Vol.		60	29	1	5			2						2	

Station ID: SN#: 21760
 enrico fermi dr.

n. of leroux
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound (entering)		Cars & Trailers		2 Axle Long		Buses		2 Axle 6 Tire		3 Axle Single		4 Axle Single		<5 Axle Double		5 Axle Double		>6 Axle Double		<6 Axle Multi		6 Axle Multi		>6 Axle Multi		Not Classed		Total	
Start Time	Bikes																												
05/03/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
05:00	0	18	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	48	48
06:00	4	32	8	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	29	29
07:00	2	19	6	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
10:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
11:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
12 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
13:00	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
14:00	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
16:00	1	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
17:00	0	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	18
18:00	4	14	11	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	34
19:00	1	5	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9
20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	17	143	53	0	10	0	0	10	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	228	228
Percent	7.5%	62.7%	23.2%	0.0%	4.4%	0.0%	0.0%	4.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	06:00	06:00	
AM Peak	06:00	06:00	06:00	0.0%	06:00	0.0%	0.0%	06:00	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	06:00	06:00	
Vol.	4	32	8	0	3	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
PM Peak	18:00	18:00	18:00	0.0%	18:00	0.0%	0.0%	18:00	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	18:00	18:00	
Vol.	4	14	11	0	3	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1

Station ID: SN#: 21760
 enrico fermi dr.

n. of leroux
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound (entering)		Cars & Trailers		2 Axle Long		Buses		2 Axle 6 Tire		3 Axle Single		4 Axle Single		<5 Axl Double		5 Axle Double		>6 Axl Double		<6 Axl Multi		6 Axle Multi		>6 Axl Multi		Not Classed		Total	
Start Time	Bikes	Trailers		Long		Buses		6 Tire		3 Axle Single		4 Axle Single		<5 Axl Double		5 Axle Double		>6 Axl Double		<6 Axl Multi		6 Axle Multi		>6 Axl Multi		Classed		Total	
05/05/09	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:00	0	13	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
05:00	5	78	0	29	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119	
06:00	13	268	0	131	0	0	18	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	9	441		
07:00	4	207	0	51	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	275	
08:00	1	50	0	9	0	0	5	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	67	
09:00	1	20	0	5	0	2	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	33	
10:00	0	11	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
11:00	0	24	0	10	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	
12 PM	0	31	0	14	0	1	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	50	
13:00	0	17	0	9	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	
14:00	0	7	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
15:00	1	13	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	
16:00	2	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
17:00	0	14	0	6	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	
18:00	0	11	0	7	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	
19:00	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
20:00	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
21:00	1	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
22:00	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
23:00	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
Total	29	790	0	299	0	5	59	0	4	0	4	1	0	0	0	4	0	0	0	0	0	0	0	0	0	12	1203		
Percent	2.4%	65.7%		24.9%		0.4%	4.9%		0.3%		0.1%			0.3%		0.3%		0.0%		0.0%		0.0%		0.0%		1.0%			
AM Peak	06:00	06:00		06:00		09:00	06:00		06:00		06:00			06:00		08:00		08:00		06:00		06:00		06:00		06:00			
Vol.	13	268		131		2	18		2		2			2		1		1		2		2		1		9			
PM Peak	16:00	12:00		12:00		12:00	13:00		12:00		12:00			12:00		12:00		12:00		12:00		12:00		12:00		17:00			
Vol.	2	31		14		1	2		1		1			1		2		2		1		2		1		1			

Station ID: SN#: 21760
 enrico fermi dr.
 n. of leroux
 Date Start: 29-Apr-09
 Date End: 08-May-09

west bound (exiting)															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total
04/29/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	1	19	6	1	2	0	0	0	0	0	0	0	0	3	32
13:00	0	21	4	0	1	0	0	1	0	0	0	0	0	1	28
14:00	0	40	14	1	2	0	0	0	0	1	0	0	0	2	60
15:00	2	161	71	0	10	1	0	1	1	0	0	0	0	1	248
16:00	2	122	30	0	8	0	0	0	0	0	0	0	0	0	162
17:00	0	107	34	0	4	0	0	0	0	0	0	0	0	0	145
18:00	10	83	32	0	8	0	0	0	0	0	0	0	0	2	135
19:00	3	55	17	0	4	0	0	0	0	0	0	0	0	0	79
20:00	1	16	4	0	3	0	0	0	0	0	0	0	0	0	24
21:00	0	11	3	0	2	0	0	0	0	0	0	0	0	0	16
22:00	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
23:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	19	653	216	2	45	1	0	2	1	1	0	0	0	9	949
Percent	2.0%	68.8%	22.8%	0.2%	4.7%	0.1%	0.0%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.9%	
AM Peak															
Vol.															
PM Peak	18:00	15:00	15:00	12:00	15:00	15:00	13:00	13:00	15:00	14:00	14:00	15:00	12:00		
Vol.	10	161	71	1	10	1	1	1	1	1	1	1	3		

Station ID: SN#: 21760
 enrico fermi dr.

n. of leroux
 Date Start: 29-Apr-09
 Date End: 08-May-09

west bound (exiting)		Cars & Trailers		2 Axle Long		Buses		2 Axle 6 Tire		3 Axle Single		4 Axle Single		<5 Axl Double		5 Axle Double		>6 Axl Double		<6 Axl Multi		6 Axle Multi		>6 Axl Multi		Not Classed		Total	
Start Time	Bikes	Trailers	Cars	Long	2 Axle	Buses	2 Axle	6 Tire	3 Axle	4 Axle	<5 Axl	5 Axle	>6 Axl	<6 Axl	6 Axle	>6 Axl	<6 Axl	6 Axle	>6 Axl	<6 Axl	6 Axle	>6 Axl	<6 Axl	6 Axle	>6 Axl	Not Classed	Total		
05/05/09	0	4	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
01:00	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
02:00	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
05:00	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	
06:00	4	18	4	4	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	30	30	
07:00	2	9	8	8	3	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	22	
08:00	1	5	4	4	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	
09:00	0	13	2	2	1	1	1	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	20	20	
10:00	0	10	8	8	1	1	2	2	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23	23	
11:00	0	38	17	17	0	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	60	60	
12 PM	0	18	11	11	2	2	3	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35	35	
13:00	1	25	8	8	1	1	3	3	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	43	43	
14:00	4	35	20	20	1	1	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	67	
15:00	12	241	104	104	0	23	23	23	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	384	384	
16:00	2	170	44	44	0	7	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	223	223	
17:00	1	113	34	34	0	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	152	152	
18:00	2	51	12	12	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	67	67	
19:00	0	18	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	25	
20:00	0	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	
21:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	
22:00	0	7	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	
23:00	2	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14	
Total	32	804	295	295	60	6	60	60	1	0	4	6	4	0	0	0	0	0	0	0	0	0	0	0	0	12	1220	1220	
Percent	2.6%	65.9%	24.2%	24.2%	4.9%	0.5%	4.9%	4.9%	0.1%	0.0%	0.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	100%	100%	
AM Peak	06:00	11:00	11:00	11:00	07:00	09:00	09:00	09:00	09:00	09:00	09:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	06:00	06:00	06:00
Vol.	4	38	17	17	3	1	3	3	1	1	1	2	1	1	2	2	2	2	2	2	2	2	2	2	2	3	3	3	
PM Peak	15:00	15:00	15:00	15:00	15:00	12:00	15:00	15:00	13:00	13:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	15:00	15:00	15:00	
Vol.	12	241	104	104	23	2	23	23	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	3	3	

Station ID: SN#: 21760
 enrico fermi dr.
 n. of leroux
 Date Start: 29-Apr-09
 Date End: 08-May-09

west bound (exiting)		Cars & Trailers		2 Axle Long		Buses		2 Axle 6 Tire		3 Axle Single		4 Axle Single		<5 Axle Double		5 Axle Double		>6 Axle Double		<6 Axle Multi		6 Axle Multi		>6 Axle Multi		Not Classed		Total	
Start Time	Bikes	Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classed	Total														
05/06/09	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
06:00	3	21	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	31		
07:00	2	10	13	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28		
08:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
09:00	0	8	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14		
10:00	0	10	7	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20		
11:00	0	42	13	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60		
12 PM	0	21	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31		
13:00	1	25	8	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37		
14:00	3	51	19	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78		
15:00	9	185	88	0	14	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	299		
16:00	7	191	60	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273		
17:00	2	117	40	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	166		
18:00	2	49	19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72		
19:00	0	16	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24		
20:00	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13		
21:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
23:00	0	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16		
Total	29	776	308	1	52	1	0	6	1	2	0	0	2	2	1180														
Percent	2.5%	65.8%	26.1%	0.1%	4.4%	0.1%	0.0%	0.5%	0.1%	0.2%	0.0%	0.0%	0.2%	0.2%															
AM Peak	06:00	11:00	07:00	07:00	07:00	11:00	10:00	10:00	11:00	11:00	11:00	11:00	11:00	06:00															
Vol.	3	42	13	1	3	1	1	1	1	1	1	1	1	2															
PM Peak	15:00	16:00	15:00	14:00	15:00	15:00	15:00	15:00	14:00	14:00	14:00	12:00	12:00	2															
Vol.	9	191	88	1	14	1	3	3	1	1	1	1	1																

Station ID: SN#: 21760
 enrico fermi dr.

n. of leroux
 Date Start: 29-Apr-09
 Date End: 08-May-09

west bound (exiting)															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/08/09	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
06:00	1	20	5	0	0	0	0	0	0	0	0	0	0	2	28
07:00	1	17	5	0	1	0	0	1	0	0	0	0	0	1	26
08:00	0	3	4	0	2	0	0	0	0	0	0	0	0	0	9
09:00	1	5	3	0	1	0	0	0	0	0	0	0	0	0	10
10:00	0	17	16	0	5	0	0	1	1	0	0	0	0	0	40
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	3	75	37	0	9	0	0	2	1	0	0	0	0	3	130
Percent	2.3%	57.7%	28.5%	0.0%	6.9%	0.0%	0.0%	1.5%	0.8%	0.0%	0.0%	0.0%	0.0%	2.3%	
AM Peak	06:00	06:00	10:00	10:00	10:00	07:00	07:00	10:00	10:00	06:00	06:00	06:00	06:00	06:00	
PM Peak	Vol.	1	20	16	5	1	1	1	1	1	1	1	1	2	

Grand Total	Percent	Vol.	Percent	Vol.	Percent	Vol.	Percent	Vol.	Percent	Vol.	Percent	Vol.	Percent	Vol.	Percent	Vol.
171	1.9%	5916	2240	22	449	16	30	22	5	0	3	74	0.8%	8948		

Station ID: SN#: 21760
 enrico fermi dr.

n. of leroux
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound (entering), west bound (exiting)														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/30/09	0	11	4	0	0	0	0	0	0	0	0	0	0	15
01:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
02:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
03:00	0	6	2	0	3	0	0	0	0	0	0	0	0	11
04:00	0	14	9	0	2	0	0	0	0	0	0	0	0	27
05:00	1	93	41	0	2	0	0	0	1	0	0	0	0	138
06:00	2	326	144	0	25	2	0	1	1	0	0	0	0	518
07:00	0	197	55	1	14	0	0	1	1	0	0	0	0	275
08:00	0	56	17	0	6	1	0	0	1	0	0	0	0	86
09:00	0	20	9	1	6	3	0	0	0	0	0	0	0	39
10:00	0	20	10	0	4	0	0	0	0	0	0	0	0	38
11:00	0	51	30	1	8	1	0	3	0	0	0	0	0	95
12 PM	0	53	19	0	9	0	0	3	0	0	0	0	0	86
13:00	0	40	15	0	6	0	0	1	0	0	0	0	0	66
14:00	0	53	25	1	6	0	0	1	0	0	0	0	0	88
15:00	1	173	76	0	13	0	0	1	1	0	0	0	0	266
16:00	0	138	36	0	2	0	0	0	0	0	0	0	0	178
17:00	1	121	49	0	3	0	0	2	1	0	0	0	0	178
18:00	2	166	71	2	15	0	0	0	1	0	0	0	0	261
19:00	1	67	25	0	5	0	0	0	0	0	0	0	0	98
20:00	0	14	4	0	3	0	0	0	0	0	0	0	0	21
21:00	0	6	2	0	2	0	0	0	0	0	0	0	0	10
22:00	0	16	8	0	2	0	0	0	0	0	0	0	0	26
23:00	0	20	7	0	2	0	0	0	0	0	0	0	0	29
Total	8	1671	664	6	138	7	0	13	7	0	0	0	0	2565
Percent	0.3%	65.1%	25.9%	0.2%	5.4%	0.3%	0.0%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	2.0%
AM Peak	06:00	06:00	06:00	07:00	06:00	09:00	0.0%	11:00	05:00	0.0%	0.0%	0.0%	0.0%	06:00
Vol.	2	326	144	1	25	3	0	3	1	0	0	0	0	17
PM Peak	18:00	15:00	15:00	18:00	18:00	12:00	3	12:00	15:00	13:00	0	0	0	13:00
Vol.	2	173	76	2	15	3	0	3	1	4	0	0	0	4

Station ID: SN#: 21760
 enrico fermi dr.

n. of leroux
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound (entering), west bound (exiting)														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/01/09	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
02:00	0	8	4	0	1	0	0	0	0	0	0	0	0	13
03:00	0	8	5	0	2	0	0	0	0	0	0	0	0	15
04:00	0	14	7	0	0	0	0	0	0	0	0	0	0	21
05:00	2	81	34	0	3	0	0	1	0	0	0	0	0	122
06:00	6	285	113	0	23	0	0	0	0	0	0	0	0	433
07:00	3	173	61	1	9	0	0	0	3	0	0	0	0	250
08:00	0	57	10	0	13	0	0	0	1	0	0	0	0	81
09:00	1	23	13	0	4	0	0	0	0	0	0	0	0	41
10:00	1	21	10	2	4	1	0	0	0	0	0	0	0	40
11:00	0	83	27	0	8	0	0	0	1	0	0	0	0	120
12 PM	1	51	21	0	9	0	0	2	0	1	0	0	0	85
13:00	1	48	18	0	8	0	0	0	3	0	0	0	0	78
14:00	2	65	29	1	2	1	0	0	0	0	0	0	0	100
15:00	4	159	68	1	15	0	0	0	2	0	0	0	0	251
16:00	2	135	31	0	4	0	0	2	0	0	0	0	0	174
17:00	1	65	18	0	1	0	0	0	0	0	0	0	0	85
18:00	5	137	57	0	16	0	0	0	0	0	0	0	0	218
19:00	3	46	16	0	4	0	0	0	0	0	0	0	0	69
20:00	1	15	5	0	0	0	0	0	0	0	0	0	0	21
21:00	0	5	5	0	0	0	0	0	0	0	0	0	0	10
22:00	0	19	8	0	3	0	0	0	0	0	0	0	0	30
23:00	0	9	3	0	1	0	0	0	0	0	0	0	0	13
Total	33	1514	565	5	130	2	0	5	10	1	0	0	0	2279
Percent	1.4%	66.4%	24.8%	0.2%	5.7%	0.1%	0.0%	0.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.6%
AM Peak	06:00	06:00	06:00	10:00	06:00	10:00	05:00	05:00	07:00	07:00	06:00	06:00	06:00	06:00
Vol.	6	285	113	2	23	1	1	1	3	3	1	1	1	6
PM Peak	18:00	15:00	15:00	14:00	18:00	14:00	12:00	12:00	13:00	12:00	18:00	18:00	18:00	18:00
Vol.	5	159	68	1	16	1	2	2	3	1	3	1	1	3

Station ID: SN#: 21760
 enrico fermi dr.

n. of leroux
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound (entering), west bound (exiting)															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/02/09	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
01:00	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
02:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
03:00	0	15	2	0	0	0	0	0	0	0	0	0	0	0	17
04:00	0	3	3	0	1	0	0	0	1	0	0	0	0	0	8
05:00	2	32	14	0	3	0	0	0	1	0	0	0	0	0	52
06:00	2	105	40	0	10	1	0	0	0	0	0	0	0	0	158
07:00	2	49	18	0	5	0	0	0	0	0	0	0	0	0	74
08:00	0	15	6	0	0	0	0	0	0	0	0	0	0	0	21
09:00	1	7	3	0	2	0	0	0	0	0	0	0	0	0	13
10:00	1	17	7	0	2	1	0	1	0	0	0	0	0	0	29
11:00	4	17	5	0	2	1	0	0	0	0	0	0	0	0	29
12 PM	0	13	4	0	2	0	0	1	0	0	0	0	0	0	20
13:00	2	16	6	0	0	0	0	1	0	0	0	0	0	0	25
14:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
15:00	4	8	10	0	1	0	0	0	0	0	0	0	0	0	23
16:00	1	27	8	0	1	0	0	0	0	0	0	0	0	1	38
17:00	1	28	11	0	1	0	0	0	0	0	0	0	0	0	41
18:00	4	70	20	0	7	0	0	0	0	0	0	0	0	0	101
19:00	1	24	13	0	2	0	0	0	0	0	0	0	0	0	40
20:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
21:00	1	4	3	0	0	0	0	0	0	0	0	0	0	0	8
22:00	1	1	1	0	1	0	0	0	0	0	0	0	0	0	4
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
Total	27	484	186	0	42	3	0	3	2	0	0	0	0	1	748
Percent	3.6%	64.7%	24.9%	0.0%	5.6%	0.4%	0.0%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.1%	
AM Peak	11:00	06:00	06:00		06:00	06:00		10:00	04:00						
Vol.	4	105	40		10	1		1	1						16:00
PM Peak	15:00	18:00	18:00		18:00	7		12:00							1
Vol.	4	70	20		7	1		1							

Station ID: SN#: 21760
 enrico fermi dr.

n. of leroux
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound (entering), west bound (exiting)															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/04/09	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
04:00	0	12	3	1	0	0	0	0	0	0	0	0	0	0	16
05:00	6	68	30	0	6	0	0	0	0	0	0	0	0	0	110
06:00	17	281	127	0	25	0	0	0	0	0	0	0	0	7	457
07:00	6	199	56	0	10	0	0	1	0	0	0	0	0	4	276
08:00	1	57	12	0	4	0	0	0	0	0	0	0	0	0	74
09:00	1	32	12	0	3	0	0	0	0	0	0	0	0	2	50
10:00	0	22	8	0	1	0	0	0	0	0	0	0	0	0	31
11:00	0	56	27	1	7	2	0	0	2	0	0	0	0	0	95
12 PM	1	46	12	0	9	0	0	0	0	1	0	0	0	1	70
13:00	1	39	12	0	2	2	0	2	0	1	0	0	0	2	61
14:00	4	72	32	1	2	0	0	2	0	0	0	0	0	0	113
15:00	13	256	106	0	21	0	0	0	2	0	0	0	0	5	403
16:00	6	167	49	2	13	0	0	0	0	0	0	0	0	0	237
17:00	4	104	38	0	9	0	0	0	0	0	0	0	0	0	155
18:00	1	53	18	0	4	2	0	0	0	0	0	0	0	1	79
19:00	0	20	4	0	0	0	0	0	0	0	0	0	0	0	24
20:00	0	6	3	0	2	0	0	0	0	0	0	0	0	0	11
21:00	1	14	4	0	0	0	0	0	0	0	0	0	0	0	19
22:00	1	6	1	0	0	0	0	0	1	0	0	0	1	1	11
23:00	1	14	3	0	1	0	0	0	0	0	0	0	0	0	19
Total	64	1527	560	6	119	6	0	5	5	2	0	0	1	23	2318
Percent	2.8%	65.9%	24.2%	0.3%	5.1%	0.3%	0.0%	0.2%	0.2%	0.1%	0.0%	0.0%	0.0%	1.0%	
AM Peak	06:00	06:00	06:00	03:00	06:00	11:00		07:00	11:00					06:00	
Vol.	17	281	127	1	25	2		1	2					7	
PM Peak	15:00	15:00	15:00	16:00	15:00	13:00		13:00	15:00	12:00			22:00	15:00	
Vol.	13	256	106	2	21	2		2	2	1			1	5	

Station ID: SN#: 21760
 enrico fermi dr.

n. of leroux
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound (entering), west bound (exiting)														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/05/09	0	7	1	0	0	0	0	0	2	0	0	0	0	10
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	13	10	0	0	0	0	0	0	0	0	0	0	23
05:00	5	83	29	0	8	0	0	0	0	0	0	0	0	125
06:00	17	286	135	0	19	0	0	2	0	0	0	0	0	471
07:00	6	216	59	0	16	0	0	0	0	0	0	0	0	297
08:00	2	55	13	0	6	0	0	1	1	0	0	0	0	78
09:00	1	33	7	3	4	0	0	1	2	0	0	0	0	53
10:00	0	21	10	1	3	0	0	1	1	0	0	0	0	38
11:00	0	62	27	1	8	0	0	0	0	0	0	0	0	100
12 PM	0	49	25	3	3	0	1	1	3	0	0	0	0	85
13:00	1	42	17	2	5	1	0	1	1	0	0	0	0	72
14:00	4	42	24	1	8	0	0	1	0	0	0	0	0	79
15:00	13	254	107	0	23	0	0	1	0	0	0	0	0	401
16:00	4	179	45	0	7	0	0	0	0	0	0	0	0	235
17:00	1	127	40	0	6	0	0	0	0	0	0	0	0	175
18:00	2	62	19	0	3	0	0	0	0	0	0	0	0	87
19:00	0	23	8	0	0	0	0	0	0	0	0	0	0	31
20:00	0	5	6	0	0	0	0	0	0	0	0	0	0	11
21:00	2	6	2	0	0	0	0	0	0	0	0	0	0	10
22:00	0	8	6	0	0	0	0	0	0	0	0	0	0	14
23:00	3	14	2	0	0	0	0	0	0	0	0	0	0	19
Total	61	1594	594	11	119	1	1	8	10	0	0	0	0	2423
Percent	2.5%	65.8%	24.5%	0.5%	4.9%	0.0%	0.0%	0.3%	0.4%	0.0%	0.0%	0.0%	0.0%	1.0%
AM Peak	06:00	06:00	06:00	09:00	06:00	06:00	06:00	06:00	00:00	06:00	06:00	06:00	06:00	06:00
Vol.	17	286	135	3	19	2	2	2	2	2	2	2	2	12
PM Peak	15:00	15:00	15:00	12:00	15:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	15:00	15:00
Vol.	13	254	107	3	23	1	1	1	3	3	3	3	3	3

Station ID: SN#: 21760
 enrico fermi dr.

n. of leroux
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound (entering), west bound (exiting)															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/06/09	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
04:00	1	10	7	0	0	0	0	0	0	0	0	0	0	0	18
05:00	3	74	30	0	5	0	0	0	0	0	0	0	0	0	112
06:00	15	299	128	0	22	0	0	1	0	0	0	0	0	4	469
07:00	9	225	64	0	13	0	0	0	0	0	0	0	0	0	311
08:00	2	44	11	0	3	0	0	0	1	0	0	0	0	0	61
09:00	0	31	19	0	4	0	0	0	0	0	0	0	0	0	54
10:00	0	25	10	0	4	0	0	2	0	1	0	0	0	0	42
11:00	0	72	20	0	3	1	1	0	1	0	0	0	1	0	99
12 PM	0	38	16	0	3	0	0	1	0	1	0	0	1	0	60
13:00	2	38	15	0	2	0	0	1	0	0	0	0	0	0	58
14:00	3	62	26	1	4	0	0	1	0	2	0	0	0	0	99
15:00	9	199	92	0	15	0	0	3	0	0	0	0	0	1	319
16:00	8	203	64	0	15	0	0	0	0	1	0	0	0	2	293
17:00	3	130	47	0	8	0	0	0	0	0	0	0	0	0	188
18:00	2	57	25	0	5	0	0	0	0	0	0	0	0	0	89
19:00	0	19	9	0	0	0	0	0	0	0	0	0	0	0	28
20:00	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
21:00	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
22:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	11	8	0	0	0	0	0	0	0	0	0	0	0	19
Total	57	1567	601	1	106	1	1	9	2	5	0	0	2	7	2359
Percent	2.4%	66.4%	25.5%	0.0%	4.5%	0.0%	0.0%	0.4%	0.1%	0.2%	0.0%	0.0%	0.1%	0.3%	
AM Peak	06:00	06:00	06:00	06:00	06:00	11:00	11:00	10:00	08:00	10:00	06:00	06:00	11:00	06:00	
Vol.	15	299	128	0	22	1	1	2	1	1	1	1	1	4	
PM Peak	15:00	16:00	15:00	14:00	15:00	15:00	15:00	15:00	14:00	14:00	12:00	12:00	12:00	16:00	
Vol.	9	203	92	1	15	3	3	3	2	2	1	1	1	2	

Station ID: SN#: 21760
 enrico fermi dr.

n. of leroux
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound (entering), west bound (exiting)														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/07/09	0	7	3	0	0	0	0	0	0	0	0	0	0	10
01:00	1	1	1	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
04:00	0	12	9	0	0	0	0	0	0	0	0	0	0	21
05:00	1	88	30	0	5	0	0	0	0	0	0	0	0	124
06:00	7	312	137	1	23	2	0	0	0	0	0	0	0	483
07:00	4	215	62	1	8	0	0	0	0	0	0	0	0	291
08:00	0	51	13	1	6	0	0	0	0	0	0	0	0	71
09:00	0	27	9	0	7	2	0	0	0	0	0	0	0	45
10:00	0	27	14	1	5	2	0	2	0	0	0	0	0	51
11:00	0	76	24	1	2	2	0	0	0	0	0	0	0	105
12 PM	1	54	32	0	3	2	0	0	0	0	0	0	0	92
13:00	0	36	13	0	6	0	0	0	1	0	0	0	1	57
14:00	1	57	20	1	6	0	0	0	0	0	0	0	0	85
15:00	8	226	107	0	15	1	0	1	0	0	0	0	0	359
16:00	0	222	51	0	9	0	0	0	0	0	0	0	0	282
17:00	3	107	44	1	4	1	0	0	0	0	0	0	0	160
18:00	0	50	27	0	3	0	0	2	0	0	0	0	0	83
19:00	0	19	7	0	1	0	0	0	0	0	0	0	0	27
20:00	0	6	5	0	1	0	0	0	0	0	0	0	0	12
21:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
22:00	0	1	2	0	1	0	0	0	0	0	0	0	0	4
23:00	1	11	2	0	0	0	0	0	0	0	0	0	0	14
Total	27	1616	618	7	105	12	0	5	1	0	0	0	1	2396
Percent	1.1%	67.4%	25.8%	0.3%	4.4%	0.5%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
AM Peak	06:00	06:00	06:00	06:00	06:00	06:00	06:00	10:00						06:00
Vol.	7	312	137	1	23	2	2	2	2	2	2	2	2	1
PM Peak	15:00	15:00	15:00	14:00	15:00	12:00	2	18:00	13:00	13:00	13:00	13:00	13:00	15:00
Vol.	8	226	107	1	15	2	2	2	1	1	1	1	1	1

Station ID: SN#: 21760
 enrico fermi dr.

n. of leroux
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound (entering), west bound (exiting)															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/08/09	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	13	6	0	0	0	0	0	0	0	0	0	0	0	19
05:00	3	69	20	0	3	0	0	0	0	0	0	0	0	0	95
06:00	10	235	95	1	18	1	0	0	0	0	0	0	0	2	362
07:00	6	178	43	0	10	0	0	1	0	0	0	0	0	1	239
08:00	1	49	16	0	3	0	0	0	1	0	0	0	0	0	70
09:00	1	21	16	0	3	0	0	0	0	0	0	0	0	0	41
10:00	0	27	23	0	8	0	0	2	1	0	0	0	0	1	62
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	21	604	222	1	45	1	0	3	2	0	0	0	0	4	903
Percent	2.3%	66.9%	24.6%	0.1%	5.0%	0.1%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.4%	
AM Peak	06:00	06:00	06:00	06:00	06:00	06:00	06:00	10:00	08:00	06:00	06:00	06:00	06:00	06:00	
Vol.	10	235	95	1	18	1	0	2	1	0	0	0	0	2	
PM Peak															
Vol.															
Grand Total	352	11765	4425	40	884	35	2	56	41	9	0	0	4	150	17763
Percent	2.0%	66.2%	24.9%	0.2%	5.0%	0.2%	0.0%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.8%	

Station ID: SN#: 21766
 west of enrico fermi
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Cars & Trailers	Bikes	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total
04/29/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	3	0	1	0	0	0	0	0	0	0	0	0	0	4	8
13:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
15:00	0	2	1	0	0	0	0	0	0	0	0	0	0	2	5
16:00	1	1	1	0	0	0	0	0	0	0	0	0	0	2	5
17:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
18:00	0	1	2	0	2	1	0	0	0	0	0	0	0	2	8
19:00	0	5	0	0	0	0	0	0	0	0	0	0	0	1	6
20:00	1	2	1	0	0	0	0	0	0	0	0	0	0	2	6
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	3	5
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	23	8	0	2	1	0	0	0	0	0	0	0	18	56
Percent	7.1%	41.1%	14.3%	0.0%	3.6%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	32.1%	

AM Peak	Vol.	13:00	19:00	17:00	18:00	12:00
PM Peak	Vol.	2	5	2	2	4

Station ID: SN#: 21766
 west of enrico fermi
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
05/03/09	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
10:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
13:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
14:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	7
15:00	1	3	1	0	0	1	0	0	0	0	0	0	0	0	6
16:00	1	1	1	0	0	1	0	0	0	0	0	0	0	0	4
17:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
18:00	2	3	1	0	0	0	0	0	0	0	0	0	0	0	7
19:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	9
20:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	4
21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	20	13	0	3	2	0	1	0	0	0	0	0	12	59
Percent	13.6%	33.9%	22.0%	0.0%	5.1%	3.4%	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	20.3%	
AM Peak		10:00	10:00		00:00									01:00	
Vol.	19:00	15:00	14:00		20:00	15:00		14:00						19:00	
Vol.	2	3	2		1	1		1						5	

Station ID: SN#: 21766
 west of enrico fermi
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
05/04/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
07:00	1	1	0	0	0	0	0	0	0	0	0	0	0	1	3
08:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2	4
09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	1	0	0	0	0	1	0	0	0	0	0	0	2	4
11:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	4
12 PM	2	2	6	0	2	0	0	1	0	0	0	0	0	1	14
13:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
15:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	10
16:00	1	8	3	0	0	0	0	0	0	0	0	0	0	0	14
17:00	0	6	1	0	1	0	0	0	0	0	0	0	0	0	9
18:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	8
19:00	1	3	2	0	1	0	0	0	0	0	0	0	0	0	7
20:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	39	14	1	6	1	1	1	0	0	0	0	0	24	96
Percent	9.4%	40.6%	14.6%	1.0%	6.3%	1.0%	1.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	
AM Peak	06:00	11:00		06:00	08:00		10:00							08:00	
Vol.	1	2		1	2		1							2	
PM Peak	12:00	16:00	12:00	12:00	12:00	15:00		12:00						15:00	
Vol.	2	8	6	1	2	1		1						6	

Station ID: SN#: 21766
 west of enrico fermi
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classd	Total
05/07/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	2	0	2	0	0	0	0	0	0	0	0	0	1	5
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
10:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	1	4
13:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
14:00	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4
15:00	0	0	0	2	3	0	0	0	0	0	0	0	0	1	6
16:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
17:00	0	2	0	0	6	0	0	0	0	0	0	0	0	2	10
18:00	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4
19:00	0	0	0	2	0	0	0	0	0	0	0	0	0	1	3
20:00	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
21:00	0	0	0	6	1	0	0	0	0	0	0	0	0	0	7
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	9	10	18	22	0	0	0	0	0	0	0	0	7	66
Percent	0.0%	13.6%	15.2%	27.3%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.6%	
AM Peak	07:00	2	2	2	2	0	0	0	0	0	0	0	0	07:00	1
PM Peak	12:00	2	3	6	6	0	0	0	0	0	0	0	0	17:00	2

Station ID: SN#: 21766
 west of enrico fermi
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Cars & Trailers	Bikes	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
05/08/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
07:00	0	0	0	0	1	0	0	0	0	0	0	0	0	2	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
09:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
10:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
11:00	0	0	0	1	0	0	0	0	0	0	0	0	0	11	12
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	4	1	0	0	0	0	0	0	0	0	20	25
Percent	0.0%	0.0%	0.0%	16.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	80.0%	
AM Peak				03:00	07:00									11:00	
PM Peak				1	1									11	

Grand Total	53	205	120	32	44	6	1	2	0	0	0	0	0	146	609
Percent	8.7%	33.7%	19.7%	5.3%	7.2%	1.0%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	24.0%	

Station ID: SN#: 21766
 west of enrico fermi
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total
04/29/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	2	6
13:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
15:00	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
18:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	3	4	0	0	0	0	0	0	0	0	0	0	0	7
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	22	9	0	3	0	0	0	0	0	0	0	0	3	37
Percent	0.0%	59.5%	24.3%	0.0%	8.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.1%	

AM Peak Vol.	PM Peak Vol.	12:00	17:00	20:00
0	4	12:00	17:00	20:00
0	2	4	2	4

Station ID: SN#: 21766
 west of enrico fermi
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/02/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
10:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	6
11:00	0	2	2	0	2	0	0	0	0	0	0	0	0	0	6
12 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
13:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
14:00	0	1	1	0	1	0	0	0	0	0	0	0	0	1	4
15:00	0	3	1	0	0	0	0	0	0	0	0	0	0	1	5
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:00	1	1	2	0	1	0	0	0	0	0	0	0	0	0	5
18:00	0	1	0	0	3	0	0	0	0	0	0	0	0	0	5
19:00	3	2	2	0	0	0	0	0	0	0	0	0	0	3	10
20:00	1	3	0	0	1	0	0	1	0	0	0	0	0	6	12
21:00	4	1	2	0	0	0	0	0	0	0	0	0	0	1	8
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	9	29	14	0	8	0	0	1	0	0	0	0	0	17	78
Percent	11.5%	37.2%	17.9%	0.0%	10.3%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	21.8%	
AM Peak		10:00	11:00		11:00									10:00	
Vol.	4	4	2		2									2	
PM Peak		12:00	17:00		18:00			20:00						20:00	
Vol.	4	3	2		3			1						6	

Station ID: SN#: 21766
 west of enrico fermi
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Cars & Trailers	Bikes	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
05/03/09	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
11:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
12 PM	1	0	1	0	0	0	0	1	0	0	0	0	0	0	3
13:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3
14:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
15:00	0	3	1	0	2	0	0	0	0	0	0	0	0	0	6
16:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	5
17:00	1	0	4	0	0	0	0	0	0	0	0	0	0	0	6
18:00	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
19:00	2	1	0	0	2	0	0	0	0	0	0	0	0	0	6
20:00	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
21:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	4	17	0	8	0	0	1	0	0	0	0	0	4	54
Percent	37.0%	7.4%	31.5%	0.0%	14.8%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	7.4%	
AM Peak	10:00	2	2												
PM Peak	13:00	1	4		2			12:00						13:00	1

Station ID: SN#: 21766
 west of enrico fermi
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
05/08/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
07:00	0	0	0	1	1	0	0	0	0	0	0	0	0	3	5
08:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
09:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
10:00	1	0	0	1	0	0	0	0	0	0	0	0	0	2	5
11:00	2	0	0	0	1	0	0	0	0	0	0	0	0	3	6
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	4	2	0	4	2	0	0	0	0	0	0	0	0	11	23
Percent	17.4%	8.7%	0.0%	17.4%	8.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	47.8%	
AM Peak	11:00	08:00		06:00	07:00									07:00	
PM Peak	Vol.	1		1	1									3	

Grand Total	27	231	120	14	55	3	0	2	2	0	0	0	0	73	527
Percent	5.1%	43.8%	22.8%	2.7%	10.4%	0.6%	0.0%	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	13.9%	

Station ID: SN#: 21766
 west of enrico fermi
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound, west bound		Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Start Time	Bikes														
04/29/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	6	14
13:00	2	6	1	0	0	0	0	0	0	0	0	0	0	0	9
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	3	4
15:00	0	3	3	0	1	0	0	0	0	0	0	0	0	2	9
16:00	1	1	1	0	0	0	0	0	0	0	0	0	0	2	5
17:00	0	4	3	0	2	0	0	0	0	0	0	0	0	0	9
18:00	0	4	3	0	2	1	0	0	0	0	0	0	0	2	12
19:00	0	6	0	0	0	0	0	0	0	0	0	0	0	1	7
20:00	1	5	5	0	0	0	0	0	0	0	0	0	0	2	13
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	3	7
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	4	45	17	0	5	1	0	0	0	0	0	0	0	21	93
Percent	4.3%	48.4%	18.3%	0.0%	5.4%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	22.6%	

AM Peak	Vol.	13:00	12:00	17:00	18:00
PM Peak	Vol.	2	7	2	1
		13:00	12:00	17:00	18:00
		2	7	2	1
		20:00	12:00	17:00	18:00
		5	7	2	1
		12:00	12:00	17:00	18:00
		5	7	2	1

Station ID: SN#: 21766
 west of enrico fermi
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound, west bound		Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Start Time															
05/02/09		0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
09:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
10:00	0	6	0	0	1	0	0	0	0	0	0	0	0	2	9
11:00	1	2	2	0	2	0	0	0	0	0	0	0	0	1	8
12 PM	1	3	3	0	0	0	0	0	0	0	0	0	0	1	8
13:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
14:00	1	3	2	0	1	0	0	0	0	0	0	0	0	0	9
15:00	0	4	2	0	0	0	0	0	0	0	0	0	0	2	4
16:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
17:00	1	1	3	0	1	0	0	0	0	0	0	0	0	0	6
18:00	0	3	0	0	3	0	0	0	0	0	0	0	0	0	8
19:00	4	3	5	0	0	1	0	0	0	0	0	0	0	6	19
20:00	2	7	1	0	1	0	0	1	0	0	0	0	0	11	23
21:00	6	2	3	0	0	0	0	0	0	0	0	0	0	2	13
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	4
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	1	7
Total	17	47	26	0	10	1	0	1	0	0	0	0	0	35	137
Percent	12.4%	34.3%	19.0%	0.0%	7.3%	0.7%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	25.5%	
AM Peak	11:00	10:00	11:00		11:00									10:00	
Vol.	1	6	2		2									2	
PM Peak	21:00	20:00	19:00		18:00			20:00						20:00	
Vol.	6	7	5		3			1						11	

Station ID: SN#: 21766
 west of enrico fermi
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound, west bound		Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Start Time															
05/03/09		1	0	0	1	0	0	0	0	0	0	0	0	0	2
01:00		1	0	0	0	0	0	0	0	0	0	0	0	1	2
02:00		1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00		1	1	0	0	0	0	0	0	0	0	0	0	0	2
09:00		1	2	0	1	0	0	0	0	0	0	0	0	0	4
10:00		4	3	0	0	0	0	0	0	0	0	0	0	0	7
11:00		0	2	0	0	0	0	0	0	0	0	0	0	0	3
12 PM		1	2	0	0	0	0	1	0	0	0	0	0	0	6
13:00		2	1	0	0	0	0	0	0	0	0	0	0	1	6
14:00		4	3	0	0	0	0	1	0	0	0	0	0	1	11
15:00		6	2	0	2	1	0	0	0	0	0	0	0	0	12
16:00		2	2	0	0	1	0	0	0	0	0	0	0	1	9
17:00		3	4	0	0	0	0	0	0	0	0	0	0	2	9
18:00		3	2	0	2	0	0	0	0	0	0	0	0	2	10
19:00		3	1	0	2	0	0	0	0	0	0	0	0	6	15
20:00		2	2	0	3	0	0	0	0	0	0	0	0	1	8
21:00		1	3	0	0	0	0	0	0	0	0	0	0	1	5
22:00		0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		40	30	0	11	2	0	2	0	0	0	0	0	16	113
Percent		35.4%	26.5%	0.0%	9.7%	1.8%	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	14.2%	
AM Peak		10:00	10:00		00:00									01:00	
Vol.		4	3		1									1	
PM Peak		15:00	17:00		20:00	15:00		12:00						19:00	
Vol.		6	4		3	1		1						6	

Station ID: SN#: 21766
 west of enrico fermi
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound, west bound		Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
05/08/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	1	0	0	0	0	0	0	0	0	0	3	4
07:00	0	0	0	1	2	0	0	0	0	0	0	0	0	5	8
08:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2	4
09:00	1	0	0	1	0	0	0	0	0	0	0	0	0	2	4
10:00	1	0	0	2	0	0	0	0	0	0	0	0	0	3	7
11:00	2	0	0	1	1	0	0	0	0	0	0	0	0	14	18
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	4	2	0	8	3	0	0	0	0	0	0	0	0	31	48
Percent	8.3%	4.2%	0.0%	16.7%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	64.6%	
AM Peak	11:00	08:00		10:00	07:00									11:00	
Vol.	2	1		2	2									14	
PM Peak															
Vol.															
Grand Total	80	436	240	46	99	9	1	4	2	0	0	0	0	219	1136
Percent	7.0%	38.4%	21.1%	4.0%	8.7%	0.8%	0.1%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	19.3%	

Station ID: SN#: 21759
 west of langton rd
 leroux rd.
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
04/30/09	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	47	47
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
AM Peak Vol.														07:00	3
PM Peak Vol.														16:00	12

Station ID: SN#: 21759
 west of langton rd
 leroux rd.
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
05/04/09	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
14:00	0	0	1	0	0	1	0	0	0	0	0	0	0	4	6
15:00	2	1	0	0	0	0	0	0	0	0	0	0	0	4	7
16:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
17:00	1	2	1	1	0	1	0	0	0	0	0	0	0	5	11
18:00	2	0	1	0	0	0	0	0	0	0	0	0	0	7	10
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2	4
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	6	5	1	0	2	0	0	0	0	0	0	0	65	86
Percent	8.1%	7.0%	5.8%	1.2%	0.0%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	75.6%	
AM Peak Vol.														09:00	7
PM Peak Vol.	15:00	16:00	20:00	17:00	14:00	14:00								13:00	11

Station ID: SN#: 21759
 leroux rd.
 west of langton rd
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Cars & Trailers	Bikes	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
05/08/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	2	0	1	0	4	0	0	0	0	0	0	0	0	0	7
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	3	1	2	0	4	0	0	0	0	0	0	0	0	1	11
Percent	27.3%	9.1%	18.2%	0.0%	36.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	
AM Peak	10:00	09:00	04:00		10:00									09:00	
Vol.	2	1	1		4									1	
PM Peak															
Vol.															
Grand Total	37	29	21	3	7	7	0	0	0	0	0	0	0	402	506
Percent	7.3%	5.7%	4.2%	0.6%	1.4%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	79.4%	

Station ID: SN#: 21759
 leroux rd.
 west of langton rd
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/04/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	1	1	0	1	1	0	0	0	0	0	0	0	1	5
16:00	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5
17:00	0	0	1	1	1	0	0	0	0	0	0	0	0	5	11
18:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
19:00	0	1	2	0	3	0	0	0	0	0	0	0	0	0	6
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	10	1	8	1	0	0	0	0	0	0	0	8	32
Percent	0.0%	12.5%	31.3%	3.1%	25.0%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	
AM Peak Vol.															
PM Peak Vol.	15:00	1	5	1	4	1								17:00	5

Station ID: SN#: 21759
 leroux rd.
 west of langton rd
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Cars & Trailers	Bikes	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classed	Total
05/08/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2	4
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	0	4	2	3	0	0	0	0	0	0	0	0	2	12
Percent	8.3%	0.0%	33.3%	16.7%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	
AM Peak	08:00		09:00	07:00	01:00									10:00	
Vol.	1		3	2	1									2	
PM Peak															
Vol.															
Grand Total	1	28	53	9	32	1	0	0	0	0	0	0	0	29	153
Percent	0.7%	18.3%	34.6%	5.9%	20.9%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	19.0%	

Station ID: SN#: 21759
 leroux rd.
 west of langton rd
 Date Start: 29-Apr-09
 Date End: 08-May-09

west bound, east bound															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/29/09 01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	45	45
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
AM Peak Vol.	11:00														
PM Peak Vol.	12:00														

Station ID: SN#: 21759
 west of langton rd
 leroux rd.
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classed	Total
04/30/09	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	47	47
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
AM Peak Vol.														07:00	3
PM Peak Vol.														16:00	12

Station ID: SN#: 21759
 west of langton rd
 leroux rd.
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classed	Total
05/01/09	0	0	0	0	0	0	0	0	0	0	0	0	1	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	2	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	3	3
11:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	5
13:00	0	0	0	0	0	0	0	0	0	0	0	0	9	9
14:00	0	0	0	0	0	0	0	0	0	0	0	0	3	3
15:00	0	0	0	0	0	0	0	0	0	0	0	0	7	7
16:00	0	0	0	0	0	0	0	0	0	0	0	0	4	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	5	5
18:00	0	0	0	0	0	0	0	0	0	0	0	0	8	8
19:00	0	0	0	0	0	0	0	0	0	0	0	0	6	6
20:00	0	0	0	0	0	0	0	0	0	0	0	0	4	4
21:00	0	0	0	0	0	0	0	0	0	0	0	0	3	3
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	67	67
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
AM Peak Vol.	10:00													
PM Peak Vol.	13:00													
	9													

Station ID: SN#: 21759
 west of langton rd
 leroux rd.
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Cars & Trailers	Bikes	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classed	Total
05/02/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	64	64
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
AM Peak Vol.															
PM Peak Vol.															
	5														
	6														

Station ID: SN#: 21759
 leroux rd.
 west of langton rd
 Date Start: 29-Apr-09
 Date End: 08-May-09

west bound, east bound															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
05/08/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00	1	0	3	0	0	0	0	0	0	0	0	0	0	0	5
10:00	2	2	2	0	5	0	0	0	0	0	0	0	0	2	11
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	4	6	2	7	0	0	0	0	0	0	0	0	3	23
Percent	4.3%	17.4%	26.1%	8.7%	30.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	13.0%	
AM Peak	09:00	10:00	09:00	07:00	10:00									10:00	
PM Peak	1	2	3	2	5									2	

Grand Total	30	65	74	12	39	8	0	0	0	0	0	0	0	431	659
Percent	4.6%	9.9%	11.2%	1.8%	5.9%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	65.4%	

Station ID: SN#: 21279
 N dixie hwy
 S. of post road
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classd	Total
04/29/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	1	58	42	1	4	0	1	2	0	0	0	0	0	3	112
12 PM	1	61	41	1	6	0	0	0	0	0	0	0	0	0	110
13:00	1	82	41	3	4	0	0	1	0	0	0	0	0	6	138
14:00	1	74	30	0	10	1	0	2	1	0	0	0	0	1	120
15:00	1	146	59	6	20	3	0	1	1	0	0	0	0	5	242
16:00	3	137	67	0	17	1	0	0	0	0	0	0	0	5	230
17:00	0	158	61	0	5	0	0	2	1	0	0	0	0	5	232
18:00	1	116	51	0	7	1	0	0	0	0	0	0	0	4	180
19:00	7	110	41	0	12	0	0	0	0	0	0	0	0	0	170
20:00	1	94	39	0	7	0	0	0	0	0	0	0	0	1	142
21:00	0	44	26	0	4	0	0	0	0	0	0	0	0	1	75
22:00	0	39	11	0	1	0	0	0	0	0	0	0	0	0	51
23:00	0	19	10	0	1	0	0	0	0	0	0	0	0	0	30
Total	17	1138	519	11	98	6	1	8	3	0	0	0	0	31	1832
Percent	0.9%	62.1%	28.3%	0.6%	5.3%	0.3%	0.1%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	1.7%	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	
Vol.	1	58	42	1	4	1	1	2	2	0	0	0	0	3	
PM Peak	19:00	17:00	16:00	15:00	15:00	15:00	14:00	14:00	14:00	14:00	14:00	14:00	13:00	6	
Vol.	7	158	67	6	20	3	2	2	1	1	1	1	6		

Station ID: SN#: 21279
 N dixie hwy
 S. of post road
 Date Start: 29-Apr-09
 Date End: 08-May-09

north bound		Cars & Trailers		2 Axle Long		Buses		2 Axle 6 Tire		3 Axle Single		4 Axle Single		<5 Axl Double		5 Axle Double		>6 Axl Double		<6 Axl Multi		6 Axle Multi		>6 Axl Multi		Not Classified		Total	
Start Time	Bikes	Trailers	Cars	2 Axle Long	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total												
05/01/09	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
01:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
02:00	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
03:00	0	12	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	
04:00	0	7	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
05:00	0	15	10	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	
06:00	0	55	33	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94	
07:00	1	98	33	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	137	
08:00	0	95	48	4	0	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	155	
09:00	0	72	37	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120	
10:00	0	56	30	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94	
11:00	2	60	28	1	0	1	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105	
12 PM	4	77	39	1	0	1	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	139	
13:00	1	87	47	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	147	
14:00	4	89	44	3	0	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	148	
15:00	7	182	68	3	0	3	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	279	
16:00	4	179	89	2	0	2	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	293	
17:00	1	149	50	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	211	
18:00	3	166	57	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	238	
19:00	4	126	49	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	193	
20:00	0	92	37	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	133	
21:00	0	60	22	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	
22:00	0	59	22	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	
23:00	0	48	15	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	
Total	31	1813	770	15	118	10	118	0.4%	0	0.5%	4	0.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0	0	33	2808	
Percent	1.1%	64.6%	27.4%	0.5%	4.2%	0.4%	4.2%	0.4%	0.0%	11.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%		
AM Peak	11:00	07:00	08:00	08:00	11:00	11:00	11:00	11:00	11:00	11:00	10:00	10:00	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	09:00	
Vol.	2	98	48	4	9	2	9	2	2	2	1	1	2	2	1	2	1	1	1	1	2	2	2	2	2	2	2	19:00	
PM Peak	15:00	15:00	16:00	14:00	12:00	13:00	14	2	4	4	2	2	4	4	2	4	2	2	2	2	4	2	2	2	2	2	2	5	
Vol.	7	182	89	3	14	2	14	2	4	4	2	2	4	2	2	4	2	2	2	4	4	2	2	2	2	2	5		

Station ID: SN#: 21279
 N dixie hwy
 S. of post road
 Date Start: 29-Apr-09
 Date End: 08-May-09

north bound		Cars & Trailers		2 Axle Long		Buses		2 Axle 6 Tire		3 Axle Single		4 Axle Single		<5 Axl Double		5 Axle Double		>6 Axl Double		<6 Axl Multi		6 Axle Multi		>6 Axl Multi		Not Classified		Total	
Start Time	Bikes	Trailers	Cars	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total													
05/05/09	0	13	4	4	0	1	0	0	0	0	0	0	0	0	0	18													
01:00	0	5	4	4	0	1	0	0	0	0	0	0	0	0	0	10													
02:00	0	6	1	1	0	0	0	0	0	0	0	0	0	0	0	7													
03:00	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	5													
04:00	0	3	2	2	0	0	1	0	0	0	0	0	0	0	0	6													
05:00	0	12	5	5	0	2	0	0	0	0	0	0	0	0	0	19													
06:00	1	40	31	31	0	2	0	0	0	0	0	0	0	0	3	77													
07:00	0	67	34	34	0	6	0	0	0	0	0	0	0	0	2	109													
08:00	3	104	37	37	4	4	1	0	0	0	0	0	0	0	1	154													
09:00	0	48	39	39	0	8	0	0	2	0	0	0	0	0	2	99													
10:00	1	57	30	30	1	6	0	0	1	0	0	0	0	0	0	96													
11:00	4	75	28	28	0	3	1	0	2	1	0	0	0	0	1	115													
12 PM	1	80	27	27	0	8	0	0	0	2	0	0	0	0	5	123													
13:00	3	93	38	38	0	12	0	0	0	0	0	0	0	0	3	149													
14:00	5	67	34	34	0	11	0	0	4	1	0	0	0	0	1	123													
15:00	11	177	64	64	4	17	1	1	2	0	0	0	0	0	6	283													
16:00	6	197	75	75	0	18	0	0	2	2	0	0	0	0	6	306													
17:00	3	180	51	51	1	5	0	0	0	0	0	0	0	0	8	248													
18:00	7	134	48	48	0	9	0	0	1	0	0	0	0	0	3	202													
19:00	2	108	25	25	0	2	0	0	0	0	0	0	0	0	1	138													
20:00	2	83	29	29	0	1	0	0	0	0	0	0	0	0	2	117													
21:00	3	57	26	26	0	2	0	0	0	0	0	0	0	0	2	90													
22:00	0	40	14	14	0	1	0	0	0	0	0	0	0	0	0	55													
23:00	1	18	11	11	0	2	0	0	0	0	0	0	0	0	0	32													
Total	53	1667	659	659	10	121	4	1	14	6	0	0	0	0	46	2581													
Percent	2.1%	64.6%	25.5%	25.5%	0.4%	4.7%	0.2%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	1.8%														
AM Peak	11:00	08:00	09:00	09:00	08:00	09:00	04:00		09:00	11:00					06:00														
Vol.	4	104	39	39	4	8	1		2	1					3														
PM Peak	15:00	16:00	16:00	16:00	15:00	16:00	15:00	15:00	14:00	12:00					17:00														
Vol.	11	197	75	75	4	18	1	1	4	2					8														

Station ID: SN#: 21279
 N dixie hwy
 S. of post road
 Date Start: 29-Apr-09
 Date End: 08-May-09

north bound		Cars & Trailers		2 Axle Long		Buses		2 Axle 6 Tire		3 Axle Single		4 Axle Single		<5 Axle Double		5 Axle Double		>6 Axle Double		<6 Axle Multi		6 Axle Multi		>6 Axle Multi		Not Classed		Total	
Start Time	Bikes	Trailers	Cars	2 Axle Long	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classed	Total												
05/07/09	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
05:00	0	15	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
06:00	1	46	26	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	
07:00	0	79	22	0	0	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	107	
08:00	0	100	42	0	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	155	
09:00	0	66	35	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103	
10:00	2	53	21	0	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	
11:00	2	56	37	0	0	1	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103	
12 PM	0	57	38	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104	
13:00	0	86	42	0	0	0	9	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	143	
14:00	0	69	37	0	0	0	5	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	117	
15:00	2	146	54	0	0	4	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	229	
16:00	3	185	84	0	0	0	13	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	286	
17:00	1	166	63	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	237	
18:00	1	103	50	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	162	
19:00	0	98	30	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	133	
20:00	2	65	33	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104	
21:00	1	53	29	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85	
22:00	0	47	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65	
23:00	0	29	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	
Total	15	1540	679	9	103	3	4.3%	0.1%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.1%	0.8%	2385												
Percent	0.6%	64.6%	28.5%	0.4%	4.3%	0.1%	10:00	11:00	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.1%	0.8%	2385												
AM Peak	10:00	08:00	08:00	08:00	10:00	11:00	11:00	11:00	07:00	07:00	07:00	11:00	06:00	06:00	06:00	06:00	06:00												
Vol.	2	100	42	3	10	1	10	1	1	1	1	1	1	1	1	1	1												
PM Peak	16:00	16:00	16:00	15:00	15:00	12:00	15:00	12:00	14:00	14:00	13:00	13:00	14:00	14:00	13:00	14:00	14:00												
Vol.	3	185	84	4	21	1	21	1	4	4	1	1	2	2	2	2	2												

Station ID: SN#: 21279
 N dixie hwy
 S. of post road
 Date Start: 29-Apr-09
 Date End: 08-May-09

north bound		Cars & Trailers		2 Axle Long		Buses		2 Axle 6 Tire		3 Axle Single		4 Axle Single		<5 Axl Double		5 Axle Double		>6 Axl Double		<6 Axl Multi		6 Axle Multi		>6 Axl Multi		Not Classed		Total	
Start Time	Bikes	Trailers	Cars	Long	2 Axle	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total												
05/08/09	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
02:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
03:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
04:00	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
05:00	0	14	6	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
06:00	1	47	28	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	85		
07:00	2	89	17	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	114		
08:00	3	92	48	4	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	152		
09:00	1	63	33	0	13	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	113		
10:00	0	68	40	1	5	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	119		
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Total	7	414	181	4	27	2	8	1	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	655		
Percent	1.1%	63.2%	27.6%	0.6%	4.1%	0.3%	1.2%	0.2%	0.0%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	10.0%			
AM Peak	08:00	08:00	08:00	08:00	09:00	08:00	06:00	10:00																					
PM Peak	3	92	48	4	13	1	4	1																					

Grand Total	Percent	Vol.	Grand Total	Percent	Vol.
344	1.6%	08:00	14045	64.1%	08:00
81	0.4%	08:00	6014	27.4%	08:00
47	0.2%	08:00	931	4.2%	09:00
4	0.0%	06:00	112	0.5%	06:00
4	0.0%	06:00	31	0.1%	06:00
8	0.0%	06:00	8	0.0%	06:00
0	0.0%	06:00	0	0.0%	06:00
4	0.0%	06:00	4	0.0%	06:00
288	1.3%	10:00	21909	64.1%	10:00

Station ID: SN#: 21279
 N dixie hwy
 S. of post road
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/30/09	0	31	8	0	3	0	0	0	0	0	0	0	0	0	42
01:00	0	14	5	0	3	0	0	0	0	0	0	0	0	0	22
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
04:00	0	2	1	0	3	0	0	0	0	0	0	0	0	0	6
05:00	0	8	7	0	4	0	0	0	0	0	0	0	0	0	19
06:00	2	70	39	0	24	1	0	2	0	0	0	0	0	2	140
07:00	1	114	66	3	26	1	0	1	0	0	0	0	0	6	217
08:00	0	101	50	4	11	1	0	0	0	0	0	0	0	5	172
09:00	0	44	34	1	15	1	0	0	1	0	0	0	0	2	98
10:00	0	46	34	1	16	0	0	0	0	0	0	0	0	2	100
11:00	0	40	35	0	10	1	0	1	0	0	0	0	0	1	88
12 PM	0	50	39	1	11	0	0	0	0	0	0	0	0	1	102
13:00	0	55	38	1	15	1	1	2	0	1	0	0	0	3	117
14:00	0	47	43	0	11	0	0	0	0	0	0	0	0	4	105
15:00	0	81	59	0	19	0	0	0	0	0	0	0	0	0	159
16:00	0	104	71	4	21	0	0	1	0	0	0	0	0	4	205
17:00	0	121	62	0	21	0	0	0	0	0	0	0	0	2	206
18:00	1	109	48	0	10	0	0	2	0	0	0	0	0	5	175
19:00	0	80	42	0	5	0	0	0	0	0	0	0	0	2	129
20:00	0	58	23	0	8	0	0	0	0	0	0	0	0	1	90
21:00	0	42	18	0	10	0	0	0	0	0	0	0	0	0	70
22:00	0	37	21	0	4	0	0	0	0	0	0	0	0	0	62
23:00	0	30	6	0	0	0	0	0	0	0	0	0	0	0	36
Total	4	1288	752	15	251	5	1	10	1	1	0	0	0	40	2368
Percent	0.2%	54.4%	31.8%	0.6%	10.6%	0.2%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	
AM Peak	06:00	07:00	07:00	08:00	07:00	06:00	06:00	09:00	09:00	09:00	07:00	07:00	07:00	07:00	
Vol.	2	114	66	4	26	1	2	1	1	13:00	07:00	07:00	07:00	6	
PM Peak	18:00	17:00	16:00	16:00	16:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	13:00	18:00	
Vol.	1	121	71	4	21	1	1	2	1	1	1	1	1	5	

Station ID: SN#: 21279
 N dixie hwy
 S. of post road
 Date Start: 29-Apr-09
 Date End: 08-May-09

south bound															
Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total
05/01/09	1	16	12	0	6	0	0	0	0	0	0	0	0	0	35
01:00	0	14	1	0	1	0	0	0	0	0	0	0	0	0	16
02:00	0	3	6	0	1	0	0	0	0	0	0	0	0	0	10
03:00	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
04:00	0	2	2	0	3	0	0	0	0	0	0	0	0	0	7
05:00	0	15	6	0	4	0	0	0	0	0	0	0	0	0	25
06:00	3	60	38	0	18	0	0	1	0	0	0	0	0	0	120
07:00	3	114	65	2	25	0	0	0	1	0	0	0	0	0	210
08:00	0	103	48	1	22	0	1	0	0	0	0	0	0	1	176
09:00	0	76	43	3	11	0	1	0	0	0	0	0	0	1	135
10:00	0	48	36	0	12	0	2	1	0	0	0	0	0	1	100
11:00	1	50	47	1	11	0	1	1	0	0	0	0	0	0	113
12 PM	3	59	46	0	10	0	1	1	0	0	0	0	0	1	121
13:00	3	88	39	0	18	0	1	3	0	0	0	0	0	1	153
14:00	4	86	62	0	13	0	2	1	0	0	0	0	0	1	169
15:00	2	105	61	1	19	1	0	2	1	0	0	0	0	4	196
16:00	1	127	73	4	16	0	0	0	0	0	0	0	0	5	226
17:00	4	122	64	0	16	0	0	1	0	0	0	0	0	7	214
18:00	1	131	48	0	11	0	0	0	0	0	0	0	0	3	194
19:00	1	92	49	0	12	0	0	2	0	0	0	0	0	2	158
20:00	1	71	27	1	5	0	0	0	0	0	0	0	0	1	106
21:00	0	62	27	0	9	0	0	2	0	0	0	0	0	0	100
22:00	0	51	21	0	6	0	0	0	0	0	0	0	0	1	79
23:00	0	48	17	0	6	0	0	0	0	0	0	0	0	1	72
Total	28	1546	839	14	256	1	9	15	2	0	0	0	0	30	2740
Percent	1.0%	56.4%	30.6%	0.5%	9.3%	0.0%	0.3%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	1.1%	
AM Peak	06:00	07:00	07:00	09:00	07:00	06:00	10:00	06:00	07:00	07:00	06:00	07:00	06:00	08:00	
Vol.	3	114	65	3	25	2	2	1	1	1	1	1	1	1	
PM Peak	14:00	18:00	16:00	16:00	15:00	15:00	14:00	13:00	15:00	15:00	13:00	15:00	17:00	17:00	
Vol.	4	131	73	4	19	1	2	3	1	1	3	1	7	7	

Station ID: SN#: 21279
 N dixie hwy
 S. of post road
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/06/09	0	15	5	0	4	0	0	0	0	0	0	0	0	0	24
01:00	0	14	5	0	1	0	0	0	0	0	0	0	0	0	20
02:00	0	4	3	0	1	0	0	0	0	0	0	0	0	0	8
03:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
04:00	1	4	2	0	1	0	0	0	0	0	0	0	0	0	8
05:00	0	15	4	0	4	0	0	0	0	0	0	0	0	0	23
06:00	2	67	33	0	19	0	0	1	0	0	0	0	0	0	122
07:00	8	148	69	2	23	0	0	0	0	0	0	0	0	3	253
08:00	1	119	41	3	13	0	0	2	0	1	0	0	0	8	188
09:00	0	42	34	0	9	0	0	0	1	1	0	0	0	1	88
10:00	0	51	37	1	11	0	0	1	1	0	0	0	0	3	105
11:00	2	60	26	1	7	1	0	2	0	1	0	0	0	2	102
12 PM	1	59	31	3	15	3	0	2	0	1	0	0	0	2	117
13:00	2	53	48	0	8	0	0	0	0	0	0	0	0	1	112
14:00	2	73	42	0	7	0	0	2	0	0	0	0	0	1	127
15:00	1	80	46	1	12	1	0	0	0	0	0	0	0	6	147
16:00	2	96	60	4	17	0	0	0	0	1	0	0	0	6	186
17:00	2	136	78	1	29	1	0	0	0	0	0	0	0	8	255
18:00	0	123	65	0	19	0	0	1	0	0	0	0	0	4	212
19:00	0	81	36	1	12	0	0	0	0	0	0	0	0	1	131
20:00	0	71	30	0	13	0	0	0	0	0	0	0	0	2	116
21:00	0	35	14	0	6	0	0	0	0	0	0	0	0	0	55
22:00	0	32	8	0	2	0	0	0	0	0	0	0	0	0	42
23:00	0	22	9	0	3	0	0	0	0	0	0	0	0	0	34
Total	24	1401	727	17	237	6	0	11	2	5	0	0	0	48	2478
Percent	1.0%	56.5%	29.3%	0.7%	9.6%	0.2%	0.0%	0.4%	0.1%	0.2%	0.0%	0.0%	0.0%	1.9%	
AM Peak	07:00	07:00	07:00	08:00	07:00	11:00		08:00	09:00	08:00				08:00	
Vol.	8	148	69	3	23	1		2	1	1				8	
PM Peak	13:00	17:00	17:00	16:00	17:00	12:00		12:00		12:00				17:00	
Vol.	2	136	78	4	29	3		2		1				8	

Station ID: SN#: 21279
 N dixie hwy
 S. of post road
 Date Start: 29-Apr-09
 Date End: 08-May-09

south bound		Cars & Trailers		2 Axle Long		Buses		2 Axle 6 Tire		3 Axle Single		4 Axle Single		<5 Axl Double		5 Axle Double		>6 Axl Double		<6 Axl Multi		6 Axle Multi		>6 Axl Multi		Not Classed		Total	
Start Time	Bikes	Trailers	Cars	2 Axle Long	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total												
05/08/09	0	17	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22		
01:00	0	15	7	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24		
02:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12		
03:00	0	5	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8		
04:00	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5		
05:00	0	12	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	19		
06:00	6	54	31	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	109		
07:00	4	130	50	2	130	2	15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	205		
08:00	3	102	50	4	102	4	14	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	182		
09:00	1	62	35	0	62	0	10	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	111		
10:00	0	53	40	0	53	0	16	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	115		
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Total	14	463	225	6	78	1	9.6%	0.1%	0.0%	1.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14	812			
Percent	1.7%	57.0%	27.7%	0.7%	9.6%	0.1%	10.0%	0.1%	0.0%	0.8%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	08:00			
AM Peak	06:00	07:00	07:00	08:00	08:00	09:00	10:00	09:00	08:00	08:00	08:00	06:00	08:00	08:00	06:00	08:00	08:00	06:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00		
PM Peak	Vol.	130	50	4	16	1	16	1	3	3	2	1	1	1	1	1	2	1	1	1	1	1	1	1	1	4			
Vol.																													

Grand Total	341	12248	6532	100	2048	39	14	136	17	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	345	21833
Percent	1.6%	56.1%	29.9%	0.5%	9.4%	0.2%	0.1%	0.6%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	1.6%	

Station ID: SN#: 21279
 N dixie hwy
 S. of post road
 Date Start: 29-Apr-09
 Date End: 08-May-09

north bound, south bound		Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total
Start Time	Bikes														
04/29/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	1	101	76	2	20	0	1	5	0	0	0	0	0	5	211
12 PM	2	113	80	3	16	0	0	1	0	0	0	0	0	5	220
13:00	2	145	87	4	18	0	2	3	0	0	0	0	0	7	268
14:00	2	118	85	0	24	2	0	2	1	0	0	0	0	6	240
15:00	2	212	113	7	43	3	0	1	2	0	0	0	0	9	392
16:00	3	244	125	4	45	1	0	4	0	0	0	0	0	7	433
17:00	1	259	120	1	23	0	0	2	1	0	0	0	0	11	418
18:00	3	215	119	0	27	1	0	1	0	0	0	0	0	10	376
19:00	7	192	95	0	31	0	0	1	0	0	0	0	0	1	327
20:00	1	154	66	0	16	0	0	0	0	0	0	0	0	3	240
21:00	0	93	41	0	13	0	0	0	0	0	0	0	0	1	148
22:00	1	83	33	0	3	0	0	0	0	0	0	0	0	0	120
23:00	0	46	24	0	4	0	0	0	0	0	0	0	0	0	74
Total	25	1975	1064	21	283	7	3	20	4	0	0	0	0	65	3467
Percent	0.7%	57.0%	30.7%	0.6%	8.2%	0.2%	0.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	1.9%	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
Vol.	1	101	76	2	20	1	1	5	1	0	0	0	0	5	
PM Peak	19:00	17:00	16:00	15:00	16:00	15:00	13:00	16:00	15:00	15:00	17:00	17:00	17:00	17:00	
Vol.	7	259	125	7	45	3	2	4	2	2	11	11	11	11	

Station ID: SN#: 21279
 N dixie hwy
 S. of post road
 Date Start: 29-Apr-09
 Date End: 08-May-09

north bound, south bound														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed
04/30/09	0	44	10	0	3	0	0	0	0	0	0	0	0	0
01:00	0	20	5	0	3	0	0	0	0	0	0	0	0	0
02:00	0	4	4	0	0	0	0	0	0	0	0	0	0	0
03:00	0	13	4	0	2	0	0	0	0	0	0	0	0	0
04:00	0	9	3	0	4	0	0	0	0	0	0	0	0	0
05:00	0	30	16	0	8	0	0	0	0	0	0	0	0	0
06:00	2	111	74	0	27	1	0	2	0	0	0	0	0	2
07:00	2	211	96	4	29	1	0	1	0	0	0	0	0	8
08:00	0	199	92	7	19	2	0	1	0	0	0	0	0	8
09:00	0	94	70	1	18	1	0	1	1	0	0	0	0	4
10:00	0	93	60	1	24	0	0	1	1	0	0	0	0	2
11:00	0	86	72	0	16	2	0	2	0	0	0	0	0	4
12 PM	0	107	85	1	18	1	0	3	0	1	0	0	0	2
13:00	0	115	71	1	28	2	1	2	1	1	0	0	0	6
14:00	0	109	82	0	21	0	0	1	0	0	0	0	0	2
15:00	0	218	112	2	35	1	0	1	0	0	0	0	0	6
16:00	0	255	138	4	31	2	0	1	0	0	0	0	0	8
17:00	1	262	122	0	29	0	0	0	0	0	0	0	0	3
18:00	3	217	96	0	14	0	0	1	1	0	0	0	0	8
19:00	1	187	77	0	14	0	0	2	0	0	0	0	0	5
20:00	0	122	43	0	15	0	0	0	0	0	0	0	0	2
21:00	0	88	37	0	13	0	0	0	0	0	0	0	0	1
22:00	0	65	35	0	4	0	0	0	0	0	0	0	0	0
23:00	0	56	19	0	1	0	0	0	0	0	0	0	0	0
Total	9	2715	1423	21	376	13	1	19	4	2	0	0	0	71
Percent	0.2%	58.3%	30.6%	0.5%	8.1%	0.3%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	1.5%
AM Peak	06:00	07:00	07:00	08:00	07:00	08:00		06:00	09:00					07:00
Vol.	2	211	96	7	29	2		2	1					8
PM Peak	18:00	17:00	16:00	16:00	15:00	13:00	13:00	12:00	13:00	12:00				14:00
Vol.	3	262	138	4	35	2	1	3	1	1				8

Station ID: SN#: 21279
 N dixie hwy
 S. of post road
 Date Start: 29-Apr-09
 Date End: 08-May-09

north bound, south bound		Cars & Trailers	2 Axle Long	2 Axle	Buses	6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total
Start Time																
05/01/09	1	28	15	6	0	0	0	0	0	0	0	0	0	0	0	50
01:00	0	24	2	1	0	0	0	0	0	0	0	0	0	0	0	27
02:00	0	10	10	1	0	0	0	0	0	0	0	0	0	0	0	21
03:00	0	15	4	2	0	0	0	0	0	0	0	0	0	0	0	21
04:00	0	9	3	4	0	0	0	0	0	0	0	0	0	0	0	16
05:00	0	30	16	5	0	0	0	0	0	0	0	0	0	0	0	51
06:00	3	115	71	22	0	0	2	2	0	0	0	0	0	0	1	214
07:00	4	212	98	29	2	1	0	1	0	0	0	0	0	0	0	347
08:00	0	198	96	28	5	1	1	1	0	0	0	0	0	0	1	331
09:00	0	148	80	19	3	1	1	1	0	0	0	0	0	0	3	255
10:00	0	104	66	15	0	2	2	2	1	1	0	0	0	0	3	194
11:00	3	110	75	20	3	2	1	3	0	0	0	0	0	0	1	218
12 PM	7	136	85	24	1	1	1	2	0	0	0	0	0	0	3	260
13:00	4	175	86	24	0	2	1	4	0	0	0	0	0	0	4	300
14:00	8	175	106	18	3	2	1	2	1	1	0	0	0	0	2	317
15:00	9	287	129	32	4	1	0	2	3	0	0	0	0	0	8	475
16:00	5	306	162	30	6	0	1	1	0	0	0	0	0	0	9	519
17:00	5	271	114	19	0	0	0	5	0	0	0	0	0	0	11	425
18:00	4	297	105	20	0	0	0	1	0	0	0	0	0	0	5	432
19:00	5	218	98	21	0	0	0	2	0	0	0	0	0	0	7	351
20:00	1	163	64	7	2	0	0	0	0	0	0	0	0	0	2	239
21:00	0	122	49	10	0	0	0	2	0	0	0	0	0	0	0	183
22:00	0	110	43	8	0	0	0	0	0	0	0	0	0	0	2	163
23:00	0	96	32	9	0	0	0	1	1	0	0	0	0	0	1	139
Total	59	3359	1609	374	29	11	9	29	6	0	0	0	0	0	63	5548
Percent	1.1%	60.5%	29.0%	6.7%	0.5%	0.2%	0.2%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	
AM Peak	07:00	07:00	07:00	07:00	08:00	11:00	10:00	11:00	07:00	07:00					09:00	
Vol.	4	212	98	29	5	2	2	3	1	1					3	
PM Peak	15:00	16:00	16:00	15:00	16:00	13:00	14:00	17:00	15:00	15:00					17:00	
Vol.	9	306	162	32	6	2	2	5	3	3					11	

Station ID: SN#: 21279
 N dixie hwy
 S. of post road
 Date Start: 29-Apr-09
 Date End: 08-May-09

north bound, south bound		Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Start Time															
05/02/09	1	64	19	0	5	0	0	0	0	0	0	0	0	0	89
01:00	0	54	14	0	3	0	0	0	0	0	0	0	0	0	71
02:00	0	35	10	0	2	0	0	0	0	0	0	0	0	0	47
03:00	0	16	8	0	0	0	0	1	0	0	0	0	0	0	25
04:00	0	18	2	0	2	0	0	0	0	0	0	0	0	0	22
05:00	0	12	6	0	3	0	0	0	0	0	0	0	0	0	21
06:00	2	53	27	0	4	0	0	2	0	0	0	0	0	1	89
07:00	3	69	38	0	9	0	0	2	0	0	0	0	0	0	121
08:00	0	89	40	0	11	1	1	2	0	0	0	0	0	0	144
09:00	1	130	57	1	12	2	1	1	0	0	0	0	0	1	206
10:00	1	133	60	0	13	3	2	1	0	0	0	0	0	4	217
11:00	5	151	73	0	12	1	0	2	0	0	0	0	0	5	249
12 PM	2	216	119	2	22	0	0	3	0	0	0	0	0	3	367
13:00	9	185	89	0	24	0	0	3	0	0	0	0	0	1	311
14:00	2	173	88	0	10	0	0	2	0	0	0	0	0	7	282
15:00	12	176	100	0	23	0	0	2	0	0	0	0	0	10	323
16:00	14	172	74	0	17	0	0	0	0	0	0	0	0	3	280
17:00	15	229	88	0	13	0	0	2	0	0	0	0	0	6	353
18:00	13	199	94	0	10	0	0	0	0	0	0	0	0	9	325
19:00	5	196	73	0	14	0	0	0	0	0	0	0	0	2	290
20:00	8	167	56	0	11	0	0	1	0	0	0	0	0	3	246
21:00	5	136	50	0	11	0	0	1	0	0	0	0	0	2	205
22:00	6	119	38	0	8	0	0	0	0	0	0	0	0	3	174
23:00	2	88	36	0	6	0	0	0	0	0	0	0	0	1	133
Total	106	2880	1259	3	245	7	4	25	0	0	0	0	0	61	4590
Percent	2.3%	62.7%	27.4%	0.1%	5.3%	0.2%	0.1%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	
AM Peak	11:00	11:00	11:00	09:00	10:00	10:00	10:00	06:00						11:00	
Vol.	5	151	73	1	13	3	2	2						5	
PM Peak	17:00	17:00	12:00	12:00	13:00	12:00	12:00	12:00						15:00	
Vol.	15	229	119	2	24	3	2	3						10	

Station ID: SN#: 21279
 N dixie hwy
 S. of post road
 Date Start: 29-Apr-09
 Date End: 08-May-09

north bound, south bound															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/03/09	0	74	22	0	2	0	0	0	0	0	0	0	0	1	99
01:00	1	65	22	0	1	0	0	0	0	0	0	0	0	1	90
02:00	0	35	16	0	1	0	0	0	0	0	0	0	0	0	52
03:00	1	15	5	0	0	0	0	0	0	0	0	0	0	0	21
04:00	1	8	2	0	1	0	0	0	0	0	0	0	0	0	12
05:00	0	16	9	0	1	0	0	0	0	0	0	0	0	0	26
06:00	2	30	14	0	3	0	0	4	0	0	0	0	0	2	55
07:00	7	38	23	0	4	0	0	0	0	0	0	0	0	0	72
08:00	3	52	13	0	4	0	0	0	0	0	0	0	0	0	72
09:00	2	70	41	0	13	0	0	0	0	0	0	0	0	0	126
10:00	1	120	54	0	5	0	0	0	0	0	0	0	0	2	182
11:00	2	145	71	0	7	0	0	1	0	0	0	0	0	4	230
12 PM	16	157	69	0	13	0	0	0	0	0	0	0	0	5	260
13:00	12	209	111	0	22	0	0	4	0	0	0	0	0	7	365
14:00	18	182	102	0	20	0	0	5	0	0	0	0	0	9	336
15:00	21	160	75	0	14	1	0	1	0	0	0	0	0	2	274
16:00	18	189	88	0	15	1	0	5	1	0	0	0	0	2	319
17:00	25	187	83	0	12	0	0	2	0	0	0	0	0	2	311
18:00	22	157	86	0	16	0	0	1	0	0	0	0	0	2	284
19:00	20	145	83	0	19	0	0	0	0	0	0	0	0	7	274
20:00	5	138	77	0	14	0	0	2	1	0	0	0	0	3	240
21:00	4	94	49	0	5	0	0	0	0	0	0	0	0	1	153
22:00	2	73	29	0	4	0	0	0	0	0	0	0	0	3	111
23:00	1	33	11	0	4	0	0	0	1	0	0	0	0	0	50
Total	184	2392	1155	0	200	2	0	25	3	0	0	0	0	53	4014
Percent	4.6%	59.6%	28.8%	0.0%	5.0%	0.0%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	1.3%	
AM Peak	07:00	11:00	11:00	09:00	09:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	11:00	
Vol.	7	145	71	13	13	4	4	4	1	0	0	0	0	4	
PM Peak	17:00	13:00	13:00	13:00	13:00	15:00	14:00	14:00	16:00	16:00	16:00	16:00	16:00	14:00	
Vol.	25	209	111	22	22	1	5	5	1	1	1	1	1	9	

Station ID: SN#: 21279
 N dixie hwy
 S. of post road
 Date Start: 29-Apr-09
 Date End: 08-May-09

north bound, south bound		Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total
Start Time															
05/04/09	0	25	8	0	0	0	0	0	0	0	0	0	0	0	33
01:00	1	11	7	0	0	0	0	0	0	0	0	0	0	0	19
02:00	0	8	6	0	0	0	0	0	0	0	0	0	0	0	14
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	5	2	1	0	0	0	0	0	0	0	0	0	0	8
05:00	0	26	6	0	3	0	0	0	0	0	0	0	0	0	35
06:00	5	110	60	0	22	0	0	1	0	0	0	0	0	0	198
07:00	9	232	98	2	31	1	0	1	0	0	0	0	0	8	382
08:00	6	218	91	5	24	1	0	3	0	0	0	0	0	4	352
09:00	2	135	82	3	15	0	0	2	0	0	0	0	0	5	244
10:00	1	113	67	0	13	0	0	2	0	0	0	0	0	2	199
11:00	1	116	74	1	18	1	0	2	1	0	0	0	0	0	214
12 PM	7	109	84	1	23	2	0	0	0	0	0	0	0	2	228
13:00	3	146	78	2	27	2	0	2	1	2	0	0	0	3	266
14:00	10	147	85	2	19	1	0	7	0	1	0	0	0	3	275
15:00	11	245	107	2	26	0	0	1	2	0	0	0	0	3	397
16:00	14	328	126	3	37	0	0	4	2	0	0	0	0	8	522
17:00	4	250	110	1	31	0	0	1	0	0	0	0	0	5	402
18:00	7	246	101	0	19	2	0	2	0	0	0	0	0	4	381
19:00	7	181	68	0	10	2	0	3	1	0	0	0	0	4	276
20:00	1	142	54	1	20	0	0	2	1	0	0	0	0	1	222
21:00	1	95	45	0	8	0	0	1	0	0	0	0	0	1	151
22:00	0	62	21	0	8	0	0	0	0	0	0	0	0	0	91
23:00	4	60	20	0	4	0	0	0	0	0	0	0	0	0	88
Total	94	3014	1401	24	358	12	0	34	8	3	0	0	1	53	5002
Percent	1.9%	60.3%	28.0%	0.5%	7.2%	0.2%	0.0%	0.7%	0.2%	0.1%	0.0%	0.0%	0.0%	1.1%	
AM Peak	07:00	07:00	07:00	08:00	07:00	07:00	08:00	08:00	11:00	11:00	08:00	11:00	10:00	07:00	
Vol.	9	232	98	5	31	1	3	3	1	1	3	1	1	8	
PM Peak	16:00	16:00	16:00	16:00	16:00	12:00	14:00	14:00	15:00	13:00	14:00	15:00	13:00	16:00	
Vol.	14	328	126	3	37	2	7	7	2	2	7	2	2	8	

Station ID: SN#: 21279
 N dixie hwy
 S. of post road
 Date Start: 29-Apr-09
 Date End: 08-May-09

north bound, south bound		Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Start Time															
05/05/09	0	25	16	0	4	0	0	0	0	0	0	0	0	0	45
01:00	0	22	6	0	4	0	0	0	0	0	0	0	0	0	32
02:00	0	9	4	0	0	0	0	0	0	0	0	0	0	0	13
03:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	10	6	0	2	1	0	0	0	0	0	0	0	0	19
05:00	0	29	10	0	5	0	0	0	0	0	0	0	0	0	44
06:00	6	101	66	0	21	0	0	0	0	0	0	0	0	6	200
07:00	4	214	108	2	29	1	0	1	0	0	0	0	0	8	366
08:00	6	216	83	7	19	1	0	3	0	0	0	0	0	3	338
09:00	1	100	80	0	18	1	0	3	1	0	0	0	0	3	207
10:00	1	101	66	2	19	0	0	1	0	0	0	0	0	0	190
11:00	6	144	63	0	16	1	0	5	1	0	0	0	0	3	239
12 PM	7	155	64	1	24	0	0	1	3	0	0	0	0	7	262
13:00	9	167	67	1	32	2	0	2	1	0	0	0	0	5	286
14:00	8	131	57	0	31	0	0	7	1	1	0	0	0	1	237
15:00	15	267	116	4	29	2	1	2	0	0	0	0	0	13	449
16:00	11	300	127	4	36	0	0	2	2	0	0	0	0	16	498
17:00	6	295	108	1	14	0	0	0	0	1	0	0	0	15	440
18:00	9	262	109	0	27	0	0	1	0	0	0	0	0	10	418
19:00	7	192	57	0	17	0	0	0	0	0	0	0	0	2	275
20:00	2	156	62	0	14	0	0	1	0	0	0	0	0	7	242
21:00	6	92	54	0	8	0	0	1	0	0	0	0	0	3	164
22:00	1	75	34	0	5	0	0	0	0	0	0	0	0	0	115
23:00	2	48	25	0	3	0	0	0	0	0	0	0	0	0	78
Total	107	3115	1390	22	377	8	1	30	9	2	0	0	0	102	5163
Percent	2.1%	60.3%	26.9%	0.4%	7.3%	0.2%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	2.0%	
AM Peak	06:00	08:00	07:00	08:00	07:00	04:00		11:00	09:00					07:00	
Vol.	6	216	108	7	29	1		5	1					8	
PM Peak	15:00	16:00	16:00	15:00	16:00	13:00	15:00	14:00	12:00	14:00				16:00	
Vol.	15	300	127	4	36	2	1	7	3	1				16	

Station ID: SN#: 21279
 N dixie hwy
 S. of post road
 Date Start: 29-Apr-09
 Date End: 08-May-09

north bound, south bound		Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total
Start Time															
05/06/09		31	6	0	4	0	0	0	0	0	0	0	0	0	41
01:00	0	22	8	0	1	0	0	0	0	0	0	0	0	0	31
02:00	0	9	5	0	1	0	0	0	0	0	0	0	0	0	15
03:00	0	5	3	0	1	0	0	0	0	0	0	0	0	0	9
04:00	1	9	4	0	1	0	0	0	0	0	0	0	0	0	15
05:00	0	30	11	0	5	0	0	0	0	0	0	0	0	0	46
06:00	3	110	61	0	20	0	0	2	0	0	0	0	0	0	196
07:00	10	228	93	2	26	0	0	1	0	0	0	0	0	10	370
08:00	2	212	80	6	22	0	0	2	1	1	0	0	0	11	337
09:00	0	98	65	0	11	0	0	1	2	1	0	0	0	1	179
10:00	1	99	62	2	18	0	0	1	2	0	0	0	0	4	189
11:00	2	124	56	1	14	2	0	2	1	1	0	0	1	2	206
12 PM	2	124	71	3	19	4	0	5	1	1	0	0	0	4	234
13:00	4	131	85	0	12	0	0	0	0	0	0	0	1	3	236
14:00	2	157	77	1	14	0	0	3	1	1	0	0	0	3	259
15:00	5	234	111	7	22	1	0	3	0	2	0	0	0	11	396
16:00	9	305	146	4	31	2	0	1	0	1	0	0	0	15	514
17:00	4	320	146	2	41	1	0	1	0	1	0	0	0	14	530
18:00	2	271	118	0	22	1	0	1	0	0	0	0	0	8	423
19:00	1	172	78	2	20	0	0	0	0	0	0	0	0	1	274
20:00	0	154	65	0	16	0	0	0	0	0	0	0	0	4	239
21:00	0	89	35	0	8	0	0	0	0	0	0	0	0	1	133
22:00	0	76	17	0	3	0	0	0	0	0	0	0	0	0	96
23:00	0	44	17	0	4	0	0	0	0	0	0	0	0	0	65
Total	48	3054	1420	30	336	11	0	22	9	9	0	0	2	92	5033
Percent	1.0%	60.7%	28.2%	0.6%	6.7%	0.2%	0.0%	0.4%	0.2%	0.2%	0.0%	0.0%	0.0%	1.8%	
AM Peak	07:00	07:00	07:00	08:00	07:00	11:00		06:00	09:00	08:00			11:00	08:00	
Vol.	10	228	93	6	26	2		2	2	1			1	11	
PM Peak	16:00	17:00	16:00	15:00	17:00	12:00		12:00	12:00	15:00			13:00	16:00	
Vol.	9	320	146	7	41	4		5	1	2			1	15	

Station ID: SN#: 21279
 N dixie hwy
 S. of post road
 Date Start: 29-Apr-09
 Date End: 08-May-09

north bound, south bound		Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Start Time															
05/07/09		30	14	0	5	0	0	0	0	0	0	0	0	0	49
01:00	1	22	3	0	1	0	0	0	0	0	0	0	0	0	27
02:00	0	5	4	0	1	0	0	0	0	0	0	0	0	0	10
03:00	0	4	3	0	0	0	0	1	0	0	0	0	0	0	8
04:00	0	9	5	0	1	0	0	0	0	0	0	0	0	0	15
05:00	0	32	11	0	9	0	0	0	0	0	0	0	0	0	52
06:00	2	110	63	0	24	1	0	1	0	0	0	0	0	8	209
07:00	5	224	95	3	27	0	0	1	0	0	0	0	0	3	358
08:00	0	208	87	5	17	0	0	0	0	0	0	0	0	5	322
09:00	0	131	62	1	13	1	0	0	0	0	0	0	0	0	207
10:00	2	107	54	1	20	1	0	0	0	0	0	0	0	4	192
11:00	3	113	74	1	11	2	0	1	0	2	0	0	0	6	213
12 PM	1	123	68	2	15	1	0	1	0	0	0	0	0	2	213
13:00	0	146	84	2	20	1	0	4	1	0	0	0	0	3	263
14:00	0	130	84	2	13	3	0	6	0	0	0	0	0	2	238
15:00	3	224	99	4	34	0	0	1	0	0	0	0	0	2	367
16:00	3	273	151	3	26	1	0	2	0	0	0	0	0	4	463
17:00	2	281	110	0	20	0	0	2	0	0	0	0	0	6	421
18:00	1	193	98	0	21	1	0	1	1	0	0	0	0	1	317
19:00	2	180	71	0	14	0	0	1	0	0	0	0	0	0	268
20:00	3	130	75	0	16	0	0	2	0	1	0	0	0	2	229
21:00	3	100	47	0	10	0	0	1	0	0	0	0	0	0	161
22:00	0	85	42	0	7	0	0	0	0	0	0	0	0	0	134
23:00	1	52	15	0	0	0	0	0	0	0	0	0	0	0	68
Total	32	2912	1419	21	325	12	0	28	2	3	0	0	2	48	4804
Percent	0.7%	60.6%	29.5%	0.4%	6.8%	0.2%	0.0%	0.6%	0.0%	0.1%	0.0%	0.0%	0.0%	1.0%	
AM Peak	07:00	07:00	07:00	08:00	07:00	11:00	10:00	10:00	11:00	11:00	06:00	06:00	06:00	06:00	
Vol.	5	224	95	5	27	2	3	3	2	2	2	2	2	8	
PM Peak	15:00	17:00	16:00	15:00	15:00	14:00	14:00	14:00	13:00	20:00	13:00	13:00	13:00	17:00	
Vol.	3	281	151	4	34	3	6	6	1	1	1	1	2	6	

Station ID: SN#: 21279
 N dixie hwy
 S. of post road
 Date Start: 29-Apr-09
 Date End: 08-May-09

north bound, south bound		Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Start Time	Bikes														
05/08/09	0	34	4	0	2	0	0	0	0	0	0	0	0	0	40
01:00	0	19	7	0	2	0	0	0	0	0	0	0	0	0	28
02:00	0	18	4	0	0	0	0	0	0	0	0	0	0	0	22
03:00	0	11	3	0	2	0	0	0	0	0	0	0	0	0	16
04:00	0	9	5	0	1	0	0	0	0	0	0	0	0	0	15
05:00	0	26	11	0	2	0	0	1	0	0	0	0	0	1	41
06:00	7	101	59	0	17	0	0	4	0	1	0	0	0	5	194
07:00	6	219	67	2	19	0	0	2	0	0	0	0	0	4	319
08:00	6	194	98	8	16	1	0	3	2	0	0	0	0	6	334
09:00	2	125	68	0	23	1	0	3	0	0	0	0	0	2	224
10:00	0	121	80	0	21	1	0	3	1	0	0	0	0	7	234
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	21	877	406	10	105	3	0	16	3	1	0	0	0	25	1467
Percent	1.4%	59.8%	27.7%	0.7%	7.2%	0.2%	0.0%	1.1%	0.2%	0.1%	0.0%	0.0%	0.0%	1.7%	
AM Peak	06:00	07:00	08:00	08:00	09:00	08:00	06:00	06:00	08:00	06:00	06:00	06:00	10:00		
Vol.	7	219	98	8	23	1	4	2	2	1	1	1	7		

Grand Total	Percent	Vol.
685	1.6%	219
26293	60.1%	877
12546	28.7%	406
181	0.4%	10
2979	6.8%	105
86	0.2%	3
18	0.0%	0
248	0.6%	16
48	0.1%	3
20	0.0%	1
0	0.0%	0
5	0.0%	0
633	1.4%	25
43742		1467

Station ID: SN#: 21278
 n. Dixie
 S. of Pointe Aux Peaux rd.
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/29/09															
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	1	77	19	2	9	1	0	2	0	0	0	0	0	11	122
11:00	4	108	51	0	9	1	1	0	1	0	0	0	0	12	187
12 PM	0	119	45	2	10	1	0	0	0	0	0	0	0	5	182
13:00	5	129	61	0	6	0	0	1	1	0	0	0	0	12	215
14:00	2	140	38	0	12	2	0	1	1	0	0	0	0	8	204
15:00	1	236	58	7	12	0	0	0	1	0	0	0	0	14	329
16:00	1	188	59	0	12	0	0	0	0	0	0	0	0	24	284
17:00	3	240	51	0	5	2	0	0	1	0	0	0	0	18	320
18:00	6	225	72	0	14	1	0	0	0	0	0	0	0	28	346
19:00	1	212	53	1	7	1	0	0	0	0	0	0	0	15	290
20:00	2	175	41	0	3	1	0	1	1	0	0	0	0	18	242
21:00	3	103	32	0	5	0	0	0	0	0	0	0	0	11	154
22:00	0	76	15	0	2	0	0	0	0	0	0	0	0	9	102
23:00	0	54	15	0	2	0	0	0	0	0	0	0	0	1	72
Total	29	2082	610	12	108	10	1	5	6	0	0	0	0	186	3049
Percent	1.0%	68.3%	20.0%	0.4%	3.5%	0.3%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	6.1%	
AM Peak	11:00	11:00	11:00	10:00	10:00	10:00	11:00	10:00	11:00					11:00	
Vol.	4	108	51	2	9	1	1	2	1					12	
PM Peak	18:00	17:00	18:00	15:00	18:00	14:00		13:00	13:00					18:00	
Vol.	6	240	72	7	14	2		1	1					28	

Station ID: SN#: 21278
 n. Dixie
 S. of Pointe Aux Peaux rd.
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total
04/30/09	0	34	10	0	0	0	0	0	0	0	0	0	0	2	46
01:00	0	12	4	0	1	0	0	0	0	0	0	0	0	1	18
02:00	1	13	3	0	1	0	0	0	0	0	0	0	0	2	20
03:00	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
04:00	0	11	4	0	0	0	0	0	0	0	0	0	0	1	16
05:00	0	47	16	0	2	0	0	0	0	0	0	0	0	4	69
06:00	4	160	62	0	8	0	0	0	2	0	0	0	0	16	252
07:00	8	178	38	4	10	1	0	0	0	0	0	0	0	19	258
08:00	0	124	28	4	8	2	0	0	0	0	0	0	0	9	175
09:00	2	74	28	1	6	0	0	0	0	0	0	0	0	3	114
10:00	1	68	29	0	8	0	0	1	0	0	0	0	0	5	112
11:00	2	86	26	0	3	0	0	1	0	0	0	0	0	11	129
12 PM	1	117	42	0	11	0	1	3	0	0	0	0	0	18	193
13:00	5	110	48	0	10	0	0	1	1	1	0	0	0	15	191
14:00	5	117	43	0	7	2	0	1	1	0	0	0	0	12	188
15:00	1	213	53	4	22	1	0	0	0	0	0	0	0	27	321
16:00	2	204	51	0	7	1	0	1	0	0	0	0	0	26	292
17:00	3	227	51	0	9	0	0	1	0	0	0	0	0	23	314
18:00	4	220	66	1	6	2	0	0	1	0	0	0	0	13	313
19:00	2	181	42	0	5	0	0	2	0	0	0	0	0	13	245
20:00	0	141	20	0	5	0	0	0	0	0	0	0	0	5	171
21:00	2	121	33	0	1	0	0	0	0	0	0	0	0	3	160
22:00	1	77	16	0	3	0	0	0	0	0	0	0	0	7	104
23:00	0	62	13	0	3	0	0	0	0	0	0	0	0	2	80
Total	44	2605	729	14	136	9	1	11	5	1	0	0	0	237	3792
Percent	1.2%	68.7%	19.2%	0.4%	3.6%	0.2%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	6.3%	
AM Peak	07:00	07:00	06:00	07:00	07:00	08:00		10:00	06:00					07:00	
Vol.	8	178	62	4	10	2		1	2					19	
PM Peak	13:00	17:00	18:00	15:00	15:00	14:00	12:00	12:00	13:00	13:00				15:00	
Vol.	5	227	66	4	22	2	1	3	1	1				27	

Station ID: SN#: 21278
 n. Dixie
 S. of Pointe Aux Peaux rd.
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
05/01/09	0	39	9	0	1	0	0	0	0	0	0	0	0	2	51
01:00	0	21	2	0	2	0	0	0	0	0	0	0	0	1	26
02:00	0	15	7	0	3	0	0	0	0	0	0	0	0	0	25
03:00	0	12	3	0	0	0	0	0	0	0	0	0	0	0	15
04:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
05:00	1	48	14	0	2	0	0	0	0	0	0	0	0	1	66
06:00	3	126	46	0	8	1	0	2	0	0	0	0	0	8	194
07:00	2	171	43	3	9	0	0	0	0	0	0	0	0	8	236
08:00	1	128	35	4	11	1	0	1	1	0	0	0	0	8	190
09:00	1	89	32	0	6	0	0	0	0	0	0	0	0	3	131
10:00	1	87	34	0	8	1	0	1	1	0	0	0	0	5	138
11:00	2	112	37	0	10	1	1	1	0	1	0	0	0	9	173
12 PM	3	168	57	1	16	0	0	1	0	0	0	0	0	9	255
13:00	5	157	50	0	5	1	0	0	0	0	0	0	0	8	226
14:00	3	173	45	3	8	1	0	0	0	0	0	0	0	10	243
15:00	5	277	66	4	17	1	0	3	1	0	0	0	0	22	396
16:00	10	216	71	0	10	0	0	0	0	0	0	0	0	23	330
17:00	3	280	72	0	9	0	0	3	0	0	0	0	0	16	383
18:00	7	277	90	0	15	1	0	0	0	0	0	0	0	30	420
19:00	2	209	56	0	8	1	0	0	0	0	0	0	0	22	298
20:00	3	182	39	1	7	0	0	0	0	0	0	0	0	12	244
21:00	1	129	27	0	2	0	0	0	0	0	0	0	0	11	170
22:00	5	129	30	0	2	1	0	0	0	0	0	0	0	14	181
23:00	2	103	16	0	4	0	0	0	0	0	0	0	0	17	142
Total	60	3155	882	16	163	9	1	12	3	1	0	0	0	239	4541
Percent	1.3%	69.5%	19.4%	0.4%	3.6%	0.2%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	5.3%	
AM Peak	06:00	07:00	06:00	08:00	08:00	06:00	11:00	06:00	08:00	11:00	0.0%	0.0%	0.0%	11:00	
Vol.	3	171	46	4	11	1	1	2	1	1	1	1	1	9	
PM Peak	16:00	17:00	18:00	15:00	15:00	13:00	1	15:00	15:00	18:00	18:00	18:00	18:00	18:00	
Vol.	10	280	90	4	17	1	1	3	1	1	1	1	1	30	

Station ID: SN#: 21278
 n. Dixie
 S. of Pointe Aux Peaux rd.
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
05/02/09	0	66	16	0	3	0	0	0	0	0	0	0	0	5	90
01:00	0	37	5	0	3	0	0	0	0	0	0	0	0	2	47
02:00	0	19	5	0	1	0	0	0	0	0	0	0	0	3	28
03:00	0	12	6	0	0	0	0	0	0	0	0	0	0	2	20
04:00	1	10	3	0	0	1	0	0	0	0	0	0	0	2	17
05:00	0	19	5	0	2	0	0	0	0	0	0	0	0	1	27
06:00	1	56	3	0	2	0	0	2	0	0	0	0	0	7	71
07:00	2	44	17	0	3	0	1	0	0	0	0	0	0	2	69
08:00	1	56	13	0	3	0	0	0	0	0	0	0	0	2	75
09:00	3	81	28	0	2	1	0	2	0	0	0	0	0	8	125
10:00	3	85	27	1	11	2	0	1	0	0	0	0	0	14	144
11:00	4	139	33	0	7	0	0	2	0	0	0	0	0	11	196
12 PM	7	199	55	1	8	0	0	0	1	0	0	0	0	21	292
13:00	4	181	48	0	13	0	0	1	0	0	0	0	0	9	256
14:00	4	198	48	0	9	2	0	2	0	0	0	0	0	5	268
15:00	6	167	60	0	9	1	0	1	0	0	0	0	0	15	259
16:00	14	165	43	0	7	2	0	0	0	0	0	0	0	8	239
17:00	7	214	41	0	5	0	0	2	0	0	1	0	0	10	280
18:00	10	192	61	0	2	0	0	0	0	0	0	0	0	12	277
19:00	9	164	50	0	7	0	0	1	0	0	0	0	0	11	242
20:00	11	164	37	0	8	0	0	0	0	0	0	0	0	2	222
21:00	3	142	32	0	6	0	0	0	0	0	0	0	0	12	195
22:00	11	129	19	0	1	0	0	0	0	0	0	0	0	21	181
23:00	2	83	25	0	6	0	0	0	0	0	0	0	0	16	132
Total	103	2622	680	2	118	9	1	14	1	0	1	0	0	201	3752
Percent	2.7%	69.9%	18.1%	0.1%	3.1%	0.2%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	5.4%	
AM Peak	11:00	11:00	11:00	10:00	10:00	10:00	07:00	06:00						10:00	
Vol.	4	139	33	1	11	2	1	2						14	
PM Peak	16:00	17:00	18:00	12:00	13:00	14:00	14:00	12:00	12:00	17:00	17:00			12:00	
Vol.	14	214	61	1	13	2	2	1	1	1	1			21	

Station ID: SN#: 21278
 n. Dixie
 S. of Pointe Aux Peaux rd.
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound	Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
	05/03/09	0	68	7	0	3	0	0	0	0	0	0	0	0	2	80
	01:00	3	40	8	0	0	0	0	0	0	0	0	0	0	6	57
	02:00	0	17	8	0	0	0	0	0	0	0	0	0	0	1	26
	03:00	1	18	5	0	1	0	1	0	0	0	0	0	0	3	29
	04:00	0	7	4	0	0	0	0	0	0	0	0	0	0	1	12
	05:00	0	19	5	0	0	0	0	0	0	0	0	0	0	1	25
	06:00	1	24	6	0	1	0	0	3	0	0	0	0	0	2	37
	07:00	2	39	6	0	1	0	0	0	0	0	0	0	0	1	49
	08:00	0	25	6	0	3	0	0	0	0	0	0	0	0	2	36
	09:00	1	63	22	0	3	0	0	0	0	0	0	0	0	1	90
	10:00	0	97	29	0	0	0	0	0	0	0	0	0	0	3	129
	11:00	2	132	34	0	5	1	0	0	0	0	0	0	0	7	181
	12 PM	5	125	31	0	3	0	0	0	0	0	0	0	0	11	175
	13:00	12	205	58	0	11	0	0	1	0	0	0	0	0	14	301
	14:00	10	183	59	0	7	0	0	1	0	0	0	0	0	16	276
	15:00	15	181	33	0	6	1	0	2	0	0	0	0	0	8	246
	16:00	9	195	51	0	7	2	0	2	0	0	0	0	0	12	278
	17:00	19	193	41	0	2	0	0	3	0	0	0	0	0	17	275
	18:00	19	182	48	0	7	0	0	2	0	0	0	0	0	14	272
	19:00	21	159	44	0	9	0	0	0	0	0	0	0	0	20	253
	20:00	3	135	35	0	6	0	0	0	1	0	0	0	0	9	189
	21:00	4	106	30	0	6	0	0	0	0	0	0	0	0	5	151
	22:00	4	68	11	0	1	0	0	0	0	0	0	0	0	7	91
	23:00	2	36	11	0	1	1	0	0	0	0	0	0	0	5	56
	Total	133	2317	592	0	83	5	1	14	1	0	0	0	0	168	3314
	Percent	4.0%	69.9%	17.9%	0.0%	2.5%	0.2%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	5.1%	
	AM Peak	01:00	11:00	11:00		11:00	11:00	03:00	06:00						11:00	
	Vol.	3	132	34		5	1	1	3						7	
	PM Peak	19:00	13:00	14:00		13:00	16:00		17:00	20:00					19:00	
	Vol.	21	205	59		11	2	3	3	1					20	

Station ID: SN#: 21278
 n. Dixie
 S. of Pointe Aux Peaux rd.
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classed	Total
05/04/09	1	22	7	0	1	0	0	0	0	0	0	0	0	3	34
01:00	0	18	4	0	0	1	0	0	0	0	0	0	0	0	23
02:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
03:00	0	10	2	0	0	0	0	0	0	0	0	0	0	1	13
04:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
05:00	1	40	6	0	3	0	0	0	0	0	0	0	0	0	50
06:00	16	131	53	0	7	1	0	0	0	0	0	0	0	16	224
07:00	6	189	57	4	13	2	0	2	0	0	0	0	0	15	288
08:00	1	140	37	2	12	0	0	0	0	0	0	0	0	11	203
09:00	0	98	45	2	11	0	0	2	0	0	0	0	0	10	168
10:00	1	105	31	0	7	0	0	0	0	0	0	0	0	7	151
11:00	2	101	47	0	16	0	0	0	0	1	0	0	0	12	179
12 PM	6	153	52	0	9	2	0	1	1	0	0	0	0	16	240
13:00	9	132	49	1	10	0	1	2	0	0	0	0	1	24	229
14:00	4	123	41	0	8	0	0	3	0	2	0	0	0	13	194
15:00	7	267	57	3	17	0	0	0	0	0	0	0	0	14	365
16:00	5	205	56	1	11	0	0	3	1	1	0	0	0	19	302
17:00	11	249	56	0	8	0	0	1	0	0	0	0	0	18	343
18:00	7	240	62	0	10	2	0	2	0	0	0	0	0	14	337
19:00	7	176	46	0	6	3	0	1	1	0	0	0	0	13	253
20:00	4	162	35	0	5	0	0	0	0	0	0	0	0	10	216
21:00	8	112	38	0	5	0	0	0	0	0	0	0	0	14	177
22:00	4	79	22	0	3	0	0	0	0	0	0	0	0	10	118
23:00	1	45	14	0	3	0	0	0	2	0	0	0	0	2	67
Total	101	2810	820	13	165	11	1	17	5	4	0	0	1	242	4190
Percent	2.4%	67.1%	19.6%	0.3%	3.9%	0.3%	0.0%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%	5.8%	
AM Peak	06:00	07:00	07:00	07:00	11:00	07:00		07:00		11:00				06:00	
Vol.	16	189	57	4	16	2		2		1				16	
PM Peak	17:00	15:00	18:00	15:00	15:00	19:00	13:00	14:00	23:00	14:00			13:00	13:00	
Vol.	11	267	62	3	17	3	1	3	2	2			1	24	

Station ID: SN#: 21278
 n. Dixie
 S. of Pointe Aux Peaux rd.
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Cars & Trailers	Bikes	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classed	Total
05/08/09	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:00	0	0	1	0	0	0	0	0	0	0	0	0	0	2	3
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	2	0	1	0	0	0	0	0	0	0	0	0	0	4	7
Percent	28.6%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	57.1%	
AM Peak	08:00		09:00											09:00	
Vol.	2		1											2	
PM Peak															
Vol.															
Grand Total	521	16605	4671	77	880	61	8	81	24	8	1	0	2	1515	24454
Percent	2.1%	67.9%	19.1%	0.3%	3.6%	0.2%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	6.2%	

Station ID: SN#: 21278
 n. Dixie
 S. of Pointe Aux Peaux rd.
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Cars & Trailers	Bikes	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classd	Total
04/29/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	0	107	61	3	14	1	0	2	0	0	0	0	0	9	197
11:00	1	123	60	2	15	1	0	1	1	0	0	0	0	10	214
12 PM	1	133	53	0	10	1	0	0	1	0	0	0	0	12	211
13:00	3	112	73	1	14	0	1	2	0	0	0	0	0	16	222
14:00	0	134	61	0	16	0	0	0	0	1	0	0	0	13	225
15:00	1	184	92	2	17	0	0	1	0	0	0	0	0	23	320
16:00	0	259	90	4	24	0	0	3	0	0	0	0	0	24	404
17:00	1	228	86	1	11	1	0	2	0	0	0	1	0	25	356
18:00	2	193	79	0	20	0	0	1	0	0	0	0	0	37	332
19:00	3	162	73	0	16	1	0	0	0	0	0	0	0	23	278
20:00	0	114	38	1	5	0	0	0	0	0	0	0	0	22	180
21:00	0	73	17	0	4	0	0	0	0	0	0	0	0	12	106
22:00	0	65	18	0	1	0	0	0	0	0	0	0	0	10	94
23:00	0	39	15	0	0	0	0	0	0	0	0	0	0	4	58
Total	12	1926	816	14	167	5	1	12	2	1	0	1	0	240	3197
Percent	0.4%	60.2%	25.5%	0.4%	5.2%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	7.5%	
AM Peak	11:00	11:00	10:00	10:00	11:00	10:00	10:00	10:00	11:00	11:00	0.0%	0.0%	0.0%	11:00	
Vol.	1	123	61	3	15	1	2	2	1	1	0	0	0	10	
PM Peak	13:00	16:00	15:00	16:00	16:00	12:00	13:00	16:00	12:00	14:00	17:00	17:00	18:00	18:00	
Vol.	3	259	92	4	24	1	1	3	1	1	1	1	37		

Station ID: SN#: 21278
 n. Dixie
 S. of Pointe Aux Peaux rd.
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Cars & Trailers	Bikes	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/30/09	34	0	6	0	2	0	0	0	0	0	0	0	0	3	45
01:00	13	0	3	0	1	0	0	0	0	0	0	0	0	1	18
02:00	4	0	3	0	0	0	0	0	0	0	0	0	0	3	10
03:00	7	0	6	0	0	0	0	0	0	0	0	0	0	0	13
04:00	16	0	3	0	1	0	0	0	0	0	0	0	0	2	22
05:00	36	0	11	0	2	0	0	0	0	0	0	0	0	4	53
06:00	79	0	26	0	6	0	0	1	0	0	0	0	0	19	131
07:00	225	3	90	3	12	1	0	0	0	0	0	0	0	20	354
08:00	166	0	62	3	13	0	1	0	0	0	0	0	0	13	258
09:00	104	1	57	2	8	1	0	1	1	0	0	0	0	6	180
10:00	90	0	45	0	13	1	0	0	0	0	0	0	0	5	154
11:00	103	1	63	0	6	3	0	2	0	0	1	0	0	12	191
12 PM	123	1	60	1	14	0	0	2	0	0	0	0	0	16	217
13:00	107	0	48	1	11	0	1	1	0	1	0	0	0	11	181
14:00	138	0	66	1	9	1	0	0	0	0	0	0	0	11	226
15:00	212	0	99	2	19	0	0	2	0	0	0	0	0	27	361
16:00	253	0	101	4	21	1	0	2	1	0	0	0	0	35	418
17:00	222	1	75	0	9	0	0	0	0	0	0	0	0	25	332
18:00	187	0	77	0	8	1	0	3	1	0	0	0	0	17	294
19:00	154	2	57	1	15	0	0	0	1	0	0	0	0	8	238
20:00	105	1	31	0	5	0	0	0	0	0	0	0	0	9	151
21:00	68	0	19	0	6	0	0	0	0	0	0	0	0	5	98
22:00	50	0	15	0	1	1	0	0	0	0	0	0	0	6	73
23:00	44	0	12	0	3	0	0	0	0	0	0	0	0	1	60
Total	2540	10	1035	18	185	9	2	14	4	1	1	0	0	259	4078
Percent	62.3%	0.2%	25.4%	0.4%	4.5%	0.2%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	6.4%	
AM Peak	07:00	3	90	07:00	08:00	11:00	08:00	11:00	09:00	11:00	11:00	0.0%	11:00	07:00	
Vol.	225	3	225	3	13	3	1	2	1	1	1	1	1	20	
PM Peak	16:00	2	16:00	16:00	16:00	14:00	13:00	18:00	16:00	13:00	16:00	13:00	16:00	16:00	
Vol.	253	2	101	4	21	1	1	3	1	1	1	1	1	35	

Station ID: SN#: 21278
 n. Dixie
 S. of Pointe Aux Peaux rd.
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/01/09	0	29	9	0	1	0	0	0	0	0	0	0	0	4	43
01:00	0	15	1	0	1	0	0	0	0	0	0	0	0	2	19
02:00	0	14	6	0	0	0	0	0	0	0	0	0	0	1	21
03:00	0	10	4	0	2	0	0	0	0	0	0	0	0	1	17
04:00	0	14	5	0	1	0	0	0	0	0	0	0	0	0	20
05:00	0	32	12	0	1	1	0	0	0	0	0	0	0	0	46
06:00	0	80	34	0	7	0	0	0	0	0	0	0	0	14	135
07:00	0	210	84	3	12	0	0	1	0	0	0	0	0	15	325
08:00	0	173	61	2	8	0	0	0	2	0	0	0	0	8	254
09:00	0	132	75	2	10	0	0	1	0	0	0	0	0	3	223
10:00	1	129	57	0	12	1	0	0	0	0	0	0	0	1	201
11:00	0	155	64	2	13	0	0	1	1	0	0	0	0	5	241
12 PM	3	151	63	0	8	0	0	1	0	0	0	0	0	7	233
13:00	9	159	58	0	9	0	0	2	0	0	0	0	0	9	246
14:00	2	190	73	0	10	0	0	2	1	0	0	0	0	16	294
15:00	4	251	91	1	16	2	0	2	0	1	0	0	0	19	388
16:00	5	283	115	4	17	4	0	3	0	0	0	0	0	16	447
17:00	4	236	93	0	15	0	0	1	0	0	0	0	0	13	362
18:00	4	236	77	0	16	0	0	2	0	0	0	0	0	28	363
19:00	0	170	70	0	10	2	0	3	0	0	0	0	0	20	275
20:00	1	129	38	1	4	0	0	0	1	0	0	0	0	12	186
21:00	0	102	32	0	3	0	0	1	0	0	0	0	0	17	155
22:00	0	71	29	0	3	0	0	0	0	0	0	0	0	10	113
23:00	1	78	15	0	7	0	0	0	0	0	0	0	0	12	113
Total	34	3049	1166	15	186	10	0	20	5	1	0	0	0	233	4720
Percent	0.7%	64.6%	24.7%	0.3%	3.9%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	4.9%	
AM Peak	10:00	07:00	07:00	07:00	11:00	05:00		07:00	08:00					07:00	
Vol.	1	210	84	3	13	1		1	2					15	
PM Peak	13:00	16:00	16:00	16:00	16:00	16:00		16:00	14:00	15:00			15:00	18:00	
Vol.	9	283	115	4	17	4		3	1	1			1	28	

Station ID: SN#: 21278
 n. Dixie
 S. of Pointe Aux Peaux rd.
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/02/09	0	53	6	0	1	0	0	0	0	0	0	0	0	4	64
01:00	0	28	6	0	0	0	0	0	0	0	0	0	0	3	37
02:00	0	19	3	0	0	0	0	0	0	0	0	0	0	5	27
03:00	0	15	3	0	0	0	0	0	0	0	0	0	0	2	20
04:00	0	17	7	0	0	0	0	0	0	0	0	0	0	2	26
05:00	0	23	12	0	0	0	0	1	1	0	0	0	0	1	38
06:00	1	56	15	0	1	0	0	0	0	0	0	0	0	4	77
07:00	0	66	35	0	5	0	0	2	0	0	0	0	0	3	111
08:00	1	108	35	0	9	1	0	3	0	0	0	0	0	5	162
09:00	2	136	69	0	9	1	1	3	0	0	0	0	0	3	224
10:00	0	149	64	0	15	1	1	1	0	0	0	0	0	10	241
11:00	4	177	69	0	9	2	0	1	0	0	0	0	0	10	272
12 PM	0	187	69	1	7	1	0	1	0	0	0	0	0	17	283
13:00	5	170	53	1	8	1	0	1	0	0	0	0	0	3	242
14:00	5	143	65	0	11	0	0	2	0	0	0	0	0	8	234
15:00	5	152	76	0	15	0	0	0	1	0	0	0	0	15	264
16:00	10	159	59	0	10	0	0	1	0	0	0	0	0	7	246
17:00	6	174	45	0	7	0	0	2	0	0	0	0	0	12	246
18:00	2	180	66	0	5	0	0	0	0	0	0	0	0	12	265
19:00	2	166	56	0	10	1	0	1	0	0	0	0	0	8	244
20:00	4	127	36	0	6	0	0	2	0	0	0	0	0	9	184
21:00	2	100	37	0	8	1	0	0	0	0	0	0	0	19	167
22:00	0	100	19	0	4	0	0	0	0	0	0	0	0	20	143
23:00	1	69	21	0	2	0	0	0	0	0	0	0	0	15	108
Total	50	2574	926	2	142	9	2	21	2	0	0	0	0	197	3925
Percent	1.3%	65.6%	23.6%	0.1%	3.6%	0.2%	0.1%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	5.0%	
AM Peak	11:00	11:00	09:00	10:00	10:00	11:00	09:00	08:00	05:00					10:00	
Vol.	4	177	69	1	15	2	1	3	1					10	
PM Peak	16:00	12:00	15:00	12:00	15:00	12:00	14:00	14:00	15:00					22:00	
Vol.	10	187	76	1	15	1	2	2	1					20	

Station ID: SN#: 21278
 n. Dixie
 S. of Pointe Aux Peaux rd.
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total
05/03/09	1	38	12	0	1	0	0	0	0	0	0	0	0	5	57
01:00	0	43	9	0	1	0	0	0	0	0	0	0	0	4	57
02:00	0	24	9	0	1	0	0	0	0	0	0	0	0	3	37
03:00	0	22	5	0	0	0	0	0	1	0	0	0	0	2	30
04:00	0	12	5	0	1	0	0	0	0	0	0	0	0	2	20
05:00	0	15	8	0	0	0	0	0	0	0	0	0	0	1	24
06:00	3	47	8	0	1	0	0	0	0	0	0	0	0	3	62
07:00	1	42	19	0	3	0	0	0	0	0	0	0	0	0	65
08:00	4	51	20	0	2	0	0	1	0	0	0	0	0	3	81
09:00	4	84	53	0	5	0	0	1	0	0	0	0	0	1	148
10:00	1	129	48	0	2	0	0	0	0	0	0	0	0	6	186
11:00	7	159	55	0	8	0	0	3	0	0	0	0	0	6	238
12 PM	10	147	59	0	9	1	0	1	0	0	0	0	0	8	235
13:00	14	183	79	0	14	0	0	3	0	0	0	0	0	10	303
14:00	10	149	59	0	8	1	0	2	0	0	0	0	0	8	237
15:00	15	154	48	0	5	1	0	0	1	0	0	0	0	4	228
16:00	12	173	63	0	8	0	0	1	0	0	0	0	0	9	266
17:00	18	157	44	0	7	0	0	2	0	0	0	0	0	9	237
18:00	11	161	63	0	7	1	0	0	0	0	0	0	0	9	252
19:00	3	130	64	0	11	0	0	0	0	0	0	0	0	7	215
20:00	6	121	54	0	9	0	0	1	0	0	0	0	0	10	201
21:00	0	75	41	0	5	0	0	0	0	0	0	0	0	6	127
22:00	2	59	18	0	1	0	0	0	0	0	0	0	0	9	89
23:00	0	31	14	0	1	0	0	0	0	0	0	0	0	5	51
Total	122	2206	857	0	110	4	0	15	2	0	0	0	0	130	3446
Percent	3.5%	64.0%	24.9%	0.0%	3.2%	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	3.8%	
AM Peak	11:00	11:00	11:00		11:00			11:00	03:00					10:00	
Vol.	7	159	55		8			3	1					6	
PM Peak	17:00	13:00	13:00		13:00	12:00		13:00	15:00					13:00	
Vol.	18	183	79		14	1		3	1					10	

Station ID: SN#: 21278
 n. Dixie
 S. of Pointe Aux Peaux rd.
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total
05/04/09	0	24	3	0	2	0	0	0	0	0	0	0	0	4	33
01:00	0	10	3	0	0	0	0	0	0	0	0	0	0	2	15
02:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
03:00	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9
04:00	1	7	3	1	1	0	0	0	0	0	0	0	0	0	13
05:00	0	28	6	0	1	0	0	0	0	0	0	0	0	1	36
06:00	0	83	27	0	5	0	0	1	0	0	0	0	0	17	133
07:00	3	185	61	3	12	1	0	1	0	0	0	0	0	15	281
08:00	0	186	56	3	16	1	0	2	0	0	0	0	0	9	273
09:00	2	120	66	0	9	0	0	1	0	0	0	0	0	6	204
10:00	2	113	58	0	14	0	0	1	0	0	0	0	0	6	194
11:00	3	134	55	0	16	2	0	0	1	1	0	0	0	8	220
12 PM	3	131	70	0	13	0	0	2	0	1	0	0	0	13	233
13:00	4	130	66	1	18	2	0	1	1	0	0	0	0	14	237
14:00	6	182	67	0	16	1	0	6	0	0	0	0	0	11	289
15:00	6	233	116	1	16	1	0	1	1	0	0	0	0	29	403
16:00	14	302	141	3	29	0	0	2	0	0	0	0	0	22	513
17:00	3	219	76	0	14	0	0	0	1	0	0	0	0	16	329
18:00	8	181	79	0	13	0	0	1	0	0	0	0	0	13	295
19:00	2	123	61	0	4	0	0	1	0	0	0	0	0	10	201
20:00	0	116	40	0	5	1	0	1	1	0	0	0	0	11	175
21:00	0	77	40	0	3	0	0	0	0	0	0	0	0	14	134
22:00	1	46	16	0	1	0	0	0	0	0	0	0	0	7	71
23:00	0	36	15	0	0	0	0	0	0	0	0	0	0	6	57
Total	58	2683	1131	12	208	9	0	21	4	2	0	0	0	234	4362
Percent	1.3%	61.5%	25.9%	0.3%	4.8%	0.2%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	5.4%	
AM Peak	07:00	08:00	09:00	07:00	08:00	11:00		08:00	11:00	11:00				06:00	
Vol.	3	186	66	3	16	2		2	1	1				17	
PM Peak	16:00	16:00	16:00	16:00	16:00	13:00		14:00	13:00	12:00				15:00	
Vol.	14	302	141	3	29	2		6	1	1				29	

Station ID: SN#: 21278
 n. Dixie
 S. of Pointe Aux Peaux rd.
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
05/05/09	0	21	7	0	1	0	0	0	0	0	0	0	0	4	33
01:00	0	15	4	0	1	0	0	0	2	0	0	0	0	3	25
02:00	0	7	3	0	0	0	0	0	0	0	0	0	0	3	13
03:00	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
04:00	1	10	3	0	1	0	0	0	0	0	0	0	0	1	16
05:00	0	33	11	0	2	0	0	0	0	0	0	0	0	2	48
06:00	2	85	31	0	2	1	0	0	0	0	0	0	0	17	138
07:00	3	193	67	3	10	1	0	0	0	0	0	0	0	17	294
08:00	4	151	61	3	20	2	0	4	0	0	0	0	0	10	255
09:00	3	109	63	0	3	1	0	3	1	1	0	0	0	8	192
10:00	1	117	69	3	9	0	0	2	0	1	0	0	0	11	213
11:00	3	151	57	0	10	1	0	4	2	1	0	0	0	8	237
12 PM	35	131	46	2	15	0	1	1	0	2	0	0	0	53	286
13:00	123	17	1	7	1	0	0	0	0	0	0	0	0	292	441
14:00	115	1	0	0	1	0	0	0	0	0	0	0	0	316	433
15:00	17	0	0	0	0	0	0	0	0	0	0	0	0	452	469
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	435	435
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	416	416
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	427	427
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	335	335
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	326	326
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	252	252
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	168	168
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	112	112
Total	307	1046	425	18	77	6	1	14	5	5	0	0	0	3668	5572
Percent	5.5%	18.8%	7.6%	0.3%	1.4%	0.1%	0.0%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%	65.8%	
AM Peak	08:00	07:00	10:00	07:00	08:00	08:00	12:00	08:00	01:00	09:00				06:00	
Vol.	4	193	69	3	20	2	1	4	2	1				17	
PM Peak	13:00	12:00	12:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00				15:00	
Vol.	123	131	46	7	15	1	1	1	2	2				452	

Station ID: SN#: 21278
 n. Dixie
 S. of Pointe Aux Peaux rd.
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Cars & Trailers	Bikes	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classed	Total
05/08/09	0	0	0	0	0	0	0	0	0	0	0	0	0	70	70
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	45	45
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	41	41
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	26	26
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	88	88
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	263	263
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	411	411
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	337	337
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	291	291
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	294	294
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1894	1894
Percent AM Peak Vol.	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
PM Peak Vol.														07:00	411

Grand Total	Percent	Cars & Trailers	Percent	Bikes	Percent	2 Axle Long	Percent	Buses	Percent	2 Axle 6 Tire	Percent	3 Axle Single	Percent	4 Axle Single	Percent	<5 Axle Double	Percent	5 Axle Double	Percent	>6 Axle Double	Percent	<6 Axle Multi	Percent	6 Axle Multi	Percent	>6 Axle Multi	Percent	Not Classed	Percent	Total
593	1.4%	16025	36.9%	6356	14.6%	79	0.2%	1075	2.5%	52	0.1%	6	0.0%	117	0.3%	24	0.1%	10	0.0%	1	0.0%	1	0.0%	1	0.0%	1	0.0%	19133	44.0%	43473

Station ID: SN#: 21278
 n. Dixie
 S. of Pointe Aux Peaux rd.
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound, west bound		Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Start Time	Bikes														
04/29/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	1	184	80	5	23	2	0	4	0	0	0	0	0	20	319
11:00	5	231	111	2	24	2	1	1	2	0	0	0	0	22	401
12 PM	1	252	98	2	20	2	0	0	1	0	0	0	0	17	393
13:00	8	241	134	1	20	0	1	3	1	0	0	0	0	28	437
14:00	2	274	99	0	28	2	0	1	1	1	0	0	0	21	429
15:00	2	420	150	9	29	0	0	1	1	0	0	0	0	37	649
16:00	1	447	149	4	36	0	0	3	0	0	0	0	0	48	688
17:00	4	468	137	1	16	3	0	2	1	0	0	1	0	43	676
18:00	8	418	151	0	34	1	0	1	0	0	0	0	0	65	678
19:00	4	374	126	1	23	2	0	0	0	0	0	0	0	38	568
20:00	2	289	79	1	8	1	0	1	1	0	0	0	0	40	422
21:00	3	176	49	0	9	0	0	0	0	0	0	0	0	23	260
22:00	0	141	33	0	3	0	0	0	0	0	0	0	0	19	196
23:00	0	93	30	0	2	0	0	0	0	0	0	0	0	5	130
Total	41	4008	1426	26	275	15	2	17	8	1	0	1	0	426	6246
Percent	0.7%	64.2%	22.8%	0.4%	4.4%	0.2%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	6.8%	
AM Peak	11:00	11:00	11:00	10:00	11:00	10:00	11:00	10:00	11:00					11:00	
Vol.	5	231	111	5	24	2	1	4	2					22	
PM Peak	13:00	17:00	18:00	15:00	16:00	17:00	13:00	13:00	12:00	14:00		17:00		18:00	
Vol.	8	468	151	9	36	3	1	3	1	1		1		65	

Station ID: SN#: 21278
 n. Dixie
 S. of Pointe Aux Peaux rd.
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound, west bound		Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Start Time															
04/30/09	0	68	16	0	2	0	0	0	0	0	0	0	0	5	91
01:00	0	25	7	0	2	0	0	0	0	0	0	0	0	2	36
02:00	1	17	6	0	1	0	0	0	0	0	0	0	0	5	30
03:00	0	15	9	0	0	0	0	0	0	0	0	0	0	0	24
04:00	0	27	7	0	1	0	0	0	0	0	0	0	0	3	38
05:00	0	83	27	0	4	0	0	0	0	0	0	0	0	8	122
06:00	4	239	88	0	14	0	0	1	2	0	0	0	0	35	383
07:00	11	403	128	7	22	2	0	0	0	0	0	0	0	39	612
08:00	0	290	90	7	21	2	1	0	0	0	0	0	0	22	433
09:00	3	178	85	3	14	0	0	1	1	0	0	0	0	9	294
10:00	1	158	74	0	21	0	0	1	0	0	0	0	0	10	266
11:00	3	189	89	0	9	3	0	3	0	0	1	0	0	23	320
12 PM	2	240	102	1	25	0	1	5	0	0	0	0	0	34	410
13:00	5	217	96	1	21	0	1	2	1	2	0	0	0	26	372
14:00	5	255	109	1	16	3	0	1	1	0	0	0	0	23	414
15:00	1	425	152	6	41	1	0	2	0	0	0	0	0	54	682
16:00	2	457	152	4	28	2	0	3	1	0	0	0	0	61	710
17:00	4	449	126	0	18	0	0	1	0	0	0	0	0	48	646
18:00	4	407	143	1	14	3	0	3	2	0	0	0	0	30	607
19:00	4	335	99	1	20	0	0	2	1	0	0	0	0	21	483
20:00	1	246	51	0	10	0	0	0	0	0	0	0	0	14	322
21:00	2	189	52	0	7	0	0	0	0	0	0	0	0	8	258
22:00	1	127	31	0	4	1	0	0	0	0	0	0	0	13	177
23:00	0	106	25	0	6	0	0	0	0	0	0	0	0	3	140
Total	54	5145	1764	32	321	18	3	25	9	2	1	0	0	496	7870
Percent	0.7%	65.4%	22.4%	0.4%	4.1%	0.2%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	6.3%	
AM Peak	07:00	07:00	07:00	07:00	07:00	11:00	08:00	11:00	06:00	0.0%	11:00	0.0%	0.0%	07:00	
Vol.	11	403	128	7	22	3	1	3	2	13:00	1	1	1	39	
PM Peak	13:00	16:00	15:00	15:00	15:00	14:00	12:00	12:00	18:00	13:00				16:00	
Vol.	5	457	152	6	41	3	1	5	2	2				61	

Station ID: SN#: 21278
 n. Dixie
 S. of Pointe Aux Peaux rd.
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound, west bound		Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Start Time															
05/01/09	0	68	18	0	2	0	0	0	0	0	0	0	0	6	94
01:00	0	36	3	0	3	0	0	0	0	0	0	0	0	3	45
02:00	0	29	13	0	3	0	0	0	0	0	0	0	0	1	46
03:00	0	22	7	0	2	0	0	0	0	0	0	0	0	1	32
04:00	0	21	6	0	1	0	0	0	0	0	0	0	0	0	28
05:00	1	80	26	0	3	1	0	0	0	0	0	0	0	1	112
06:00	3	206	80	0	15	1	0	2	0	0	0	0	0	22	329
07:00	2	381	127	6	21	0	0	1	0	0	0	0	0	23	561
08:00	1	301	96	6	19	1	0	1	3	0	0	0	0	16	444
09:00	1	221	107	2	16	0	0	1	0	0	0	0	0	6	354
10:00	2	216	91	0	20	2	0	1	1	0	0	0	0	6	339
11:00	2	267	101	2	23	0	1	2	1	1	0	0	0	14	414
12 PM	6	319	120	1	24	0	0	2	0	0	0	0	0	16	488
13:00	14	316	108	0	14	1	0	2	0	0	0	0	0	17	472
14:00	5	363	118	3	18	1	0	2	1	0	0	0	0	26	537
15:00	9	528	157	5	33	3	0	5	1	1	0	0	1	41	784
16:00	15	499	186	4	27	4	0	3	0	0	0	0	0	39	777
17:00	7	516	165	0	24	0	0	4	0	0	0	0	0	29	745
18:00	11	513	167	0	31	1	0	2	0	0	0	0	0	58	783
19:00	2	379	126	0	18	3	0	3	0	0	0	0	0	42	573
20:00	4	311	77	2	11	0	0	0	1	0	0	0	0	24	430
21:00	1	231	59	0	5	0	0	1	0	0	0	0	0	28	325
22:00	5	200	59	0	5	1	0	0	0	0	0	0	0	24	294
23:00	3	181	31	0	11	0	0	0	0	0	0	0	0	29	255
Total	94	6204	2048	31	349	19	1	32	8	2	0	0	1	472	9261
Percent	1.0%	67.0%	22.1%	0.3%	3.8%	0.2%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	5.1%	
AM Peak	06:00	07:00	07:00	07:00	11:00	10:00	11:00	06:00	08:00	11:00	0.0%	0.0%	0.0%	07:00	
Vol.	3	381	127	6	23	2	1	2	3	1				23	
PM Peak	16:00	15:00	16:00	15:00	15:00	16:00	15:00	15:00	14:00	15:00	15:00	15:00	15:00	18:00	
Vol.	15	528	186	5	33	4	1	5	1	1			1	58	

Station ID: SN#: 21278
 n. Dixie
 S. of Pointe Aux Peaux rd.
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound, west bound		Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total
Start Time															
05/02/09	0	119	22	0	4	0	0	0	0	0	0	0	0	9	154
01:00	0	65	11	0	3	0	0	0	0	0	0	0	0	5	84
02:00	0	38	8	0	1	0	0	0	0	0	0	0	0	8	55
03:00	0	27	9	0	0	0	0	0	0	0	0	0	0	4	40
04:00	1	27	10	0	0	1	0	0	0	0	0	0	0	4	43
05:00	0	42	17	0	2	0	0	1	1	0	0	0	0	2	65
06:00	2	112	18	0	3	0	0	2	0	0	0	0	0	11	148
07:00	2	110	52	0	8	0	1	2	0	0	0	0	0	5	180
08:00	2	164	48	0	12	1	0	3	0	0	0	0	0	7	237
09:00	5	217	97	0	11	2	1	5	0	0	0	0	0	11	349
10:00	3	234	91	1	26	3	0	2	0	0	0	0	0	24	385
11:00	8	316	102	0	16	2	0	3	0	0	0	0	0	21	468
12 PM	7	386	124	2	15	1	0	1	1	0	0	0	0	38	575
13:00	9	351	101	1	21	1	0	2	0	0	0	0	0	12	498
14:00	9	341	113	0	20	2	0	4	0	0	0	0	0	13	502
15:00	11	319	136	0	24	1	0	1	1	0	0	0	0	30	523
16:00	24	324	102	0	17	2	0	1	0	0	0	0	0	15	485
17:00	13	388	86	0	12	0	0	4	0	0	1	0	0	22	526
18:00	12	372	127	0	7	0	0	0	0	0	0	0	0	24	542
19:00	11	330	106	0	17	1	0	2	0	0	0	0	0	19	486
20:00	15	291	73	0	14	0	0	2	0	0	0	0	0	11	406
21:00	5	242	69	0	14	1	0	0	0	0	0	0	0	31	362
22:00	11	229	38	0	5	0	0	0	0	0	0	0	0	41	324
23:00	3	152	46	0	8	0	0	0	0	0	0	0	0	31	240
Total	153	5196	1606	4	260	18	3	35	3	0	1	0	0	398	7677
Percent	2.0%	67.7%	20.9%	0.1%	3.4%	0.2%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	5.2%	
AM Peak	11:00	11:00	11:00	10:00	10:00	10:00	07:00	09:00	05:00					10:00	
Vol.	8	316	102	1	26	3	1	5	1		17:00			24	
PM Peak	16:00	17:00	15:00	12:00	15:00	14:00	12:00	14:00	12:00					22:00	
Vol.	24	388	136	2	24	2	1	4	1		1			41	

Station ID: SN#: 21278
 n. Dixie
 S. of Pointe Aux Peaux rd.
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound, west bound		Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Start Time	Bikes														
05/03/09	1	106	19	0	4	0	0	0	0	0	0	0	0	7	137
01:00	3	83	17	0	1	0	0	0	0	0	0	0	0	10	114
02:00	0	41	17	0	1	0	0	0	0	0	0	0	0	4	63
03:00	1	40	10	0	1	0	1	0	1	0	0	0	0	5	59
04:00	0	19	9	0	1	0	0	0	0	0	0	0	0	3	32
05:00	0	34	13	0	0	0	0	0	0	0	0	0	0	2	49
06:00	4	71	14	0	2	0	0	3	0	0	0	0	0	5	99
07:00	3	81	25	0	4	0	0	0	0	0	0	0	0	1	114
08:00	4	76	26	0	5	0	0	1	0	0	0	0	0	5	117
09:00	5	147	75	0	8	0	0	1	0	0	0	0	0	2	238
10:00	1	226	77	0	2	0	0	0	0	0	0	0	0	9	315
11:00	9	291	89	0	13	1	0	3	0	0	0	0	0	13	419
12 PM	15	272	90	0	12	1	0	1	0	0	0	0	0	19	410
13:00	26	388	137	0	25	0	0	4	0	0	0	0	0	24	604
14:00	20	332	118	0	15	1	0	3	0	0	0	0	0	24	513
15:00	30	335	81	0	11	2	0	2	1	0	0	0	0	12	474
16:00	21	368	114	0	15	2	0	3	0	0	0	0	0	21	544
17:00	37	350	85	0	9	0	0	5	0	0	0	0	0	26	512
18:00	30	343	111	0	14	1	0	2	0	0	0	0	0	23	524
19:00	24	289	108	0	20	0	0	0	0	0	0	0	0	27	468
20:00	9	256	89	0	15	0	0	1	1	0	0	0	0	19	390
21:00	4	181	71	0	11	0	0	0	0	0	0	0	0	11	278
22:00	6	127	29	0	2	0	0	0	0	0	0	0	0	16	180
23:00	2	67	25	0	2	1	0	0	0	0	0	0	0	10	107
Total	255	4523	1449	0	193	9	1	29	3	0	0	0	0	298	6760
Percent	3.8%	66.9%	21.4%	0.0%	2.9%	0.1%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	4.4%	
AM Peak	11:00	11:00	11:00		11:00	11:00	03:00	06:00	03:00					11:00	
Vol.	9	291	89		13	1	1	3	1					13	
PM Peak	17:00	13:00	13:00		13:00	15:00	15:00	17:00	15:00					19:00	
Vol.	37	388	137		25	2	2	5	1					27	

Station ID: SN#: 21278
 n. Dixie
 S. of Pointe Aux Peaux rd.
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound, west bound		Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Start Time															
05/04/09	1	46	10	0	3	0	0	0	0	0	0	0	0	7	67
01:00	0	28	7	0	0	1	0	0	0	0	0	0	0	2	38
02:00	0	19	4	0	0	0	0	0	0	0	0	0	0	0	23
03:00	0	15	6	0	0	0	0	0	0	0	0	0	0	1	22
04:00	1	13	4	1	1	0	0	0	0	0	0	0	0	0	20
05:00	1	68	12	0	4	0	0	0	0	0	0	0	0	1	86
06:00	16	214	80	0	12	1	0	1	0	0	0	0	0	33	357
07:00	9	374	118	7	25	3	0	3	0	0	0	0	0	30	569
08:00	1	326	93	5	28	1	0	2	0	0	0	0	0	20	476
09:00	2	218	111	2	20	0	0	3	0	0	0	0	0	16	372
10:00	3	218	89	0	21	0	0	1	0	0	0	0	0	13	345
11:00	5	235	102	0	32	2	0	0	1	2	0	0	0	20	399
12 PM	9	284	122	0	22	2	0	3	1	1	0	0	0	29	473
13:00	13	262	115	2	28	2	1	3	1	0	0	0	1	38	466
14:00	10	305	108	0	24	1	0	9	0	2	0	0	0	24	483
15:00	13	500	173	4	33	1	0	1	0	0	0	0	0	43	768
16:00	19	507	197	4	40	0	0	5	1	1	0	0	0	41	815
17:00	14	468	132	0	22	0	0	1	1	0	0	0	0	34	672
18:00	15	421	141	0	23	2	0	3	0	0	0	0	0	27	632
19:00	9	299	107	0	10	3	0	2	1	0	0	0	0	23	454
20:00	4	278	75	0	10	1	0	1	1	0	0	0	0	21	391
21:00	8	189	78	0	8	0	0	0	0	0	0	0	0	28	311
22:00	5	125	38	0	4	0	0	0	0	0	0	0	0	17	189
23:00	1	81	29	0	3	0	0	0	2	0	0	0	0	8	124
Total	159	5493	1951	25	373	20	1	38	9	6	0	0	1	476	8552
Percent	1.9%	64.2%	22.8%	0.3%	4.4%	0.2%	0.0%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%	5.6%	
AM Peak	06:00	07:00	07:00	07:00	11:00	07:00	13:00	07:00	11:00	11:00	06:00				
Vol.	16	374	118	7	32	3	1	3	1	2	33				
PM Peak	16:00	16:00	16:00	15:00	16:00	19:00	13:00	14:00	23:00	14:00	15:00				
Vol.	19	507	197	4	40	3	1	9	2	2	43				

Station ID: SN#: 21278
 n. Dixie
 S. of Pointe Aux Peaux rd.
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound, west bound		Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classed	Total
05/05/09	0	63	12	0	1	0	0	0	0	0	0	0	0	6	82
01:00	0	26	10	0	3	0	0	0	2	0	0	0	0	3	44
02:00	0	15	6	0	1	0	0	0	0	0	0	0	0	4	26
03:00	0	10	4	0	2	1	0	0	0	0	0	0	0	0	17
04:00	1	18	5	0	1	0	0	0	0	0	0	0	0	2	27
05:00	2	72	25	0	5	0	0	0	0	0	0	0	0	4	108
06:00	16	241	86	0	11	1	0	0	0	0	0	0	0	37	392
07:00	11	394	130	6	22	3	0	0	0	0	0	0	0	31	597
08:00	6	275	101	6	27	5	0	6	0	0	0	0	0	15	441
09:00	4	175	109	0	9	2	0	6	2	1	0	0	0	13	321
10:00	6	214	103	5	19	0	1	3	1	2	0	0	0	16	370
11:00	11	277	94	1	16	1	0	5	2	2	0	0	0	24	433
12 PM	41	247	91	7	57	1	1	2	1	2	0	0	1	87	538
13:00	125	19	3	13	3	0	0	0	0	0	0	0	0	362	525
14:00	116	2	0	0	1	0	1	0	0	0	0	0	0	347	467
15:00	18	1	0	0	0	0	0	0	0	0	0	0	0	458	477
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	435	435
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	416	416
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	427	427
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	336	336
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	326	326
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	253	253
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	168	168
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	112	112
Total	357	2049	779	38	178	14	3	22	8	7	0	0	1	3882	7338
Percent	4.9%	27.9%	10.6%	0.5%	2.4%	0.2%	0.0%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%	52.9%	
AM Peak	06:00	07:00	07:00	07:00	08:00	08:00	10:00	08:00	01:00	10:00				06:00	
Vol.	16	394	130	6	27	5	1	6	2	2				37	
PM Peak	13:00	12:00	12:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00			12:00	15:00	
Vol.	125	247	91	13	57	1	1	2	1	2			1	458	

Station ID: SN#: 21278
 n. Dixie
 S. of Pointe Aux Peaux rd.
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound, west bound															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
05/08/09	0	0	0	0	0	0	0	0	0	0	0	0	0	71	71
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	45	45
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	41	41
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	26	26
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	88	88
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	263	263
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	411	411
08:00	0	2	0	0	0	0	0	0	0	0	0	0	0	337	339
09:00	0	0	1	0	0	0	0	0	0	0	0	0	0	293	294
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	295	295
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	2	1	0	0	0	0	0	0	0	0	0	0	1898	1901
Percent	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	99.8%	
AM Peak	08:00	09:00												07:00	
Vol.	2	1												411	
PM Peak															
Vol.															
Grand Total	1114	32630	11027	156	1955	113	14	198	48	18	2	1	3	20648	67927
Percent	1.6%	48.0%	16.2%	0.2%	2.9%	0.2%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	30.4%	

Station ID: SN: 21761
 E. Point Aux Peaux Rd.
 N. of Dixie hwy
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/30/09	0	19	7	0	1	0	0	0	0	0	0	0	0	0	27
01:00	0	13	7	0	2	0	0	0	0	0	0	0	0	0	22
02:00	1	7	0	0	2	0	0	0	0	0	0	0	0	0	10
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
05:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
06:00	0	12	3	1	6	0	0	0	0	0	0	0	0	2	24
07:00	0	27	14	4	4	0	0	0	0	0	0	0	0	1	50
08:00	0	23	24	0	10	0	0	0	0	0	0	0	0	1	58
09:00	0	21	17	1	4	0	0	0	0	0	0	0	0	0	43
10:00	0	23	19	0	5	0	0	1	0	0	0	0	0	1	49
11:00	0	36	32	0	6	0	0	0	0	0	0	0	0	0	74
12 PM	0	46	25	0	4	0	0	0	0	0	0	0	0	2	77
13:00	0	54	34	0	9	0	0	1	0	0	0	0	0	2	100
14:00	0	70	35	2	10	0	0	1	0	0	0	0	0	0	118
15:00	0	124	46	3	12	0	0	1	0	0	0	0	0	3	189
16:00	0	133	46	0	12	0	0	0	0	0	0	0	0	3	194
17:00	0	117	51	0	8	0	0	0	0	0	0	0	0	2	178
18:00	0	109	50	0	6	0	0	0	0	0	0	0	0	0	165
19:00	0	84	30	0	6	0	0	0	0	0	0	0	0	5	125
20:00	0	79	24	0	9	0	0	0	0	0	0	0	0	1	113
21:00	0	71	23	0	5	0	0	0	0	0	0	0	0	1	100
22:00	0	39	10	0	2	0	0	0	0	0	0	0	0	0	51
23:00	0	35	12	0	2	0	0	0	0	0	0	0	0	0	49
Total	1	1154	513	11	126	0	0	4	0	0	0	0	0	24	1833
Percent	0.1%	63.0%	28.0%	0.6%	6.9%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	
AM Peak	02:00	11:00	11:00	07:00	08:00			10:00						06:00	
Vol.	1	36	32	4	10			1						2	
PM Peak		16:00	17:00	15:00	15:00			13:00						19:00	
Vol.		133	51	3	12			1						5	

Station ID: SN: 21761
 E. Point Aux Peaux Rd.
 N. of Dixie hwy
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total
05/01/09	1	21	6	0	5	0	0	0	0	0	0	0	0	0	33
01:00	0	15	3	0	2	0	0	0	0	0	0	0	0	0	20
02:00	0	10	2	0	3	0	0	0	0	0	0	0	0	0	15
03:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
04:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	13	7	2	6	0	0	0	0	0	0	0	0	0	28
07:00	0	32	15	3	2	0	1	0	0	0	0	0	0	2	55
08:00	0	34	29	0	5	0	1	0	0	0	0	0	0	3	72
09:00	0	24	27	0	6	0	1	0	0	0	0	0	0	2	60
10:00	0	45	18	0	5	0	1	1	0	0	0	0	0	1	71
11:00	1	58	31	0	7	0	1	0	0	0	0	0	0	0	98
12 PM	4	57	35	0	10	0	2	0	0	0	0	0	0	0	108
13:00	0	70	39	0	12	0	1	0	0	0	0	0	0	1	123
14:00	1	94	42	2	11	0	1	1	0	0	0	0	0	1	153
15:00	4	130	68	3	9	0	0	1	0	0	0	0	0	3	218
16:00	0	110	58	0	11	0	0	1	0	0	0	0	0	2	182
17:00	2	137	46	0	16	0	0	0	0	0	0	0	0	4	205
18:00	2	108	56	1	9	0	0	0	0	0	0	0	0	7	183
19:00	1	101	37	0	10	0	0	1	0	0	0	0	0	1	151
20:00	0	82	38	1	4	0	0	0	0	0	0	0	0	0	125
21:00	4	65	25	0	2	0	0	0	0	0	0	0	0	1	97
22:00	0	77	26	0	3	0	0	0	0	0	0	0	0	1	107
23:00	0	57	19	0	4	0	0	0	0	0	0	0	0	0	80
Total	20	1352	629	12	143	0	9	5	0	0	0	0	0	29	2199
Percent	0.9%	61.5%	28.6%	0.5%	6.5%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	
AM Peak	00:00	11:00	11:00	07:00	11:00		07:00	10:00						08:00	
Vol.	1	58	31	3	7		1	1						3	
PM Peak	12:00	17:00	15:00	15:00	17:00		12:00	14:00						18:00	
Vol.	4	137	68	3	16		2	1						7	

Station ID: SN: 21761
 E. Point Aux Peaux Rd.
 N. of Dixie hwy
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/02/09	0	30	16	0	1	0	0	0	0	0	0	0	0	0	47
01:00	0	15	3	0	2	0	0	0	0	0	0	0	0	0	20
02:00	0	6	5	0	1	0	0	0	0	0	0	0	0	0	12
03:00	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
04:00	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11
05:00	0	3	4	0	1	0	0	0	0	0	0	0	0	0	8
06:00	0	13	5	0	1	0	0	0	0	0	0	0	0	0	19
07:00	0	9	8	0	5	0	0	0	0	0	0	0	0	0	22
08:00	0	20	14	0	3	0	0	0	0	0	0	0	0	0	37
09:00	1	32	15	0	7	0	0	1	0	0	0	0	0	4	60
10:00	4	47	23	0	6	0	0	0	0	0	0	0	0	9	89
11:00	1	75	42	0	9	0	0	1	1	0	0	0	0	3	132
12 PM	2	80	42	2	10	0	0	1	0	0	0	0	0	1	138
13:00	3	78	43	0	17	0	0	1	0	0	0	0	0	1	143
14:00	5	92	52	0	9	1	0	2	0	0	0	0	0	3	164
15:00	4	69	41	0	10	0	0	0	0	0	0	0	0	3	127
16:00	6	86	49	0	9	0	0	1	0	0	0	0	0	1	152
17:00	8	76	43	0	3	1	0	2	0	0	0	0	0	3	136
18:00	2	83	49	0	6	0	0	1	0	0	0	0	0	2	143
19:00	5	75	38	0	6	0	0	1	0	0	0	0	0	3	128
20:00	2	82	36	0	6	0	0	1	0	0	0	0	0	1	128
21:00	1	70	28	0	6	0	0	0	0	0	0	0	0	4	109
22:00	3	66	25	0	5	0	0	0	0	0	0	0	0	1	100
23:00	0	42	17	0	2	0	0	0	0	0	0	0	0	0	61
Total	47	1169	600	2	126	2	0	12	1	0	0	0	0	39	1998
Percent	2.4%	58.5%	30.0%	0.1%	6.3%	0.1%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	2.0%	
AM Peak	10:00	11:00	11:00		11:00			09:00	11:00					10:00	
Vol.	4	75	42		9			1	1					9	
PM Peak	17:00	14:00	14:00	12:00	13:00	14:00		14:00						21:00	
Vol.	8	92	52	2	17	1		2						4	

Station ID: SN: 21761
 E. Point Aux Peaux Rd.
 N. of Dixie hwy
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
05/03/09	0	36	5	0	3	0	0	0	0	0	0	0	0	0	44
01:00	1	20	5	0	1	0	0	0	0	0	0	0	0	0	27
02:00	1	10	4	0	1	0	0	0	0	0	0	0	0	0	16
03:00	0	7	6	0	1	0	0	0	0	0	0	0	0	0	14
04:00	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
05:00	1	3	2	0	0	0	0	0	0	0	0	0	0	1	7
06:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
07:00	0	4	4	0	0	0	0	0	0	0	0	0	0	0	13
08:00	0	14	9	0	3	0	0	0	0	0	0	0	0	0	26
09:00	0	17	14	0	0	0	0	0	0	0	0	0	0	0	31
10:00	2	41	25	0	7	0	0	0	0	0	0	0	0	3	78
11:00	1	38	29	0	7	0	0	0	0	0	0	0	0	0	75
12 PM	2	64	41	0	8	0	0	0	0	0	0	0	0	0	115
13:00	4	89	40	0	8	0	0	0	0	0	0	0	0	0	150
14:00	3	61	39	0	14	0	0	0	0	0	0	0	0	1	118
15:00	4	93	41	0	8	0	0	2	0	0	0	0	0	4	152
16:00	8	87	42	0	7	1	0	0	0	0	0	0	0	5	150
17:00	5	78	40	0	8	0	0	0	0	0	0	0	0	1	132
18:00	3	75	29	0	10	0	0	0	0	0	0	0	0	3	120
19:00	2	64	41	0	11	1	0	0	0	0	0	0	0	3	122
20:00	1	68	41	0	11	0	0	1	0	0	0	0	0	2	124
21:00	4	35	30	0	0	0	0	0	0	0	0	0	0	0	69
22:00	0	41	12	0	1	0	0	0	0	0	0	0	0	0	54
23:00	0	27	7	0	1	0	0	0	0	0	0	0	0	0	35
Total	42	989	510	0	111	2	0	3	0	0	0	0	0	32	1689
Percent	2.5%	58.6%	30.2%	0.0%	6.6%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	
AM Peak	10:00	10:00	11:00		10:00										10:00
Vol.	2	41	29		7										3
PM Peak	16:00	15:00	16:00		14:00	16:00		15:00							13:00
Vol.	8	93	42		14	1		2							9

Station ID: SN: 21761
 E. Point Aux Peaux Rd.
 N. of Dixie hwy
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/05/09	0	21	11	0	1	0	0	0	0	0	0	0	0	0	33
01:00	0	10	3	0	2	0	0	0	0	0	0	0	0	0	15
02:00	0	4	1	0	2	0	0	0	0	0	0	0	0	0	7
03:00	0	5	0	0	2	0	0	0	0	0	0	0	0	0	7
04:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	2	2	0	0	0	0	0	0	0	0	0	0	1	5
06:00	0	2	6	2	4	0	0	0	0	0	0	0	0	0	14
07:00	0	25	13	2	3	0	0	1	0	1	0	0	0	1	46
08:00	0	26	16	0	10	0	0	0	0	0	0	0	0	0	52
09:00	0	24	31	2	7	0	0	1	0	1	0	0	0	1	67
10:00	1	42	27	0	8	0	0	0	0	2	0	0	0	0	80
11:00	0	55	28	1	7	0	0	2	0	2	0	0	0	2	97
12 PM	3	58	37	1	22	0	0	0	0	1	0	0	0	3	125
13:00	3	56	35	0	10	0	0	0	0	2	0	0	0	1	107
14:00	2	77	47	2	9	0	1	1	0	4	0	0	0	2	145
15:00	5	110	55	3	9	0	1	2	1	6	0	0	0	2	194
16:00	3	118	51	0	9	0	0	1	0	2	0	0	0	1	185
17:00	3	120	53	0	9	1	0	0	0	4	0	0	0	6	196
18:00	0	92	56	0	11	0	0	0	0	2	0	0	0	1	162
19:00	4	103	37	0	11	0	0	0	0	0	0	0	0	3	158
20:00	1	91	36	0	6	0	0	0	0	0	0	0	0	0	134
21:00	0	58	34	0	3	0	0	0	0	0	0	0	0	0	95
22:00	1	46	14	0	0	0	0	0	0	0	0	0	0	1	62
23:00	0	33	14	0	3	0	0	0	0	0	0	0	0	0	50
Total	26	1182	609	13	148	1	2	8	1	27	0	0	0	25	2042
Percent	1.3%	57.9%	29.8%	0.6%	7.2%	0.0%	0.1%	0.4%	0.0%	1.3%	0.0%	0.0%	0.0%	1.2%	
AM Peak	10:00	11:00	09:00	06:00	08:00	11:00	14:00	11:00	10:00	10:00	11:00	11:00	11:00	11:00	
Vol.	1	55	31	2	10	2	2	2	2	2	2	2	2	2	
PM Peak	15:00	17:00	18:00	15:00	12:00	17:00	14:00	15:00	15:00	15:00	15:00	15:00	15:00	17:00	
Vol.	5	120	56	3	22	1	1	2	1	6	1	1	6	6	

Station ID: SN: 21761
 E. Point Aux Peaux Rd.
 N. of Dixie hwy
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/06/09	1	21	4	0	1	0	0	0	0	0	0	0	0	0	27
01:00	0	13	4	0	2	0	0	0	0	0	0	0	0	0	19
02:00	0	6	5	0	2	0	0	0	0	0	0	0	0	0	13
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	15	8	2	5	0	0	0	0	0	0	0	0	0	30
07:00	0	33	17	3	5	0	0	0	0	0	0	0	0	1	65
08:00	0	26	18	0	9	0	0	0	0	4	0	0	0	2	59
09:00	0	25	21	0	8	0	0	3	0	3	0	0	0	1	61
10:00	0	38	18	0	9	0	0	0	1	4	0	0	0	1	71
11:00	3	37	28	0	8	0	0	0	0	2	0	0	0	1	79
12 PM	1	67	38	0	12	0	0	0	1	3	0	0	0	1	123
13:00	1	64	38	0	10	0	0	1	0	4	0	0	0	0	118
14:00	0	70	34	2	11	0	0	0	0	1	0	0	0	0	118
15:00	1	121	50	3	22	0	0	1	0	0	0	0	0	0	198
16:00	0	106	64	0	13	0	0	0	0	0	0	0	0	3	186
17:00	0	111	52	0	13	0	0	0	0	0	0	0	0	1	177
18:00	1	112	52	0	7	0	0	1	0	0	0	0	0	1	174
19:00	2	101	40	0	14	1	0	0	0	0	0	0	0	2	160
20:00	0	81	31	0	4	0	0	0	0	0	0	0	0	0	116
21:00	1	50	36	0	4	0	0	0	0	0	0	0	0	2	93
22:00	0	35	15	0	1	0	0	0	0	0	0	0	0	0	51
23:00	0	38	10	0	2	0	0	0	0	0	0	0	0	0	50
Total	11	1180	583	10	162	1	0	6	2	27	0	0	0	16	1998
Percent	0.6%	59.1%	29.2%	0.5%	8.1%	0.1%	0.0%	0.3%	0.1%	1.4%	0.0%	0.0%	0.0%	0.8%	
AM Peak	11:00	10:00	11:00	07:00	08:00	09:00	09:00	09:00	10:00	07:00	08:00	08:00	08:00	08:00	
Vol.	3	38	28	3	9	3	3	3	1	6	1	1	6	2	
PM Peak	19:00	15:00	16:00	15:00	15:00	19:00	13:00	13:00	12:00	13:00	12:00	12:00	13:00	16:00	
Vol.	2	121	64	3	22	1	1	1	1	4	1	1	4	3	

Station ID: SN: 21761
 E. Point Aux Peaux Rd.
 N. of Dixie hwy
 Date Start: 29-Apr-09
 Date End: 08-May-09

east bound		Cats & Trailers		2 Axle		Buses		2 Axle		3 Axle		4 Axle		<5 Axle		5 Axle		>6 Axle		<6 Axle		6 Axle		>6 Axle		Total	
Start Time	Bikes	Trailers	Long	2 Axle Long	6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classed	Total									
05/08/09	0	22	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	
01:00	0	16	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
02:00	0	10	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
03:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
04:00	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
05:00	0	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
06:00	0	13	6	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	
07:00	0	29	19	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	
08:00	0	27	22	22	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	
09:00	0	33	21	21	8	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	
10:00	2	52	39	39	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	107	
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Total	2	218	124	124	36	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	393	
Percent	0.5%	55.5%	31.6%	31.6%	9.2%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	
AM Peak	10:00	10:00	10:00	10:00	10:00	07:00	07:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	07:00	
PM Peak	2	52	39	39	13	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	

Grand Total	191	10405	5200	5200	1286	11	11	67	5	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	233	17549
Percent	1.1%	59.3%	29.6%	29.6%	7.3%	0.1%	0.1%	0.4%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	1.3%	

Station ID: SN: 21761
 E. Point Aux Peaux Rd.
 N. of Dixie hwy
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total
04/29/09	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	67	21	0	2	0	0	3	0	0	0	0	0	1	95
14:00	91	20	0	5	1	0	0	0	0	0	0	0	4	122
15:00	95	24	2	5	0	0	0	0	0	0	0	0	6	132
16:00	96	22	2	3	0	0	0	0	0	0	0	0	2	125
17:00	94	30	0	2	0	0	1	0	0	0	0	0	5	133
18:00	94	26	0	3	0	0	0	0	0	0	0	0	3	126
19:00	58	12	1	0	0	0	0	0	0	0	0	0	0	72
20:00	66	13	0	0	0	0	0	0	0	0	0	0	0	79
21:00	41	6	0	0	0	0	0	0	0	0	0	0	0	47
22:00	18	6	0	0	0	0	0	0	0	0	0	0	1	25
23:00	22	5	0	0	0	0	0	0	0	0	0	0	0	27
Total	742	185	5	20	1	0	4	0	0	0	0	0	22	983
Percent	75.5%	18.8%	0.5%	2.0%	0.1%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%	

AM Peak	Vol.	PM Peak	Vol.
0.4%	13:00	16:00	15:00
1	1	2	2
	30	5	5
	96	14:00	14:00
		3	1
		13:00	14:00
		3	1
		15:00	15:00
		6	6

Station ID: SN: 21761
 E. Point Aux Peaux Rd.
 N. of Dixie hwy
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/01/09	0	18	1	0	0	0	0	0	0	0	0	0	0	0	19
01:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
02:00	0	14	1	0	2	0	0	0	0	0	0	0	0	0	17
03:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
04:00	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
05:00	0	42	14	0	0	0	0	0	0	0	0	0	0	0	56
06:00	1	89	29	0	2	0	0	0	0	0	0	0	0	0	121
07:00	0	166	28	2	5	1	0	1	0	0	0	0	0	2	205
08:00	1	118	32	3	3	1	0	0	0	0	0	0	0	2	160
09:00	0	92	34	0	4	2	0	1	0	0	0	0	0	1	134
10:00	0	93	23	0	0	1	0	0	0	0	0	0	0	1	118
11:00	2	91	21	0	4	0	1	0	0	0	0	0	0	0	119
12 PM	3	82	23	0	2	1	0	0	0	0	0	0	0	0	111
13:00	1	82	20	0	3	2	0	0	0	0	0	0	0	0	108
14:00	2	123	16	0	3	1	0	0	0	0	0	0	0	4	149
15:00	5	111	25	2	5	0	0	1	0	1	1	0	0	2	153
16:00	1	136	33	3	2	0	0	0	0	0	0	0	0	5	180
17:00	2	131	27	0	4	0	0	1	0	0	0	0	0	3	168
18:00	0	107	26	0	4	1	0	0	0	0	0	0	0	4	142
19:00	0	83	18	0	1	0	0	1	0	0	0	0	0	0	103
20:00	0	57	11	0	1	0	0	1	0	0	0	0	0	1	71
21:00	0	49	11	0	0	0	0	0	0	0	0	0	0	1	61
22:00	1	50	10	0	1	0	0	0	0	0	0	0	0	0	62
23:00	0	35	8	0	0	0	0	0	0	0	0	0	0	0	43
Total	19	1797	415	10	46	10	1	6	0	1	1	0	0	26	2332
Percent	0.8%	77.1%	17.8%	0.4%	2.0%	0.4%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	
AM Peak	11:00	07:00	09:00	08:00	07:00	09:00	11:00	07:00						07:00	
Vol.	2	166	34	3	5	2	1	1						2	
PM Peak	15:00	16:00	16:00	16:00	15:00	13:00		15:00		15:00	15:00			16:00	
Vol.	5	136	33	3	5	2		1		1	1			5	

Station ID: SN: 21761
 E. Point Aux Peaux Rd.
 N. of Dixie hwy
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Cats & Trailers	Bikes	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/02/09	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19
01:00	11	0	1	0	0	0	0	0	0	0	0	0	0	0	12
02:00	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
03:00	13	0	2	0	0	0	0	0	0	0	0	0	0	0	15
04:00	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
05:00	18	0	7	0	0	0	0	0	0	0	0	0	0	0	25
06:00	36	0	7	0	0	0	0	0	0	0	0	0	0	0	43
07:00	61	0	16	0	3	0	0	0	0	0	0	0	0	0	80
08:00	76	1	27	0	4	0	0	1	0	0	0	0	0	1	110
09:00	94	1	33	0	3	0	0	1	0	0	0	0	0	2	134
10:00	105	1	25	0	3	0	0	0	0	0	0	0	0	4	138
11:00	118	4	27	0	3	0	0	1	0	0	0	0	0	0	153
12 PM	108	3	23	1	3	0	0	0	0	0	0	0	0	2	140
13:00	100	5	22	0	4	0	0	0	0	0	0	0	0	3	134
14:00	99	6	28	0	5	1	0	0	1	0	0	0	0	3	143
15:00	101	3	23	0	2	0	0	0	0	0	0	0	0	0	129
16:00	109	8	19	0	3	0	0	1	0	0	0	0	0	3	143
17:00	111	4	22	0	3	0	0	0	0	0	0	0	0	7	147
18:00	92	2	24	0	2	0	0	0	0	0	0	0	0	2	122
19:00	92	3	22	0	2	0	0	0	0	0	0	0	0	3	122
20:00	70	6	11	0	4	0	0	0	0	0	0	0	0	1	92
21:00	50	0	9	0	0	1	0	0	0	0	0	0	0	0	60
22:00	46	0	9	0	1	0	0	0	0	0	0	0	0	0	56
23:00	29	2	11	0	1	0	0	0	0	0	0	0	0	0	43
Total	1577	49	368	1	46	2	0	4	1	0	0	0	0	31	2079
Percent	75.9%	2.4%	17.7%	0.0%	2.2%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	
AM Peak	11:00	4	09:00		08:00		08:00							10:00	
Vol.	118	4	33		4		1							4	
PM Peak	17:00	8	14:00	12:00	14:00	14:00	16:00	16:00	14:00	14:00				17:00	
Vol.	111	8	28	1	5	1	1	1	1	1				7	

Station ID: SN: 21761
 E. Point Aux Peaux Rd.
 N. of Dixie hwy
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/03/09	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
01:00	0	16	2	0	0	0	0	0	0	0	0	0	0	0	18
02:00	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
03:00	0	9	4	0	0	0	0	0	0	0	0	0	0	0	13
04:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
05:00	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
06:00	1	23	7	0	1	0	0	0	0	0	0	0	0	0	32
07:00	0	41	5	0	1	0	0	0	0	0	0	0	0	0	47
08:00	0	49	12	0	2	0	0	1	0	0	0	0	0	0	64
09:00	3	86	22	0	2	0	0	0	0	0	0	0	0	1	114
10:00	2	105	24	0	1	0	0	0	0	0	0	0	0	3	136
11:00	3	113	25	0	5	0	0	1	0	0	0	0	0	2	149
12 PM	4	84	22	0	3	0	0	0	0	0	0	0	0	3	116
13:00	0	92	23	0	4	0	0	0	0	0	0	0	0	5	124
14:00	7	103	17	0	1	0	0	0	0	0	0	0	0	1	129
15:00	7	79	12	0	2	0	0	0	0	0	0	0	0	6	106
16:00	3	79	23	0	3	0	0	0	0	0	0	0	0	3	111
17:00	8	89	18	0	2	0	0	0	0	0	0	0	0	1	118
18:00	1	94	24	0	0	1	0	1	0	0	0	0	0	1	122
19:00	3	72	27	0	2	0	0	0	0	0	0	0	0	2	106
20:00	2	57	20	0	4	0	0	0	0	0	0	0	0	1	84
21:00	0	44	9	0	1	0	0	0	0	0	0	0	0	0	54
22:00	0	32	5	0	0	0	0	0	0	0	0	0	0	3	40
23:00	0	12	8	0	0	0	0	0	0	0	0	0	0	0	20
Total	44	1332	317	0	34	1	0	4	0	0	0	0	0	32	1764
Percent	2.5%	75.5%	18.0%	0.0%	1.9%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	
AM Peak	09:00	11:00	11:00		11:00			08:00						10:00	
Vol.	3	113	25		5			1						3	
PM Peak	17:00	14:00	19:00		13:00	18:00		18:00						15:00	
Vol.	8	103	27		4	1		1						6	

Station ID: SN: 21761
 E. Point Aux Peaux Rd.
 N. of Dixie hwy
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/05/09	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
01:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
02:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	1	15	4	0	1	0	0	0	0	0	0	0	0	0	21
05:00	1	52	22	0	1	0	0	0	0	0	0	0	0	1	77
06:00	1	95	28	0	3	0	0	0	0	0	0	0	0	0	127
07:00	2	164	41	2	5	0	0	1	0	0	0	0	0	1	216
08:00	1	109	29	3	0	0	0	0	0	1	0	0	0	2	145
09:00	1	83	20	0	3	0	0	0	0	1	0	0	0	1	109
10:00	1	92	22	0	4	2	0	2	0	2	0	0	0	0	125
11:00	2	72	15	1	4	1	0	1	0	1	0	0	0	2	99
12 PM	1	77	21	0	5	1	0	1	0	1	0	0	0	2	109
13:00	3	78	33	0	8	1	0	1	0	1	0	0	0	0	125
14:00	2	103	20	0	4	0	1	1	0	5	0	0	0	3	139
15:00	3	101	23	4	7	0	0	0	1	3	0	0	0	2	144
16:00	3	98	31	1	1	1	1	1	0	5	0	0	0	2	144
17:00	0	106	22	0	4	0	0	0	0	2	0	0	0	6	140
18:00	4	102	30	0	1	0	0	0	0	3	0	0	0	0	140
19:00	2	82	14	0	1	0	0	0	0	0	0	0	0	0	99
20:00	4	62	7	0	1	0	0	0	0	0	0	0	0	1	75
21:00	0	34	6	0	0	0	0	0	0	0	0	0	0	0	40
22:00	0	26	10	0	0	0	0	0	0	0	0	0	0	1	37
23:00	0	18	3	0	0	0	0	0	0	0	0	0	0	0	21
Total	32	1594	405	11	53	6	2	8	1	25	0	0	0	24	2161
Percent	1.5%	73.8%	18.7%	0.5%	2.5%	0.3%	0.1%	0.4%	0.0%	1.2%	0.0%	0.0%	0.0%	1.1%	
AM Peak	07:00	07:00	07:00	08:00	07:00	10:00	10:00	10:00	10:00	10:00	08:00	08:00	08:00	08:00	
Vol.	2	164	41	3	5	2	2	2	2	2	2	2	2	2	
PM Peak	18:00	17:00	13:00	15:00	13:00	12:00	14:00	12:00	15:00	14:00	17:00	17:00	17:00	17:00	
Vol.	4	106	33	4	8	1	1	1	1	5	6	6	6	6	

Station ID: SN: 21761
 E. Point Aux Peaux Rd.
 N. of Dixie hwy
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cats & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total
05/06/09	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
01:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
02:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
04:00	1	16	1	0	2	0	0	0	0	0	0	0	0	2	22
05:00	1	51	24	0	0	0	0	0	0	0	0	0	0	0	76
06:00	0	108	27	0	3	0	0	0	0	0	0	0	0	0	138
07:00	0	166	36	3	7	0	0	0	0	4	0	0	0	0	216
08:00	2	95	27	2	3	0	0	0	0	3	0	0	0	1	133
09:00	1	82	18	0	6	0	0	0	0	5	0	0	0	3	115
10:00	0	78	14	0	3	0	0	1	0	3	0	0	0	2	101
11:00	1	75	20	0	9	0	0	1	0	5	0	0	0	0	111
12 PM	0	63	26	0	2	0	0	0	0	2	0	0	0	2	95
13:00	0	76	22	0	6	0	0	0	1	3	1	0	0	2	111
14:00	2	94	19	0	3	0	0	0	0	3	0	0	0	2	123
15:00	0	95	23	3	6	0	0	0	0	0	0	0	0	0	127
16:00	0	99	35	2	2	0	0	1	0	1	0	0	0	5	145
17:00	0	115	19	0	4	0	0	0	0	0	0	0	0	2	140
18:00	0	89	21	0	1	0	0	0	0	0	0	0	0	0	111
19:00	0	73	18	0	1	0	0	1	0	0	0	0	0	1	94
20:00	0	55	11	0	0	0	0	0	0	0	0	0	0	0	66
21:00	1	43	9	0	0	0	0	0	0	0	0	0	0	2	55
22:00	0	22	2	0	0	0	0	0	0	0	0	0	0	0	24
23:00	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13
Total	9	1539	373	10	58	0	0	4	1	29	1	0	0	24	2048
Percent	0.4%	75.1%	18.2%	0.5%	2.8%	0.0%	0.0%	0.2%	0.0%	1.4%	0.0%	0.0%	0.0%	1.2%	
AM Peak	08:00	07:00	07:00	07:00	11:00			10:00		09:00				09:00	
Vol.	2	166	36	3	9			1		5				3	
PM Peak	14:00	17:00	16:00	15:00	13:00			16:00		13:00				16:00	
Vol.	2	115	35	3	6			1		3				5	

Station ID: SN: 21761
 E. Point Aux Peaux Rd.
 N. of Dixie hwy
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Cats & Trailers	Bikes	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/08/09	13	0	2	0	0	0	0	0	0	0	0	0	0	0	15
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
02:00	11	0	1	0	0	0	0	0	0	0	0	0	0	0	12
03:00	6	0	1	0	0	0	0	0	0	0	0	0	0	0	7
04:00	12	1	2	0	1	0	0	0	0	0	0	0	0	0	16
05:00	46	1	22	0	0	0	0	1	0	0	0	0	0	0	70
06:00	105	0	31	0	2	0	0	0	0	0	0	0	0	0	138
07:00	164	0	35	2	6	0	0	0	0	0	0	0	0	0	207
08:00	96	2	37	3	3	0	0	0	0	0	0	0	0	0	141
09:00	112	1	27	0	4	1	0	0	0	0	0	0	0	0	145
10:00	85	0	15	0	4	1	0	2	0	0	0	0	0	1	108
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	660	5	173	5	20	2	0	3	0	0	0	0	0	1	869
Percent	75.9%	0.6%	19.9%	0.6%	2.3%	0.2%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	
AM Peak	07:00	08:00	08:00	08:00	07:00	09:00	10:00	10:00							
Vol.	164	2	37	3	6	1	2	2						1	
PM Peak															
Vol.															
Grand Total	13770	207	3460	74	461	27	3	48	7	56	2	0	0	219	18334
Percent	75.1%	1.1%	18.9%	0.4%	2.5%	0.1%	0.0%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	1.2%	

Station ID: SN#: 21765
 east of dixie hwy
 post rd
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classed	Total
05/03/09	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
08:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
09:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
10:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
12 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
13:00	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
14:00	0	5	2	0	0	0	0	1	0	0	0	0	0	0	8
15:00	2	10	1	0	0	0	0	0	0	0	0	0	0	0	13
16:00	0	3	2	0	2	0	0	0	0	0	0	0	0	0	7
17:00	2	3	2	0	0	0	0	0	0	0	0	0	0	0	7
18:00	0	9	2	0	1	0	0	0	0	0	0	0	0	1	13
19:00	1	8	2	0	0	0	0	0	0	0	0	0	0	0	11
20:00	0	3	4	0	0	0	0	0	0	0	0	0	0	0	7
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
22:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	6	81	26	0	4	0	0	1	0	0	0	0	0	1	119
Percent	5.0%	68.1%	21.8%	0.0%	3.4%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	
AM Peak		11:00	09:00		07:00										
Vol.	6	6	3		1										
PM Peak	15:00	15:00	13:00		16:00			14:00							18:00
Vol.	2	10	4		2			1							1

Station ID: SN#: 21765
 east of dixie hwy
 post rd
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/04/09	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
07:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
08:00	0	3	3	0	0	0	0	0	0	0	0	0	0	1	7
09:00	0	2	2	0	2	0	0	0	0	0	0	0	0	0	6
10:00	0	4	0	0	0	1	0	0	0	0	0	0	0	0	5
11:00	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
12 PM	0	2	0	0	1	1	0	0	0	0	0	0	0	0	4
13:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
14:00	1	4	4	0	0	0	0	0	0	0	0	0	0	0	9
15:00	0	14	1	1	1	0	0	0	0	0	0	0	0	0	18
16:00	1	7	4	0	2	0	0	0	0	0	0	0	0	1	14
17:00	2	5	3	1	1	1	0	1	0	0	0	0	0	1	15
18:00	0	5	2	0	0	0	0	1	0	0	0	0	0	2	10
19:00	0	2	1	0	0	0	0	1	0	0	0	0	0	0	4
20:00	0	4	3	0	1	0	0	0	0	0	0	0	0	0	8
21:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	80	36	2	10	3	0	3	0	0	0	0	0	5	143
Percent	2.8%	55.9%	25.2%	1.4%	7.0%	2.1%	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.5%	
AM Peak		06:00	08:00		09:00	10:00								08:00	
Vol.	4	4	3	1	2	1								1	
PM Peak		15:00	14:00	15:00	16:00	12:00		17:00						18:00	
Vol.	2	14	4	1	2	1		1						2	

Station ID: SN#: 21765
 east of dixie hwy
 post rd
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/07/09	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
07:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
08:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
09:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
10:00	1	3	0	0	0	0	0	0	0	0	0	0	0	1	5
11:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
12 PM	1	5	2	0	1	0	0	0	0	0	0	0	0	0	9
13:00	0	4	4	0	0	0	0	1	0	0	0	0	0	0	9
14:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
15:00	0	10	3	2	2	0	0	0	0	0	0	0	0	0	17
16:00	0	9	1	0	1	0	0	0	0	0	0	0	0	1	12
17:00	0	11	4	0	2	0	0	0	0	0	0	0	0	0	17
18:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
19:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
20:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
21:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
22:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	86	29	2	7	1	0	1	0	0	0	0	0	2	130
Percent	1.5%	66.2%	22.3%	1.5%	5.4%	0.8%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	
AM Peak	10:00	09:00	08:00		07:00	03:00								10:00	
Vol.	1	4	3		1	1								1	
PM Peak	12:00	17:00	13:00	15:00	15:00			13:00						16:00	
Vol.	1	11	4	2	2			1						1	

Station ID: SN#: 21765
 east of dixie hwy
 post rd
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classed	Total
05/08/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
07:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
08:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
09:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
10:00	0	0	2	0	2	1	0	0	0	0	0	0	0	0	5
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	14	9	0	3	2	0	0	0	0	0	0	0	0	28
Percent	0.0%	50.0%	32.1%	0.0%	10.7%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	09:00	09:00	10:00	10:00	03:00									
PM Peak	Vol.	4	3	2	2	1									

Grand Total	37	742	313	12	69	11	1	5	2	0	0	0	0	36	1228
Percent	3.0%	60.4%	25.5%	1.0%	5.6%	0.9%	0.1%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	2.9%	

Station ID: SN#: 21765
 east of dixie hwy
 post rd
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/01/09	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
06:00	1	4	3	0	0	0	0	0	0	0	0	0	0	0	8
07:00	0	6	1	1	2	0	0	0	0	0	0	0	0	2	12
08:00	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
09:00	0	4	4	0	1	1	0	0	0	0	0	0	0	0	10
10:00	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
11:00	0	4	3	0	1	0	0	0	0	0	0	0	0	0	8
12 PM	0	3	4	0	0	0	0	0	0	0	0	0	0	0	7
13:00	0	8	3	0	1	0	0	0	0	0	0	0	0	0	12
14:00	0	4	1	1	0	0	0	0	0	0	0	0	0	0	6
15:00	1	4	4	1	0	0	0	0	0	0	0	0	0	0	10
16:00	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
17:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
18:00	0	6	1	0	1	0	0	1	0	0	0	0	0	0	9
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3
20:00	0	2	4	0	2	0	0	0	0	0	0	0	0	0	8
21:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	86	45	3	10	1	0	1	0	0	0	0	0	3	151
Percent	1.3%	57.0%	29.8%	2.0%	6.6%	0.7%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	
AM Peak	06:00	08:00	09:00	07:00	07:00	09:00								07:00	
Vol.	1	9	4	1	2	1								2	
PM Peak	15:00	16:00	12:00	14:00	20:00			18:00						19:00	
Vol.	1	11	4	1	2			1						1	

Station ID: SN#: 21765
 east of dixie hwy
 post rd
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/07/09	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	6	6	0	1	0	0	0	0	0	0	0	0	0	13
07:00	0	4	2	2	2	0	0	0	0	0	0	0	0	0	10
08:00	0	6	6	0	0	0	0	0	0	0	0	0	0	0	12
09:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
10:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
11:00	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
12 PM	0	2	4	0	1	0	0	0	0	0	0	0	0	1	8
13:00	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9
14:00	0	3	2	0	0	0	0	1	0	0	0	0	0	0	6
15:00	0	5	3	1	1	0	0	0	0	0	0	0	0	0	10
16:00	0	3	1	0	1	0	0	0	0	0	0	0	0	1	6
17:00	0	8	3	0	2	0	0	0	0	0	0	0	0	0	13
18:00	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
19:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
20:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
21:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	79	48	3	10	0	0	1	0	0	0	0	0	3	144
Percent	0.0%	54.9%	33.3%	2.1%	6.9%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%	
AM Peak		09:00	06:00	07:00	07:00									03:00	
Vol.	7	6	6	2	2			14:00						1	
PM Peak		17:00	12:00	15:00	17:00									12:00	
Vol.	8	4	4	1	2			1						1	

Station ID: SN#: 21765
 east of dixie hwy
 post rd
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/01/09	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
06:00	1	8	4	0	0	0	0	0	0	0	0	0	0	0	13
07:00	0	7	2	1	4	0	0	0	0	0	0	0	0	2	16
08:00	0	14	4	0	0	0	0	0	0	0	0	0	0	0	18
09:00	0	7	5	0	2	2	0	0	0	0	0	0	0	0	16
10:00	0	3	5	0	2	0	0	0	0	0	0	0	0	0	10
11:00	1	6	6	0	3	0	0	0	0	0	0	0	0	0	16
12 PM	0	6	7	0	0	0	0	0	0	0	0	0	0	0	13
13:00	1	14	5	0	1	1	0	0	0	0	0	0	0	0	22
14:00	0	11	4	2	1	0	0	0	0	0	0	0	0	0	18
15:00	2	11	8	1	1	0	0	0	0	0	0	0	0	1	24
16:00	0	18	5	1	0	0	0	0	0	0	0	0	0	0	27
17:00	0	16	8	0	3	0	0	0	0	0	0	0	0	0	27
18:00	0	16	4	0	1	0	0	1	0	0	0	0	0	1	23
19:00	0	6	3	0	0	1	0	0	0	0	0	0	0	1	11
20:00	0	5	5	0	2	0	0	0	0	0	0	0	0	0	12
21:00	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
22:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
23:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
Total	5	171	89	5	21	4	0	1	0	0	0	0	0	5	301
Percent	1.7%	56.8%	29.6%	1.7%	7.0%	1.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	
AM Peak	06:00	08:00	11:00	07:00	07:00	09:00								07:00	
Vol.	1	14	6	1	4	2								2	
PM Peak	15:00	16:00	15:00	14:00	17:00	13:00		18:00						15:00	
Vol.	2	18	8	2	3	1		1						1	

Station ID: SN#: 21765
 east of dixie hwy
 post rd
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/04/09	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
06:00	1	9	5	0	1	0	0	0	0	0	0	0	0	0	16
07:00	0	14	2	2	3	0	0	0	0	0	0	0	0	0	21
08:00	0	12	7	0	1	1	0	0	0	0	0	0	0	1	22
09:00	0	5	3	0	3	0	0	0	0	0	0	0	0	0	11
10:00	0	7	2	0	0	1	0	0	0	0	0	0	0	0	10
11:00	0	6	3	0	1	0	0	0	0	0	0	0	0	0	10
12 PM	0	8	3	0	2	1	0	0	0	0	0	0	0	0	14
13:00	0	6	4	0	0	0	0	1	0	0	0	0	0	1	12
14:00	1	11	5	0	0	0	0	0	0	0	0	0	0	0	17
15:00	0	23	6	2	2	0	0	0	0	0	0	0	0	2	35
16:00	1	11	7	0	2	0	0	0	0	0	0	0	0	0	21
17:00	4	9	8	1	2	2	0	2	0	0	0	0	0	1	29
18:00	0	11	4	0	1	0	0	2	0	0	0	0	0	3	21
19:00	0	4	1	0	0	0	0	1	0	0	0	0	0	1	7
20:00	0	7	5	0	2	0	0	0	0	0	0	0	0	0	14
21:00	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	7	161	75	5	20	5	0	6	0	0	0	0	0	9	288
Percent	2.4%	55.9%	26.0%	1.7%	6.9%	1.7%	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	
AM Peak	06:00	07:00	08:00	07:00	07:00	08:00								08:00	
Vol.	1	14	7	2	3	1								1	
PM Peak	17:00	15:00	17:00	15:00	12:00	17:00		17:00						18:00	
Vol.	4	23	8	2	2	2		2						3	

Station ID: SN#: 21765
 east of dixie hwy
 post rd
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/07/09	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	1	0	0	0	0	0	0	0	1	3
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	8	8	0	1	0	0	0	0	0	0	0	0	0	17
07:00	0	6	2	2	3	0	0	0	0	0	0	0	0	0	13
08:00	0	9	9	0	0	0	0	0	0	0	0	0	0	0	18
09:00	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
10:00	1	6	1	0	0	0	0	0	0	0	0	0	0	1	9
11:00	0	3	4	0	1	0	0	0	0	0	0	0	0	0	8
12 PM	1	7	6	0	2	0	0	0	0	0	0	0	0	1	17
13:00	0	9	8	0	0	0	0	1	0	0	0	0	0	0	18
14:00	0	6	2	0	0	0	0	1	0	0	0	0	0	0	9
15:00	0	15	6	3	3	0	0	0	0	0	0	0	0	0	27
16:00	0	12	2	0	2	0	0	0	0	0	0	0	0	2	18
17:00	0	19	7	0	4	0	0	0	0	0	0	0	0	0	30
18:00	0	10	5	0	1	0	0	0	0	0	0	0	0	0	16
19:00	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
20:00	0	8	5	0	0	0	0	0	0	0	0	0	0	0	13
21:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
22:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
Total	2	165	77	5	17	1	0	2	0	0	0	0	0	5	274
Percent	0.7%	60.2%	28.1%	1.8%	6.2%	0.4%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	
AM Peak	10:00	9	8	0	0	0	0	0	0	0	0	0	0	0	0
Vol.	1	11	9	2	3	1									
PM Peak	12:00	17	13	15	17	1		13							
Vol.	1	19	8	3	4	1		1							

Station ID: SN#: 21765
 east of dixie hwy
 post rd
 Date Start: 29-Apr-09
 Date End: 08-May-09

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classed	Total
05/08/09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	2	0	1	1	0	0	0	0	0	0	0	1	5
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
06:00	1	8	4	0	1	0	0	0	0	0	0	0	0	0	14
07:00	0	12	1	2	2	0	0	0	0	0	0	0	0	0	17
08:00	0	13	4	0	0	0	0	0	0	0	0	0	0	0	17
09:00	0	4	8	0	0	0	0	0	0	0	0	0	0	0	12
10:00	0	0	4	1	3	1	0	0	0	0	0	0	0	1	10
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	43	24	3	7	2	0	0	0	0	0	0	0	2	82
Percent	1.2%	52.4%	29.3%	3.7%	8.5%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	
AM Peak	06:00	08:00	09:00	07:00	10:00	03:00									
Vol.	1	13	8	2	3	1									
PM Peak															
Vol.															
Grand Total	63	1451	665	35	145	15	1	11	2	0	0	0	0	61	2449
Percent	2.6%	59.2%	27.2%	1.4%	5.9%	0.6%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	2.5%	

APPENDIX D

PEAK HOUR INTERSECTION TURNING MOVEMENT COUNTS

Fermi Traffic Impact Study

File Name : Leroux-FermiAM

AM PEAK

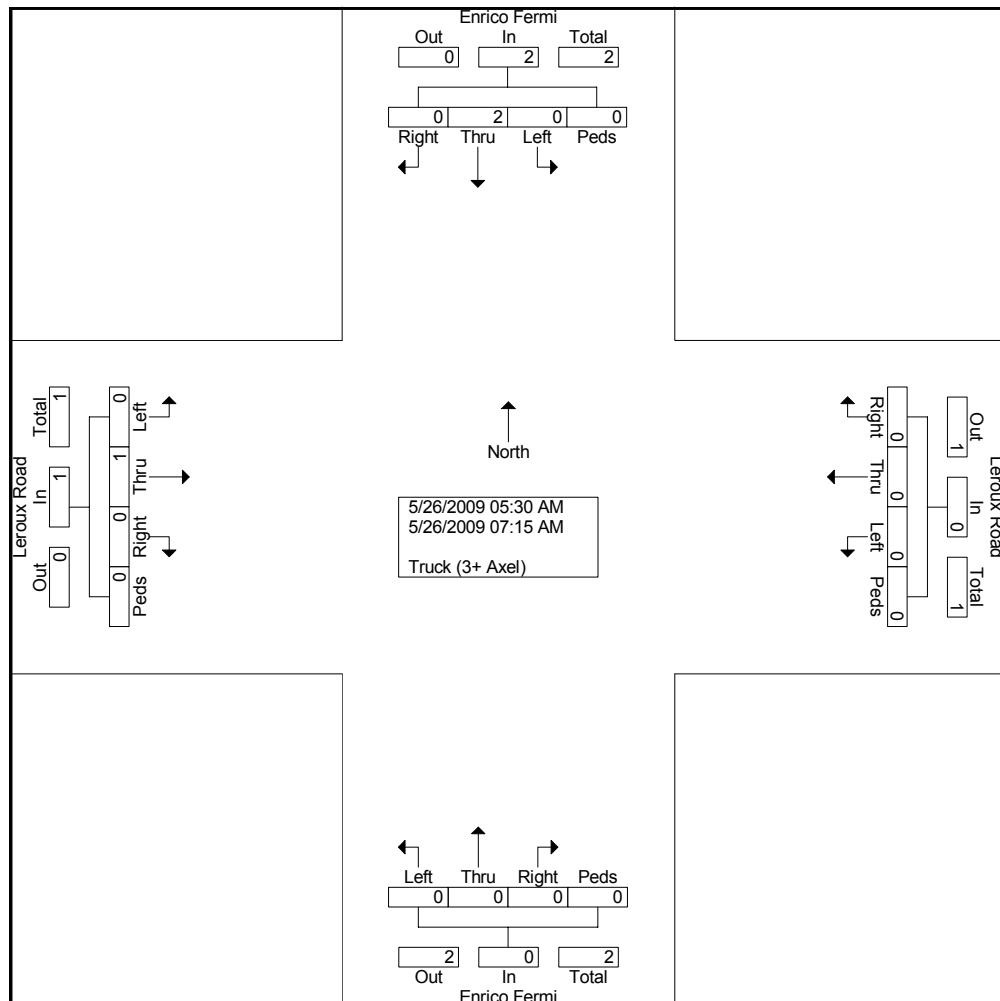
Site Code : 0000071

Start Date : 5/26/2009

Page No : 1

Groups Printed- Truck (3+ Axel)

Start Time	Enrico Fermi From North					Leroux Road From East					Enrico Fermi From South					Leroux Road From West					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
Approch %	0	100	0	0		0	0	0	0		0	0	0	0		0	100	0	0		0	100	0	0		
Total %	0	66.7	0	0	66.7	0	0	0	0	0	0	0	0	0	0	0	33.3	0	0	33.3	0	33.3	0	0	33.3	



Fermi Traffic Impact Study

File Name : Leroux-FermiAM

AM PEAK

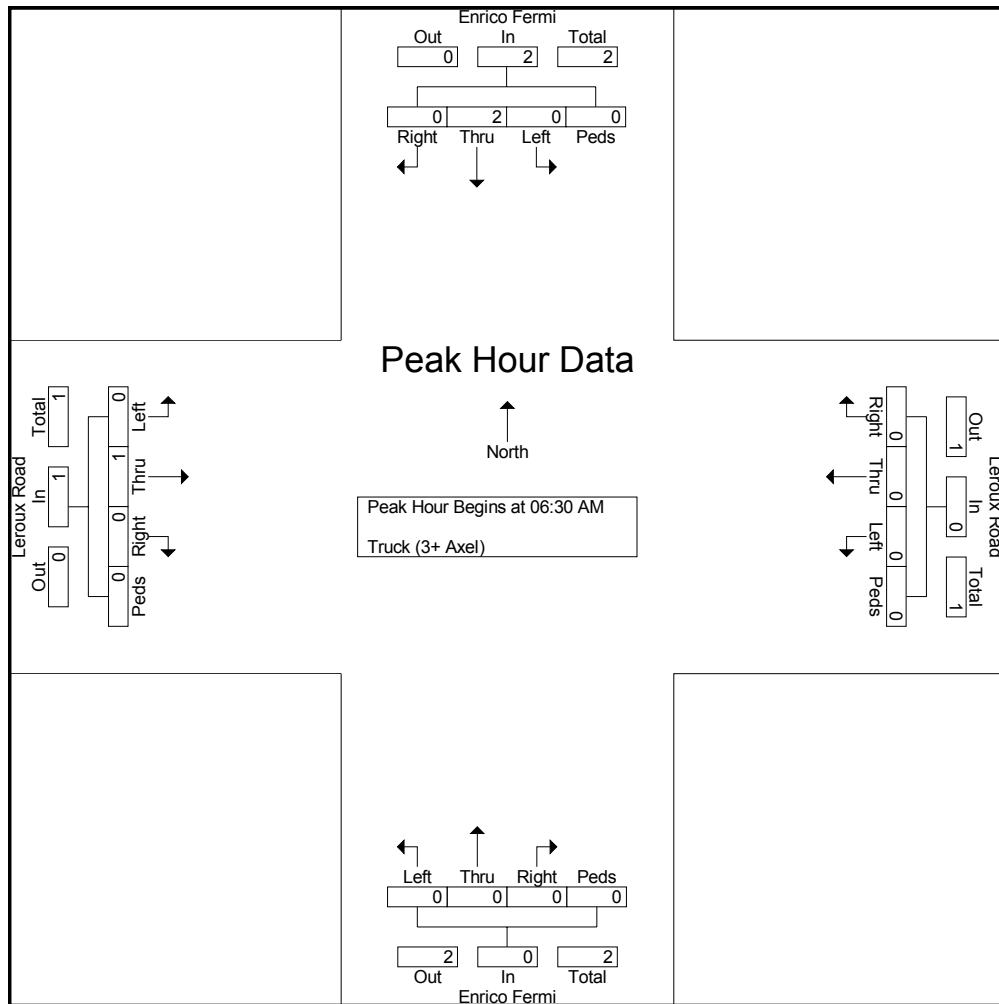
Site Code : 0000071

Start Date : 5/26/2009

Page No : 2

Start Time	Enrico Fermi From North					Leroux Road From East					Enrico Fermi From South					Leroux Road From West					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250					.375	

Peak Hour Analysis From 05:30 AM to 07:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 06:30 AM



The Mannik & Smith Group, Inc.
1800 Indian Wood Circle - Maumee, OH 43537
Phone: (419) 891-2222

Fermi Traffic Impact Study

File Name : Leroux-FermiPM

PM PEAK

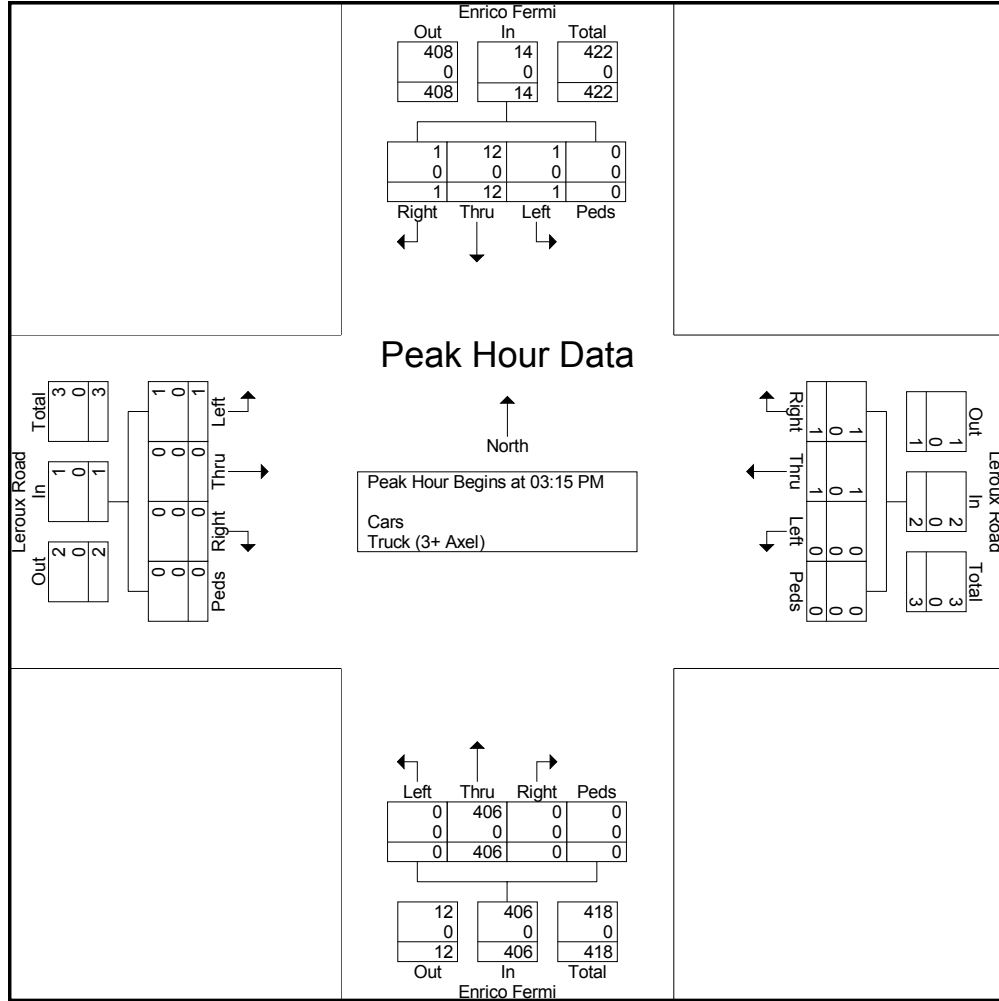
Site Code : 00000072

Start Date : 5/26/2009

Page No : 1

Groups Printed- Cars - Truck (3+ Axel)

Start Time	Enrico Fermi From North					Leroux Road From East					Enrico Fermi From South					Leroux Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	0	4	2	0	6	0	0	0	0	0	0	24	0	0	24	0	1	1	0	2	32
02:45 PM	0	3	0	0	3	0	2	0	0	2	1	25	0	0	26	0	0	3	0	3	34
Total	0	7	2	0	9	0	2	0	0	2	1	49	0	0	50	0	1	4	0	5	66
03:00 PM	1	4	0	0	5	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	45
03:15 PM	1	3	1	0	5	1	0	0	0	1	0	95	0	0	95	0	0	0	0	0	101
03:30 PM	0	5	0	0	5	0	0	0	0	0	0	129	0	0	129	0	0	0	0	0	134
03:45 PM	0	3	0	0	3	0	1	0	0	1	0	84	0	0	84	0	0	0	0	0	88
Total	2	15	1	0	18	1	1	0	0	2	0	348	0	0	348	0	0	0	0	0	368
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	98	0	0	98	0	0	1	0	1	100
04:15 PM	1	6	0	0	7	0	0	0	0	0	0	54	0	0	54	0	0	0	0	0	61
04:30 PM	0	7	0	0	7	0	0	0	0	0	0	52	0	0	52	0	1	1	0	2	61
04:45 PM	0	13	0	0	13	1	1	0	0	2	0	42	0	0	42	0	0	1	0	1	58
Total	1	27	0	0	28	1	1	0	0	2	0	246	0	0	246	0	1	3	0	4	280
05:00 PM	0	14	0	0	14	1	0	0	0	1	0	18	0	0	18	0	0	0	0	0	33
05:15 PM	1	2	0	0	3	0	0	0	0	0	0	58	2	0	60	0	0	0	0	0	63
Grand Total	4	65	3	0	72	3	4	0	0	7	1	719	2	0	722	0	2	7	0	9	810
Apprch %	5.6	90.3	4.2	0		42.9	57.1	0	0		0.1	99.6	0.3	0		0	22.2	77.8	0		
Total %	0.5	8	0.4	0	8.9	0.4	0.5	0	0	0.9	0.1	88.8	0.2	0	89.1	0	0.2	0.9	0	1.1	
Cars	4	61	3	0	68	3	3	0	0	6	1	716	2	0	719	0	2	5	0	7	800
% Cars	100	93.8	100	0	94.4	100	75	0	0	85.7	100	99.6	100	0	99.6	0	100	71.4	0	77.8	98.8
Truck (3+ Axel)	0	6.2	0	0	5.6	0	25	0	0	14.3	0	0.4	0	0	0.4	0	0	28.6	0	22.2	1.2
% Truck (3+ Axel)																					



Fermi Traffic Impact Study

File Name : Leroux-TollIAM

AM PEAK

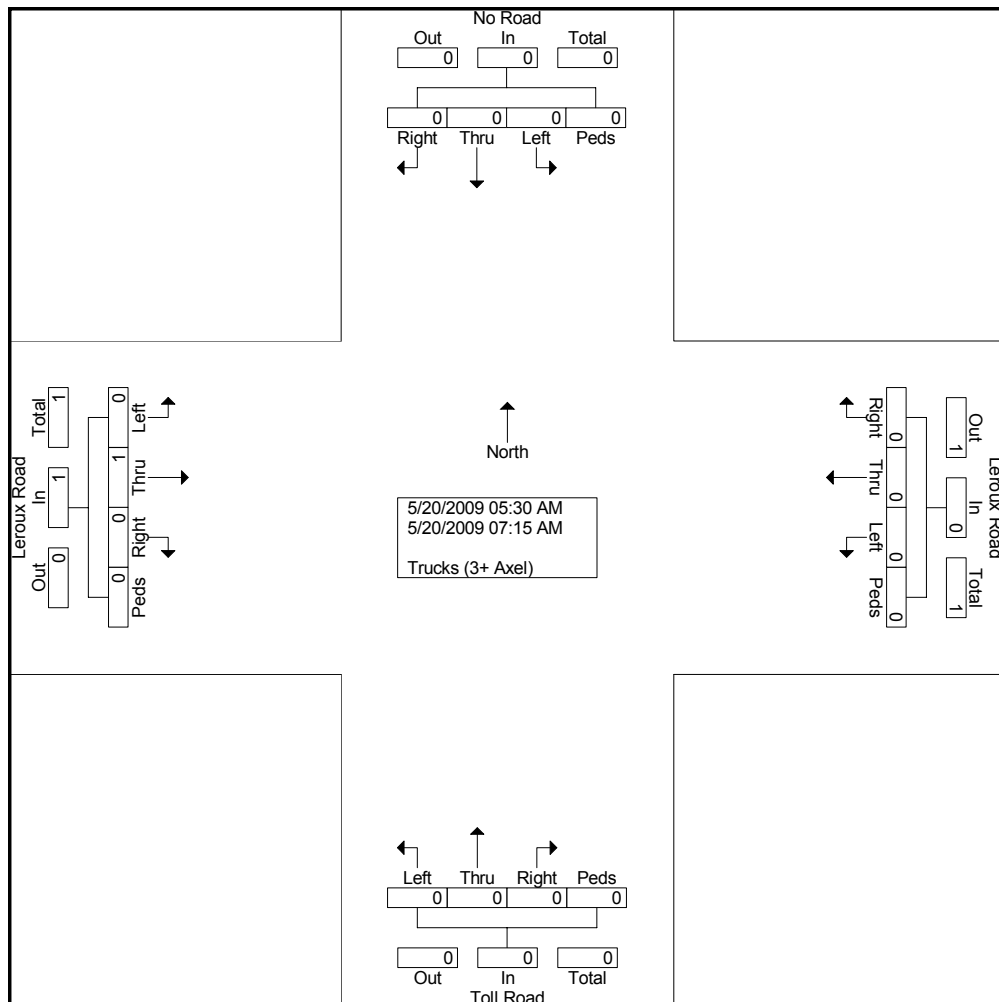
Site Code : 00000061

Start Date : 5/20/2009

Page No : 1

Groups Printed- Trucks (3+ Axel)

Start Time	No Road From North					Leroux Road From East					Toll Road From South					Leroux Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	



Fermi Traffic Impact Study

File Name : Leroux-TollAM

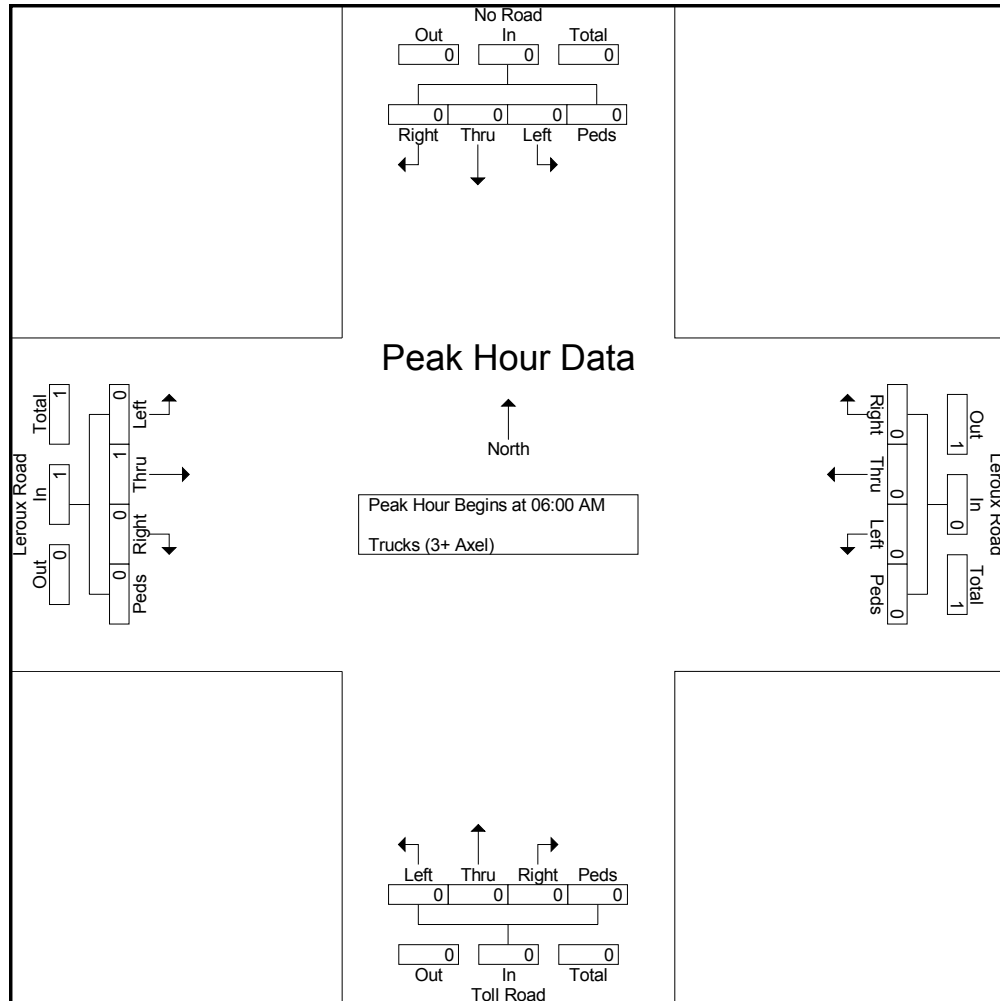
AM PEAK

Site Code : 00000061

Start Date : 5/20/2009

Page No : 2

Start Time	No Road From North					Leroux Road From East					Toll Road From South					Leroux Road From West					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 05:30 AM to 07:15 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 06:00 AM																						
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250		.250



Fermi Traffic Impact Study

File Name : Leroux-TollIPM

PM PEAK

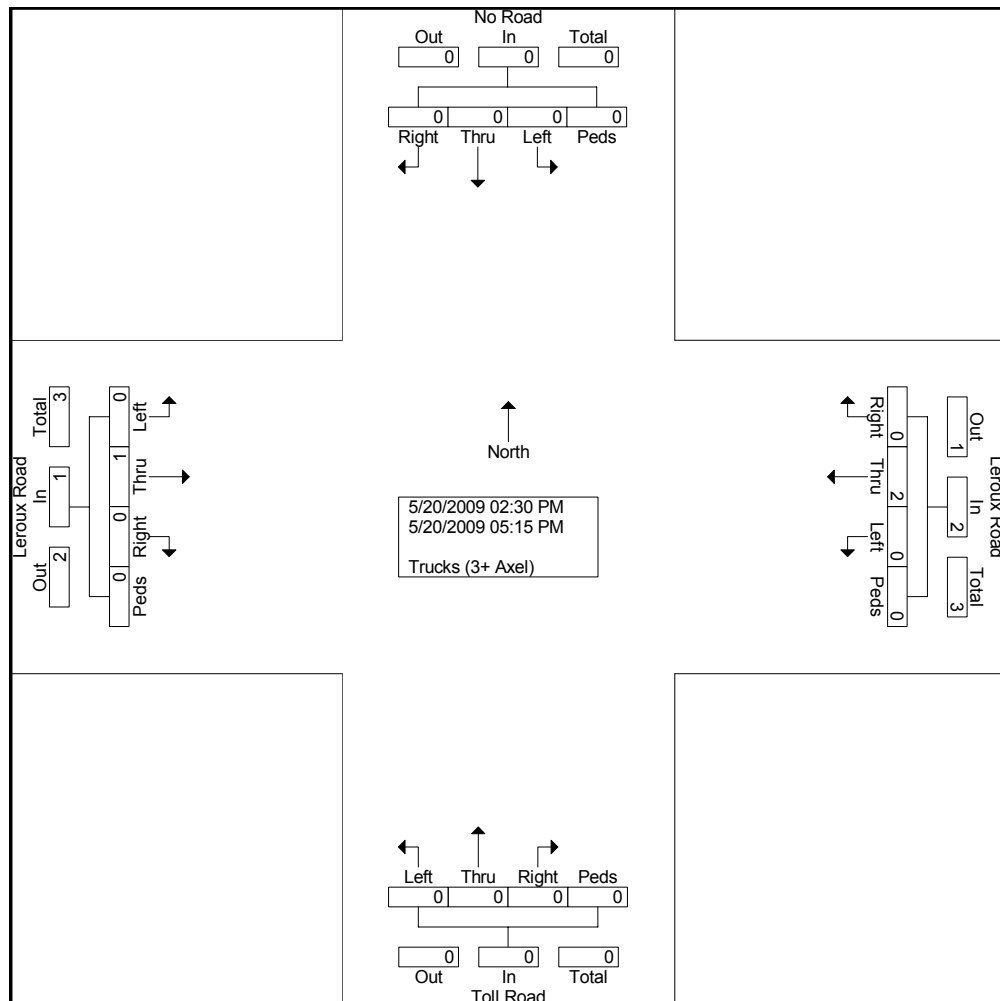
Site Code : 00000062

Start Date : 5/20/2009

Page No : 1

Groups Printed- Trucks (3+ Axel)

Start Time	No Road From North					Leroux Road From East					Toll Road From South					Leroux Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Apprch %	0	0	0	0	0	0	100	0	0	66.7	0	0	0	0	0	0	100	0	0	33.3	
Total %	0	0	0	0	0	0	66.7	0	0	66.7	0	0	0	0	0	0	33.3	0	0	33.3	



Fermi Traffic Impact Study

File Name : Leroux-TollIPM

PM PEAK

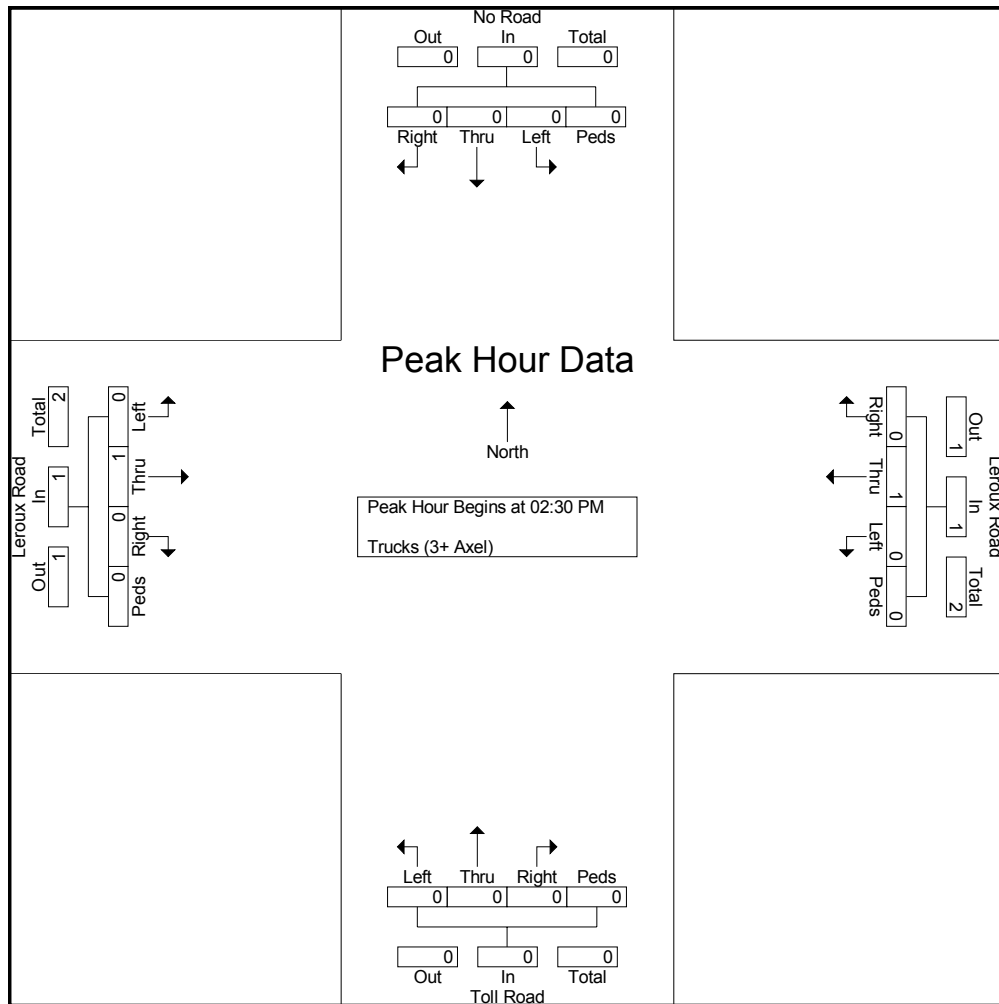
Site Code : 00000062

Start Date : 5/20/2009

Page No : 2

Start Time	No Road From North					Leroux Road From East					Toll Road From South					Leroux Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% App. Total	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	100	0	0	100	100
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.500

Peak Hour Analysis From 02:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:30 PM



Fermi Traffic Impact Study

File Name : NB I-75 RAMPS & NADEAU RD.AM

Site Code : 00000000

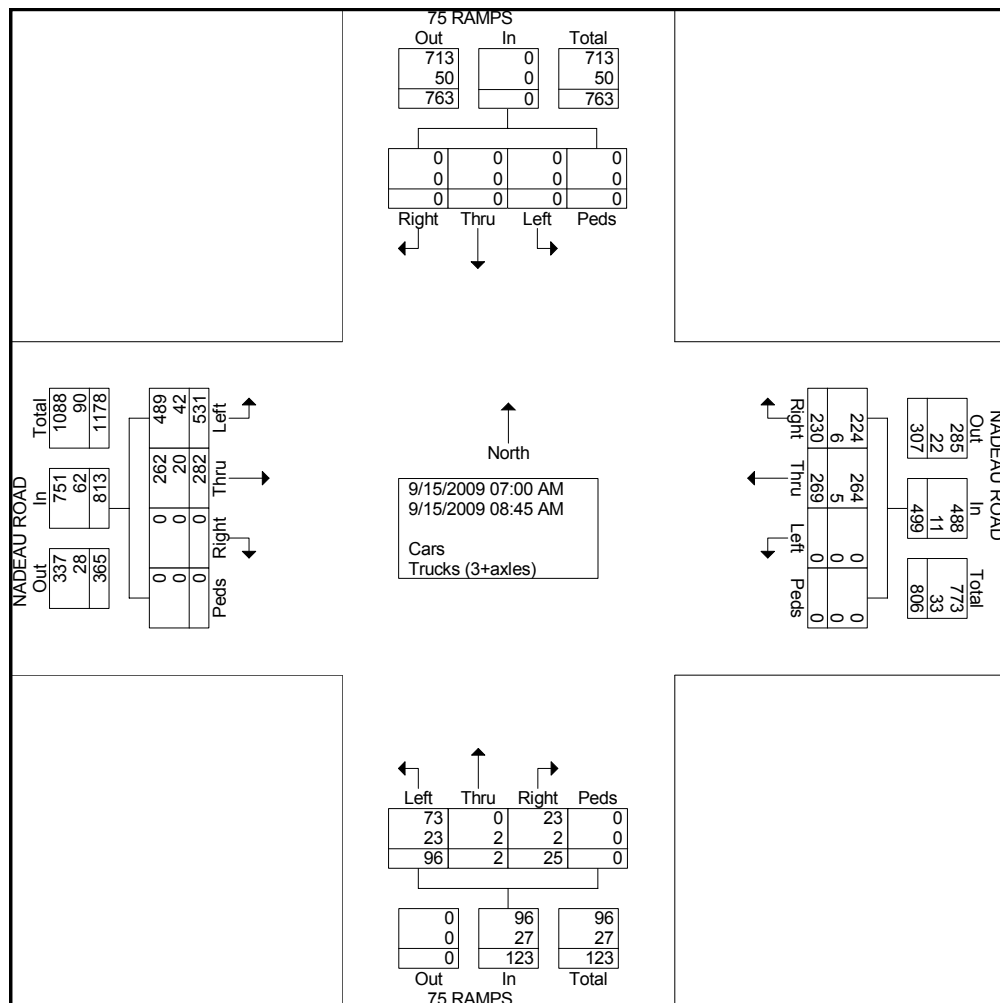
Start Date : 9/15/2009

Page No : 1

AM PEAK

Groups Printed- Cars - Trucks (3+axes)

Start Time	75 RAMPS From North					NADEAU ROAD From East					75 RAMPS From South					NADEAU ROAD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	40	38	0	0	78	1	0	11	0	12	0	48	70	0	118	208
07:15 AM	0	0	0	0	0	50	54	0	0	104	2	0	10	0	12	0	41	81	0	122	238
07:30 AM	0	0	0	0	0	39	26	0	0	65	6	0	15	0	21	0	26	77	0	103	189
07:45 AM	0	0	0	0	0	23	32	0	0	55	9	0	18	0	27	0	41	74	0	115	197
Total	0	0	0	0	0	152	150	0	0	302	18	0	54	0	72	0	156	302	0	458	832
08:00 AM	0	0	0	0	0	25	33	0	0	58	4	1	13	0	18	0	51	76	0	127	203
08:15 AM	0	0	0	0	0	23	32	0	0	55	1	0	7	0	8	0	21	74	0	95	158
08:30 AM	0	0	0	0	0	16	34	0	0	50	0	1	12	0	13	0	23	40	0	63	126
08:45 AM	0	0	0	0	0	14	20	0	0	34	2	0	10	0	12	0	31	39	0	70	116
Total	0	0	0	0	0	78	119	0	0	197	7	2	42	0	51	0	126	229	0	355	603
Grand Total	0	0	0	0	0	230	269	0	0	499	25	2	96	0	123	0	282	531	0	813	1435
Apprch %	0	0	0	0		46.1	53.9	0	0		20.3	1.6	78	0		0	34.7	65.3	0		
Total %	0	0	0	0	0	16	18.7	0	0	34.8	1.7	0.1	6.7	0	8.6	0	19.7	37	0	56.7	
Cars	0	0	0	0	0	224	264	0	0	488	23	0	73	0	96	0	262	489	0	751	1335
% Cars	0	0	0	0	0	97.4	98.1	0	0	97.8	92	0	76	0	78	0	92.9	92.1	0	92.4	93
Trucks (3+axes)	0	0	0	0	0	2.6	1.9	0	0	2.2	8	100	24	0	22	0	7.1	7.9	0	7.6	7
% Trucks (3+axes)	0	0	0	0	0	2.6	1.9	0	0	2.2	8	100	24	0	22	0	7.1	7.9	0	7.6	7



Fermi Traffic Impact Study

File Name : NB I-75 RAMPS & NADEAU RD.AM

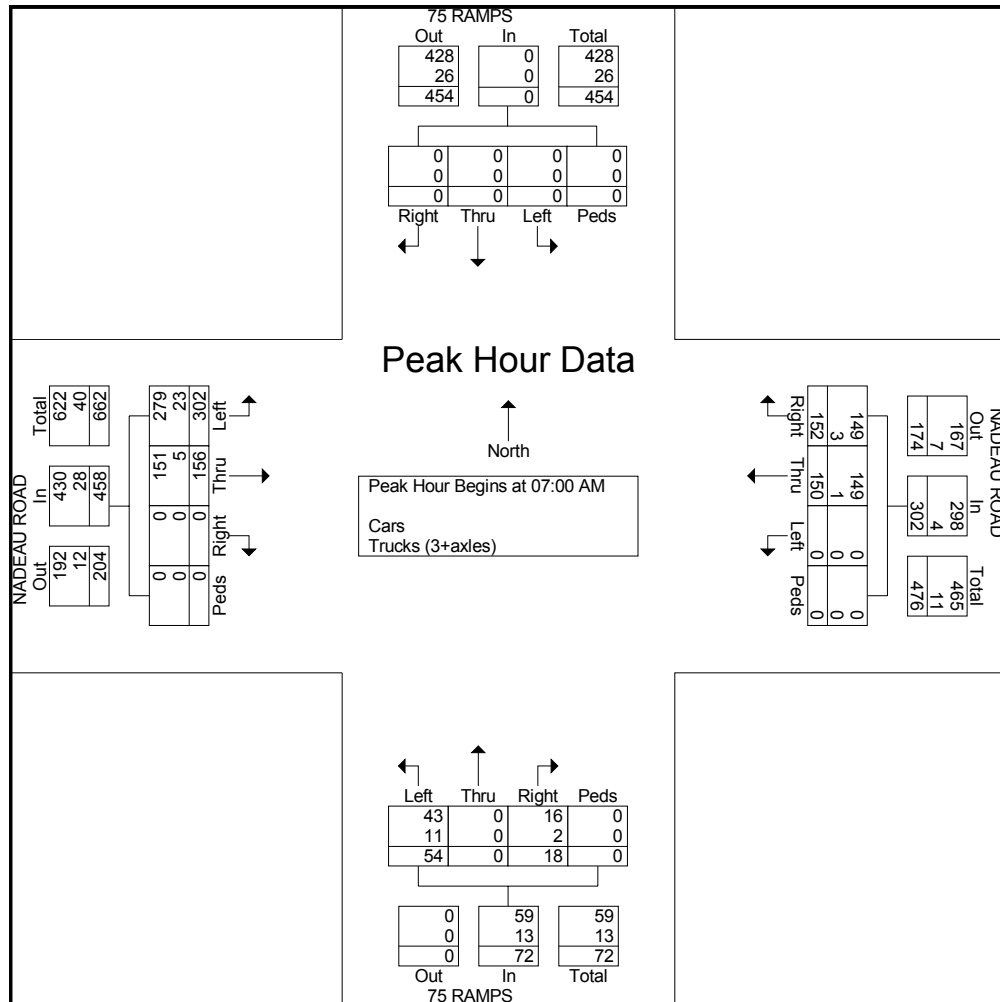
AM PEAK

Site Code : 00000000

Start Date : 9/15/2009

Page No : 2

Start Time	75 RAMPS From North					NADEAU ROAD From East					75 RAMPS From South					NADEAU ROAD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	40	38	0	0	78	1	0	11	0	12	0	48	70	0	118	208
07:15 AM	0	0	0	0	0	50	54	0	0	104	2	0	10	0	12	0	41	81	0	122	238
07:30 AM	0	0	0	0	0	39	26	0	0	65	6	0	15	0	21	0	26	77	0	103	189
07:45 AM	0	0	0	0	0	23	32	0	0	55	9	0	18	0	27	0	41	74	0	115	197
Total Volume	0	0	0	0	0	152	150	0	0	302	18	0	54	0	72	0	156	302	0	458	832
% App. Total	0	0	0	0	0	50.3	49.7	0	0		25	0	75	0		0	34.1	65.9	0		
PHF	.000	.000	.000	.000	.000	.760	.694	.000	.000	.726	.500	.000	.750	.000	.667	.000	.813	.932	.000	.939	.874
Cars	0	0	0	0	0	149	149	0	0	298	16	0	43	0	59	0	151	279	0	430	787
% Cars	0	0	0	0	0	98.0	99.3	0	0	98.7	88.9	0	79.6	0	81.9	0	96.8	92.4	0	93.9	94.6
Trucks (3+axles)	0	0	0	0	0	2.0	0.7	0	0	1.3	11.1	0	20.4	0	18.1	0	3.2	7.6	0	6.1	5.4



Fermi Traffic Impact Study

File Name : NB I-75 RAMPS & NADEAU RD.PM

PM PEAK

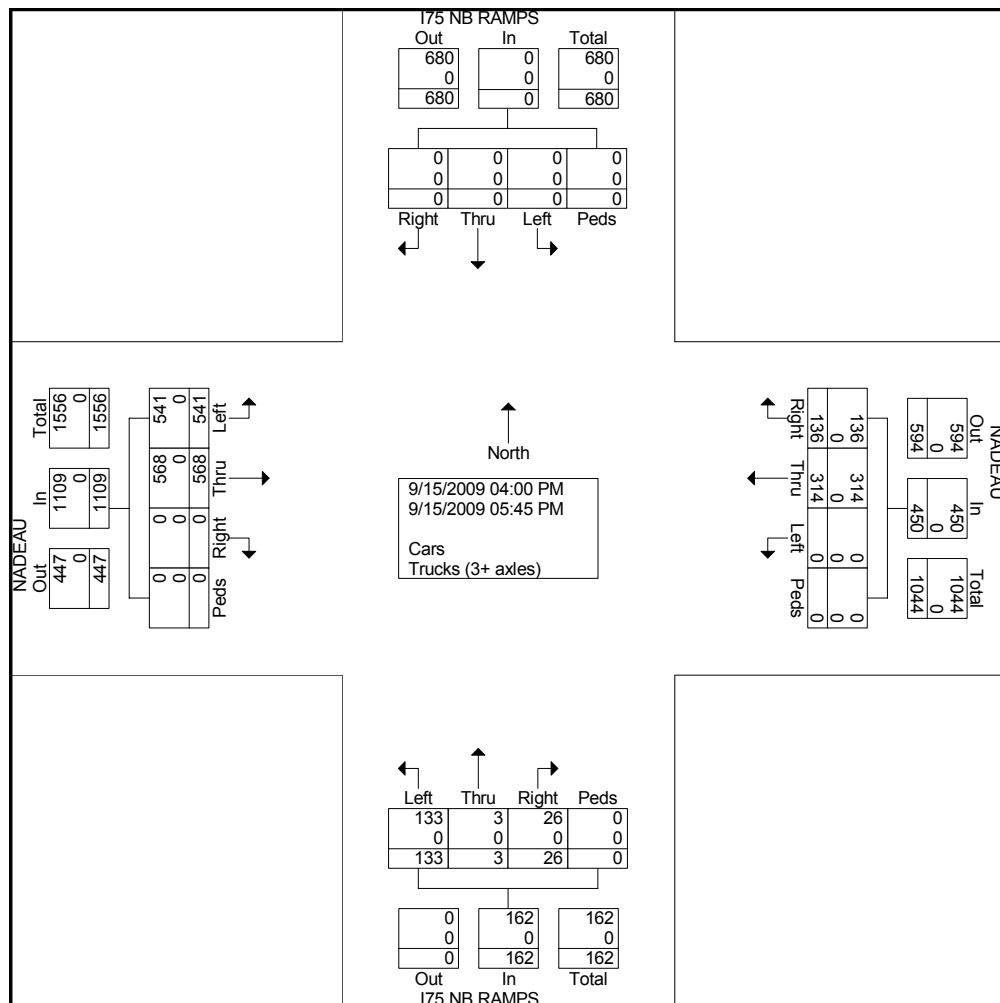
Site Code : 00000000

Start Date : 9/15/2009

Page No : 1

Groups Printed- Cars - Trucks (3+ axles)

Start Time	I75 NB RAMPS From North					NADEAU From East					I75 NB RAMPS From South					NADEAU From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	13	38	0	0	51	0	1	18	0	19	0	72	59	0	131	201
04:15 PM	0	0	0	0	0	15	45	0	0	60	9	0	17	0	26	0	77	68	0	145	231
04:30 PM	0	0	0	0	0	10	40	0	0	50	2	0	17	0	19	0	74	59	0	133	202
04:45 PM	0	0	0	0	0	12	35	0	0	47	1	0	16	0	17	0	71	69	0	140	204
Total	0	0	0	0	0	50	158	0	0	208	12	1	68	0	81	0	294	255	0	549	838
05:00 PM	0	0	0	0	0	28	49	0	0	77	6	0	16	0	22	0	64	68	0	132	231
05:15 PM	0	0	0	0	0	23	32	0	0	55	3	0	12	0	15	0	87	78	0	165	235
05:30 PM	0	0	0	0	0	21	37	0	0	58	1	1	18	0	20	0	61	81	0	142	220
05:45 PM	0	0	0	0	0	14	38	0	0	52	4	1	19	0	24	0	62	59	0	121	197
Total	0	0	0	0	0	86	156	0	0	242	14	2	65	0	81	0	274	286	0	560	883
Grand Total	0	0	0	0	0	136	314	0	0	450	26	3	133	0	162	0	568	541	0	1109	1721
Apprch %	0	0	0	0		30.2	69.8	0	0		16	1.9	82.1	0		0	51.2	48.8	0		
Total %	0	0	0	0		7.9	18.2	0	0	26.1	1.5	0.2	7.7	0	9.4	0	33	31.4	0	64.4	
Cars	0	0	0	0	0	136	314	0	0	450	26	3	133	0	162	0	568	541	0	1109	1721
% Cars	0	0	0	0	0	100	100	0	0	100	100	100	100	0	100	0	100	100	0	100	100
Trucks (3+ axles)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks (3+ axles)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Fermi Traffic Impact Study

File Name : NB I-75 RAMPS & NADEAU RD.PM

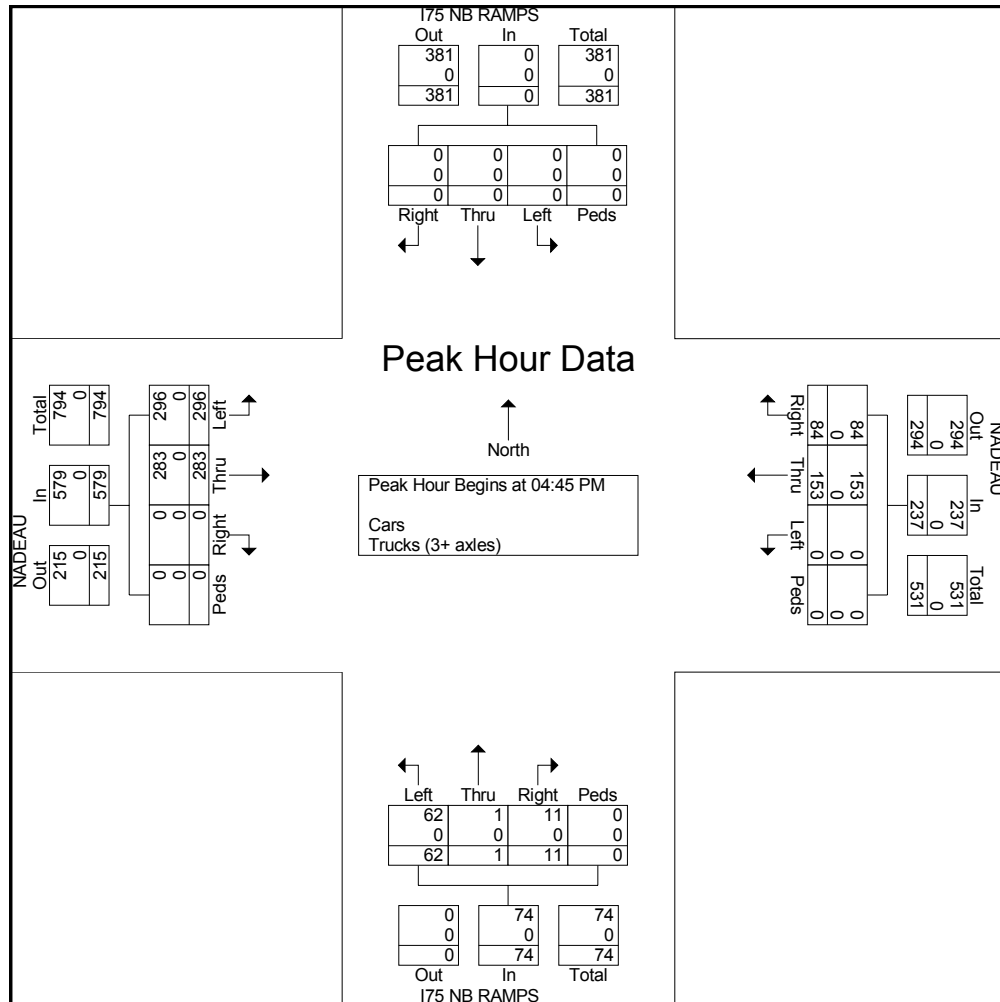
Site Code : 00000000

Start Date : 9/15/2009

Page No : 2

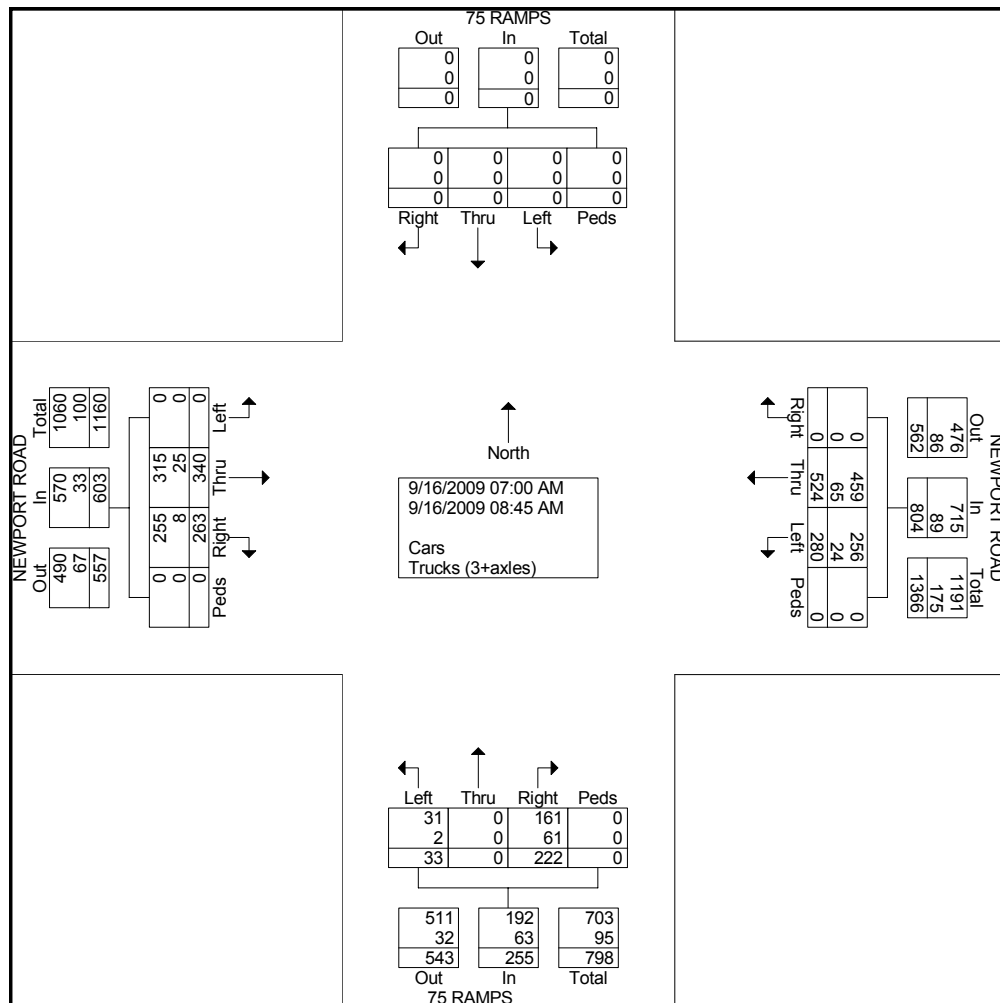
PM PEAK

Start Time	I75 NB RAMPS From North					NADEAU From East					I75 NB RAMPS From South					NADEAU From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	12	35	0	0	47	1	0	16	0	17	0	71	69	0	140	204
05:00 PM	0	0	0	0	0	28	49	0	0	77	6	0	16	0	22	0	64	68	0	132	231
05:15 PM	0	0	0	0	0	23	32	0	0	55	3	0	12	0	15	0	87	78	0	165	235
05:30 PM	0	0	0	0	0	21	37	0	0	58	1	1	18	0	20	0	61	81	0	142	220
Total Volume	0	0	0	0	0	84	153	0	0	237	11	1	62	0	74	0	283	296	0	579	890
% App. Total	0	0	0	0	0	35.4	64.6	0	0	0	14.9	1.4	83.8	0	0	0	48.9	51.1	0	0	0
PHF	.000	.000	.000	.000	.000	.750	.781	.000	.000	.769	.458	.250	.861	.000	.841	.000	.813	.914	.000	.877	.947
Cars	0	0	0	0	0	84	153	0	0	237	11	1	62	0	74	0	283	296	0	579	890
% Cars	0	0	0	0	0	100	100	0	0	100	100	100	100	0	100	0	100	100	0	100	100
Trucks (3+ axes)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks (3+ axes)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Groups Printed- Cars - Trucks (3+axes)

Start Time	75 RAMPS From North					NEWPORT ROAD From East					75 RAMPS From South					NEWPORT ROAD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	59	51	0	110	18	0	5	0	23	47	49	0	0	96	229
07:15 AM	0	0	0	0	0	0	78	35	0	113	22	0	6	0	28	26	39	0	0	65	206
07:30 AM	0	0	0	0	0	0	68	50	0	118	34	0	5	0	39	37	38	0	0	75	232
07:45 AM	0	0	0	0	0	0	75	33	0	108	41	0	5	0	46	41	68	0	0	109	263
Total	0	0	0	0	0	0	280	169	0	449	115	0	21	0	136	151	194	0	0	345	930
08:00 AM	0	0	0	0	0	0	61	35	0	96	20	0	3	0	23	26	35	0	0	61	180
08:15 AM	0	0	0	0	0	0	66	24	0	90	29	0	3	0	32	31	30	0	0	61	183
08:30 AM	0	0	0	0	0	0	61	28	0	89	29	0	1	0	30	28	36	0	0	64	183
08:45 AM	0	0	0	0	0	0	56	24	0	80	29	0	5	0	34	27	45	0	0	72	186
Total	0	0	0	0	0	0	244	111	0	355	107	0	12	0	119	112	146	0	0	258	732
Grand Total	0	0	0	0	0	0	524	280	0	804	222	0	33	0	255	263	340	0	0	603	1662
Apprch %	0	0	0	0	0	0	65.2	34.8	0		87.1	0	12.9	0		43.6	56.4	0	0		
Total %	0	0	0	0	0	0	31.5	16.8	0	48.4	13.4	0	2	0	15.3	15.8	20.5	0	0	36.3	
Cars	0	0	0	0	0	0	459	256	0	715	161	0	31	0	192	255	315	0	0	570	1477
% Cars	0	0	0	0	0	0	87.6	91.4	0	88.9	72.5	0	93.9	0	75.3	97	92.6	0	0	94.5	88.9
Trucks (3+axes)	0	0	0	0	0	0	12.4	8.6	0	11.1	27.5	0	6.1	0	24.7	3	7.4	0	0	5.5	11.1
% Trucks (3+axes)	0	0	0	0	0	0	12.4	8.6	0	11.1	27.5	0	6.1	0	24.7	3	7.4	0	0	5.5	11.1



Fermi Traffic Impact Study

File Name : NB I-75 RAMPS & NEWPORT RD.AM

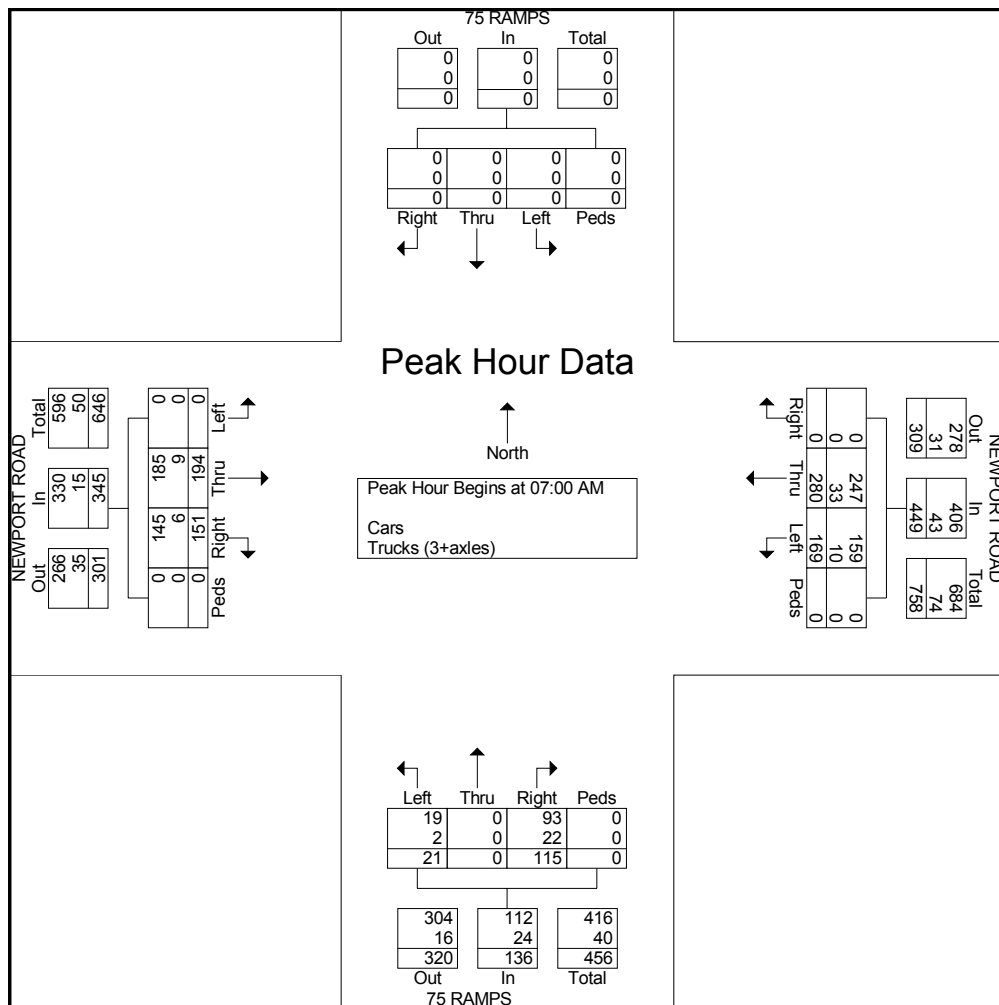
AM PEAK

Site Code : 00000000

Start Date : 9/16/2009

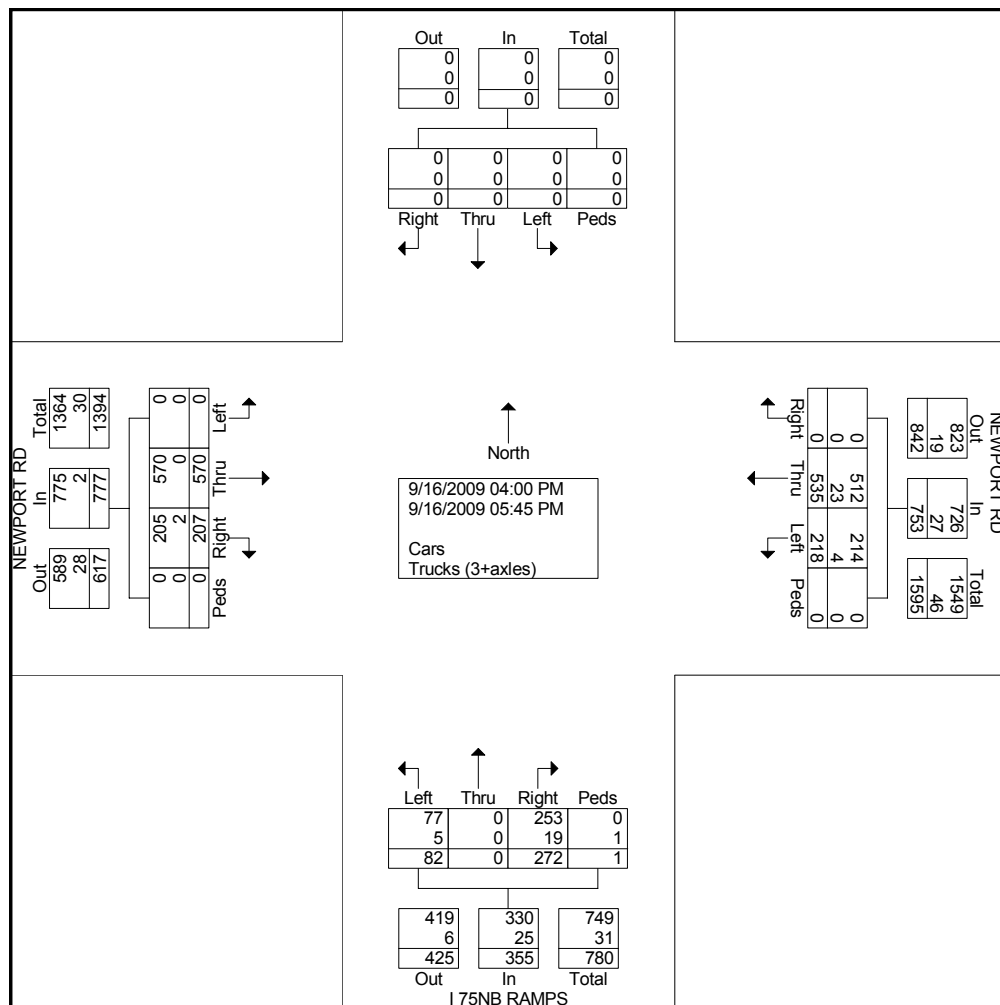
Page No : 2

Start Time	75 RAMPS From North					NEWPORT ROAD From East					75 RAMPS From South					NEWPORT ROAD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	59	51	0	110	18	0	5	0	23	47	49	0	0	96	229
07:15 AM	0	0	0	0	0	0	78	35	0	113	22	0	6	0	28	26	39	0	0	65	206
07:30 AM	0	0	0	0	0	0	68	50	0	118	34	0	5	0	39	37	38	0	0	75	232
07:45 AM	0	0	0	0	0	0	75	33	0	108	41	0	5	0	46	41	68	0	0	109	263
Total Volume	0	0	0	0	0	0	280	169	0	449	115	0	21	0	136	151	194	0	0	345	930
% App. Total	0	0	0	0	0	0	62.4	37.6	0	100	84.6	0	15.4	0	100	43.8	56.2	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.897	.828	.000	.951	.701	.000	.875	.000	.739	.803	.713	.000	.000	.791	.884
Cars	0	0	0	0	0	0	247	159	0	406	93	0	19	0	112	145	185	0	0	330	848
% Cars	0	0	0	0	0	0	88.2	94.1	0	90.4	80.9	0	90.5	0	82.4	96.0	95.4	0	0	95.7	91.2
Trucks (3+axles)	0	0	0	0	0	0	11.8	5.9	0	9.6	19.1	0	9.5	0	17.6	4.0	4.6	0	0	4.3	8.8
% Trucks (3+axles)	0	0	0	0	0	0	11.8	5.9	0	9.6	19.1	0	9.5	0	17.6	4.0	4.6	0	0	4.3	8.8



Groups Printed- Cars - Trucks (3+axes)

Start Time	From North					NEWPORT RD From East					I 75NB RAMPS From South					NEWPORT RD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	63	23	0	86	27	0	7	0	34	30	85	0	0	115	235
04:15 PM	0	0	0	0	0	0	75	22	0	97	30	0	9	0	39	22	71	0	0	93	229
04:30 PM	0	0	0	0	0	0	82	35	0	117	34	0	8	0	42	26	46	0	0	72	231
04:45 PM	0	0	0	0	0	0	64	15	0	79	37	0	14	0	51	18	76	0	0	94	224
Total	0	0	0	0	0	0	284	95	0	379	128	0	38	0	166	96	278	0	0	374	919
05:00 PM	0	0	0	0	0	0	63	22	0	85	42	0	12	0	54	25	83	0	0	108	247
05:15 PM	0	0	0	0	0	0	66	25	0	91	44	0	10	0	54	28	82	0	0	110	255
05:30 PM	0	0	0	0	0	0	76	40	0	116	35	0	8	1	44	34	75	0	0	109	269
05:45 PM	0	0	0	0	0	0	46	36	0	82	23	0	14	0	37	24	52	0	0	76	195
Total	0	0	0	0	0	0	251	123	0	374	144	0	44	1	189	111	292	0	0	403	966
Grand Total	0	0	0	0	0	0	535	218	0	753	272	0	82	1	355	207	570	0	0	777	1885
Apprch %	0	0	0	0	0	0	71	29	0		76.6	0	23.1	0.3		26.6	73.4	0	0		
Total %	0	0	0	0	0	0	28.4	11.6	0	39.9	14.4	0	4.4	0.1	18.8	11	30.2	0	0	41.2	
Cars	0	0	0	0	0	0	512	214	0	726	253	0	77	0	330	205	570	0	0	775	1831
% Cars	0	0	0	0	0	0	95.7	98.2	0	96.4	93	0	93.9	0	93	99	100	0	0	99.7	97.1
Trucks (3+axes)	0	0	0	0	0	0	4.3	1.8	0	3.6	7	0	6.1	100	7	1	0	0	0	0.3	2.9
% Trucks (3+axes)	0	0	0	0	0	0	4.3	1.8	0	3.6	7	0	6.1	100	7	1	0	0	0	0.3	2.9



Fermi Traffic Impact Study

File Name : NB I-75 RAMPS & NEWPORT RD.PM

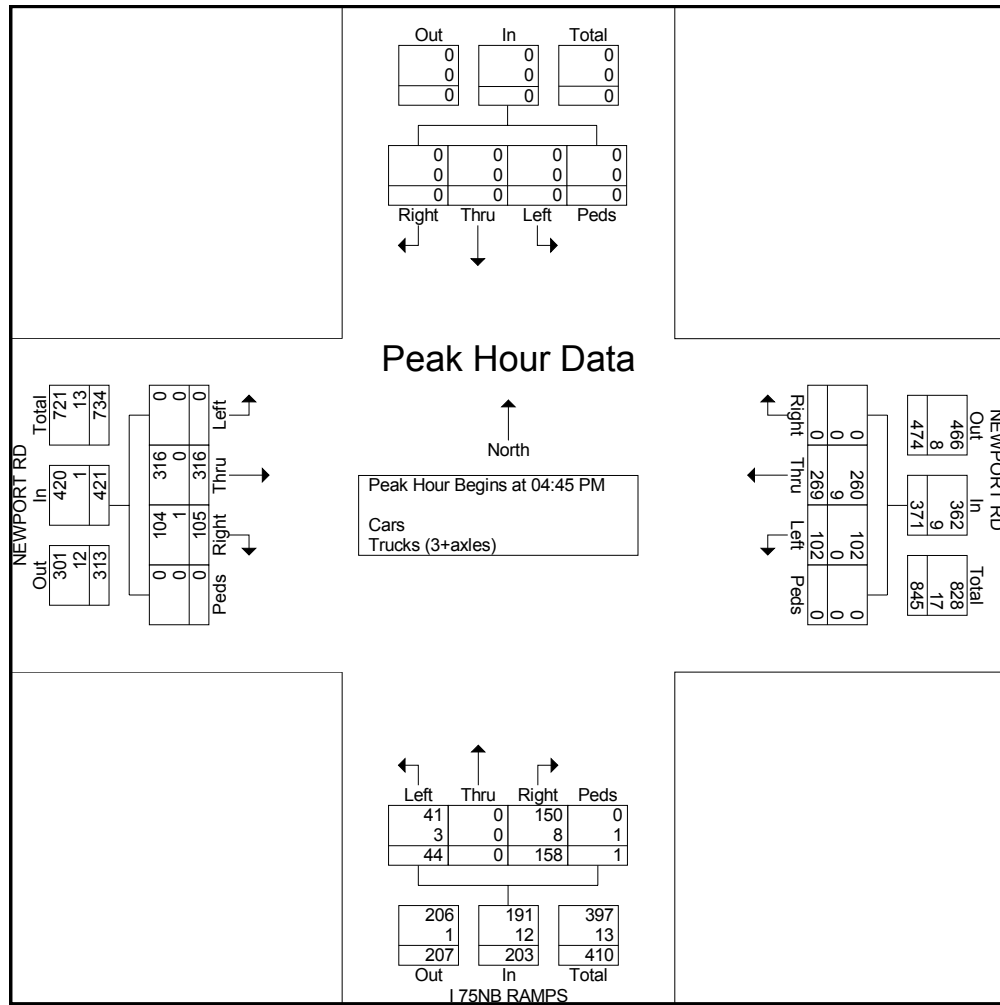
PM PEAK

Site Code : 00000000

Start Date : 9/16/2009

Page No : 2

Start Time	From North					NEWPORT RD From East					I 75NB RAMPS From South					NEWPORT RD From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	64	15	0	79	37	0	14	0	51	18	76	0	0	94	224
05:00 PM	0	0	0	0	0	0	63	22	0	85	42	0	12	0	54	25	83	0	0	108	247
05:15 PM	0	0	0	0	0	0	66	25	0	91	44	0	10	0	54	28	82	0	0	110	255
05:30 PM	0	0	0	0	0	0	76	40	0	116	35	0	8	1	44	34	75	0	0	109	269
Total Volume	0	0	0	0	0	0	269	102	0	371	158	0	44	1	203	105	316	0	0	421	995
% App. Total	0	0	0	0	0	0	72.5	27.5	0		77.8	0	21.7	0.5		24.9	75.1	0	0		
PHF	.000	.000	.000	.000	.000	.000	.885	.638	.000	.800	.898	.000	.786	.250	.940	.772	.952	.000	.000	.957	.925
Cars	0	0	0	0	0	0	260	102	0	362	150	0	41	0	191	104	316	0	0	420	973
% Cars	0	0	0	0	0	0	96.7	100	0	97.6	94.9	0	93.2	0	94.1	99.0	100	0	0	99.8	97.8
Trucks (3+axles)	0	0	0	0	0	0	3.3	0	0	2.4	5.1	0	6.8	100	5.9	1.0	0	0	0	0.2	2.2



Fermi Traffic Impact Study

File Name : NDixie-FermiAM

AM PEAK

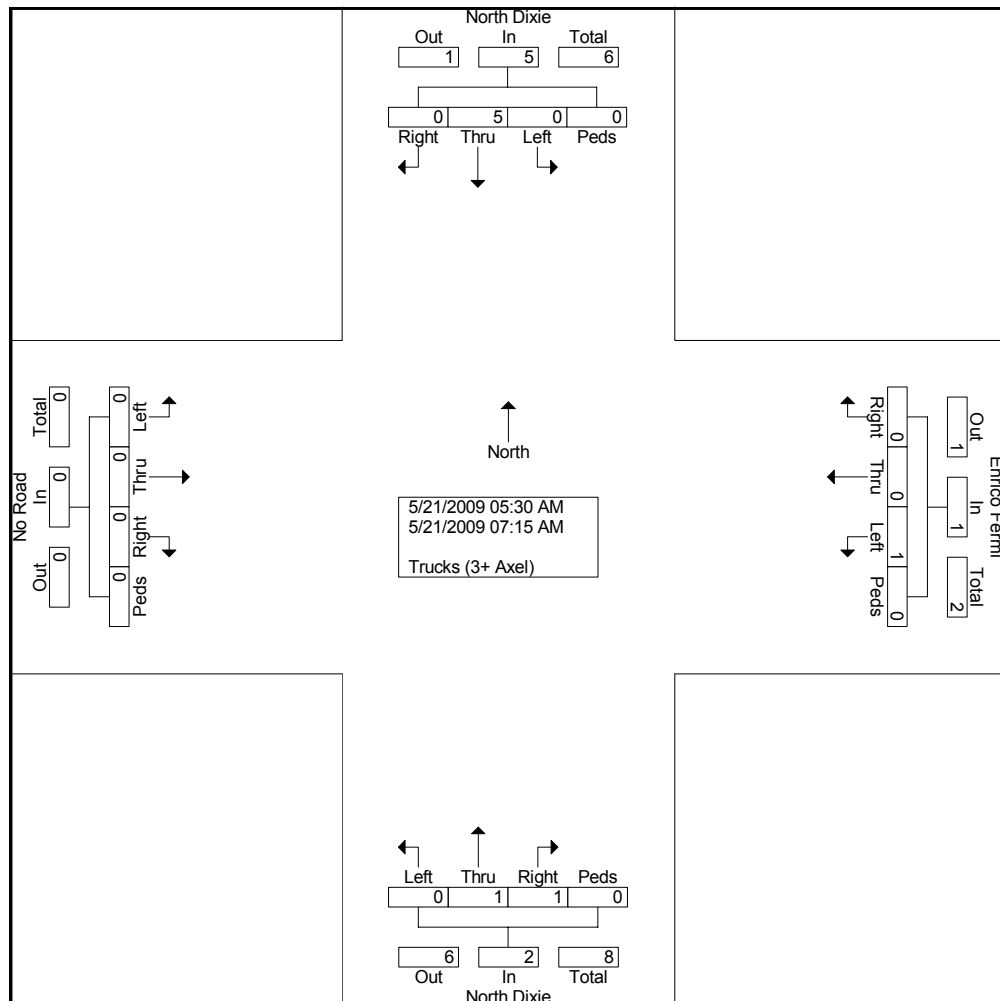
Site Code : 00000411

Start Date : 5/21/2009

Page No : 1

Groups Printed- Trucks (3+ Axel)

Start Time	North Dixie From North					Enrico Fermi From East					North Dixie From South					No Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	5	0	0	5	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0
Approch %	0	100	0	0		0	0	100	0		50	50	0	0		0	0	0	0		
Total %	0	62.5	0	0	62.5	0	0	12.5	0	12.5	12.5	12.5	0	0	25	0	0	0	0	0	0



Fermi Traffic Impact Study

File Name : NDixie-FermiAM

AM PEAK

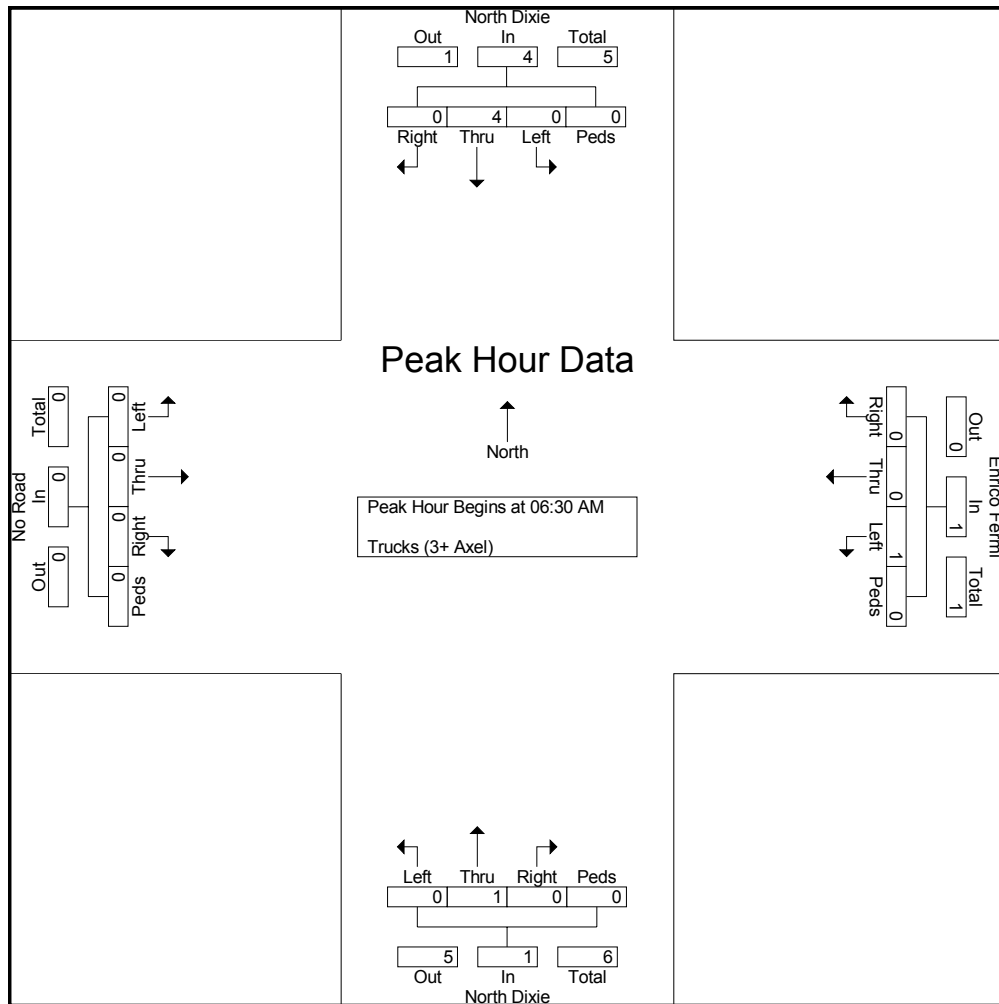
Site Code : 00000411

Start Date : 5/21/2009

Page No : 2

Start Time	North Dixie From North					Enrico Fermi From East					North Dixie From South					No Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	4	0	0	4	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	6
% App. Total	0	100	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
PHF	.000	.500	.000	.000	.500	.000	.000	.250	.000	.250	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.375

Peak Hour Analysis From 05:30 AM to 07:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 06:30 AM



Fermi Traffic Impact Study

File Name : NDixie-FermiPM

PM PEAK

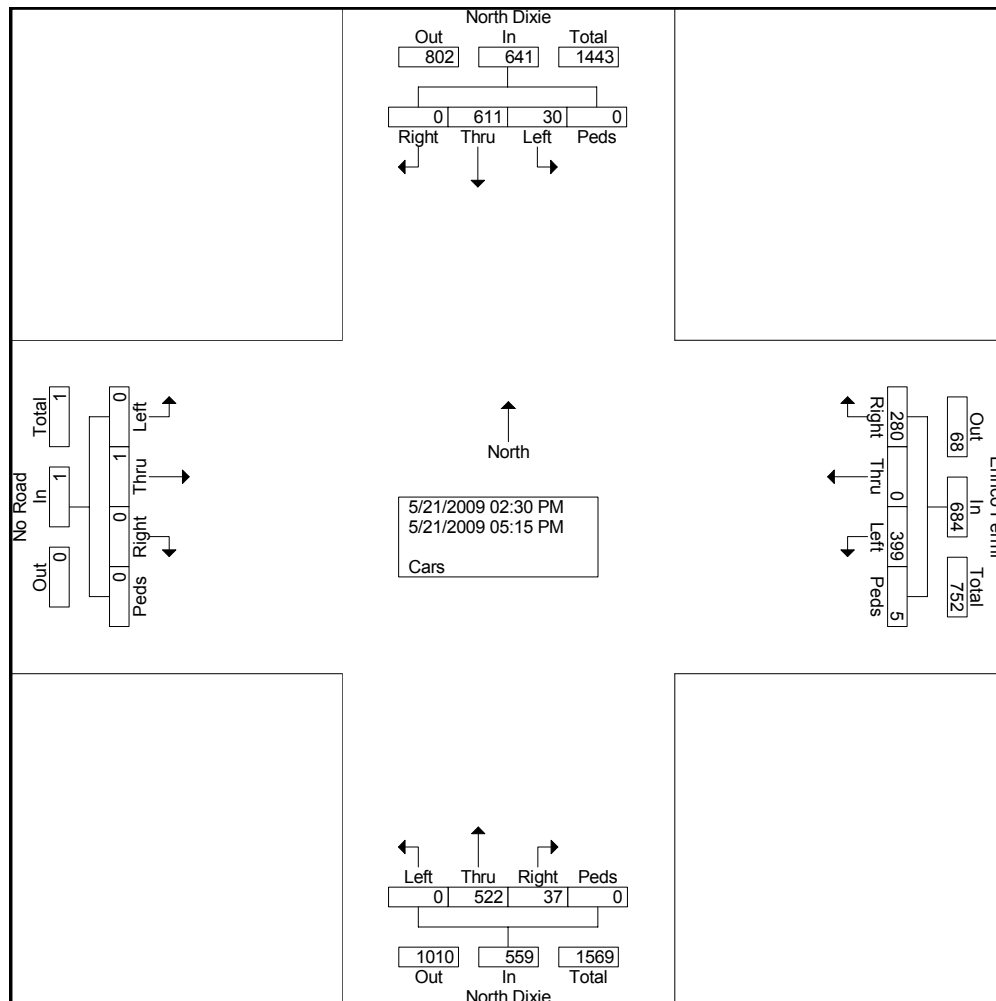
Site Code : 00000042

Start Date : 5/21/2009

Page No : 1

Groups Printed- Cars

Start Time	North Dixie From North					Enrico Fermi From East					North Dixie From South					No Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	0	41	2	0	43	10	0	3	0	13	2	40	0	0	42	0	0	0	0	0	98
02:45 PM	0	44	1	0	45	13	0	26	0	39	4	35	0	0	39	0	0	0	0	0	123
Total	0	85	3	0	88	23	0	29	0	52	6	75	0	0	81	0	0	0	0	0	221
03:00 PM	0	39	4	0	43	20	0	35	0	55	5	50	0	0	55	0	0	0	0	0	153
03:15 PM	0	58	3	0	61	36	0	36	0	72	0	36	0	0	36	0	0	0	0	0	169
03:30 PM	0	42	1	0	43	56	0	96	4	156	3	35	0	0	38	0	0	0	0	0	237
03:45 PM	0	58	2	0	60	21	0	40	0	61	4	49	0	0	53	0	0	0	0	0	174
Total	0	197	10	0	207	133	0	207	4	344	12	170	0	0	182	0	0	0	0	0	733
04:00 PM	0	66	1	0	67	48	0	55	0	103	1	38	0	0	39	0	0	0	0	0	209
04:15 PM	0	46	1	0	47	22	0	30	1	53	2	61	0	0	63	0	1	0	0	1	164
04:30 PM	0	56	0	0	56	9	0	18	0	27	1	48	0	0	49	0	0	0	0	0	132
04:45 PM	0	67	7	0	74	13	0	8	0	21	6	38	0	0	44	0	0	0	0	0	139
Total	0	235	9	0	244	92	0	111	1	204	10	185	0	0	195	0	1	0	0	1	644
05:00 PM	0	58	6	0	64	14	0	33	0	47	6	56	0	0	62	0	0	0	0	0	173
05:15 PM	0	36	2	0	38	18	0	19	0	37	3	36	0	0	39	0	0	0	0	0	114
Grand Total	0	611	30	0	641	280	0	399	5	684	37	522	0	0	559	0	1	0	0	1	1885
Apprch %	0	95.3	4.7	0		40.9	0	58.3	0.7		6.6	93.4	0	0		0	100	0	0		
Total %	0	32.4	1.6	0	34	14.9	0	21.2	0.3	36.3	2	27.7	0	0	29.7	0	0.1	0	0	0.1	



Fermi Traffic Impact Study

File Name : NDixie-FermiPM

PM PEAK

Site Code : 00000042

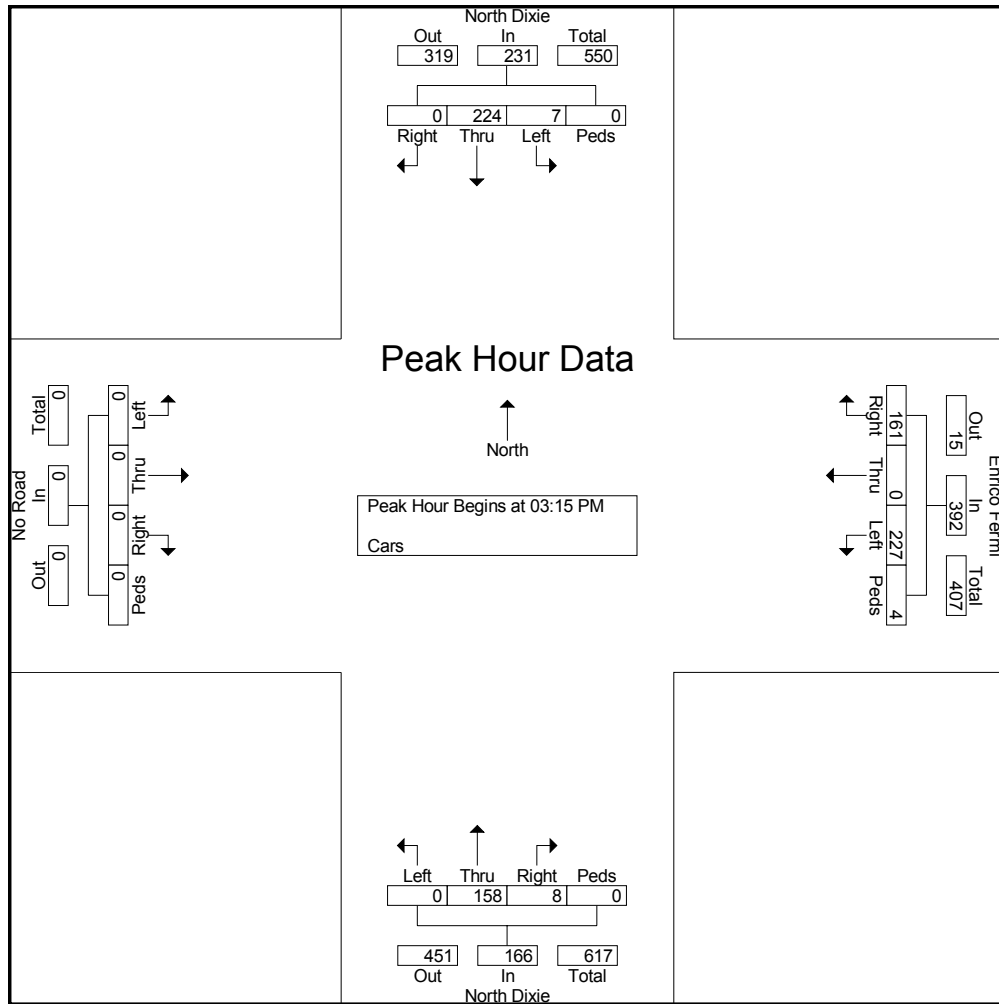
Start Date : 5/21/2009

Page No : 2

Start Time	North Dixie From North					Enrico Fermi From East					North Dixie From South					No Road From West					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
03:15 PM	0	58	3	0	61	36	0	36	0	72	0	36	0	0	36	0	0	0	0	0	0	169
03:30 PM	0	42	1	0	43	56	0	96	4	156	3	35	0	0	38	0	0	0	0	0	0	237
03:45 PM	0	58	2	0	60	21	0	40	0	61	4	49	0	0	53	0	0	0	0	0	0	174
04:00 PM	0	66	1	0	67	48	0	55	0	103	1	38	0	0	39	0	0	0	0	0	0	209
Total Volume	0	224	7	0	231	161	0	227	4	392	8	158	0	0	166	0	0	0	0	0	0	789
% App. Total	0	97	3	0		41.1	0	57.9	1		4.8	95.2	0	0		0	0	0	0	0		
PHF	.000	.848	.583	.000	.862	.719	.000	.591	.250	.628	.500	.806	.000	.000	.783	.000	.000	.000	.000	.000	.000	.832

Peak Hour Analysis From 02:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:15 PM



Fermi Traffic Impact Study

File Name : NDixie-LerouxAM

AM PEAK

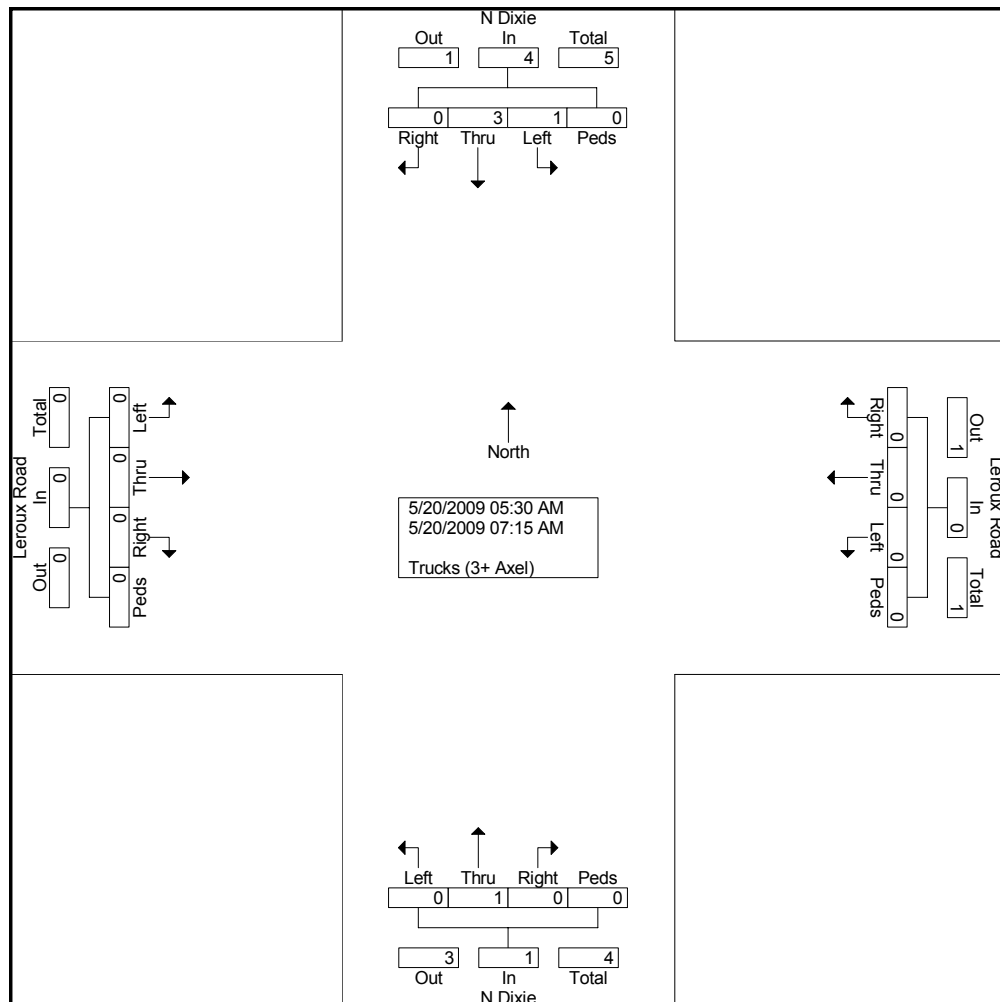
Site Code : 0000031

Start Date : 5/20/2009

Page No : 1

Groups Printed- Trucks (3+ Axel)

Start Time	N Dixie From North					Leroux Road From East					N Dixie From South					Leroux Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
Approch %	0	75	25	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	60	20	0	80	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0



Fermi Traffic Impact Study

File Name : NDixie-LerouxAM

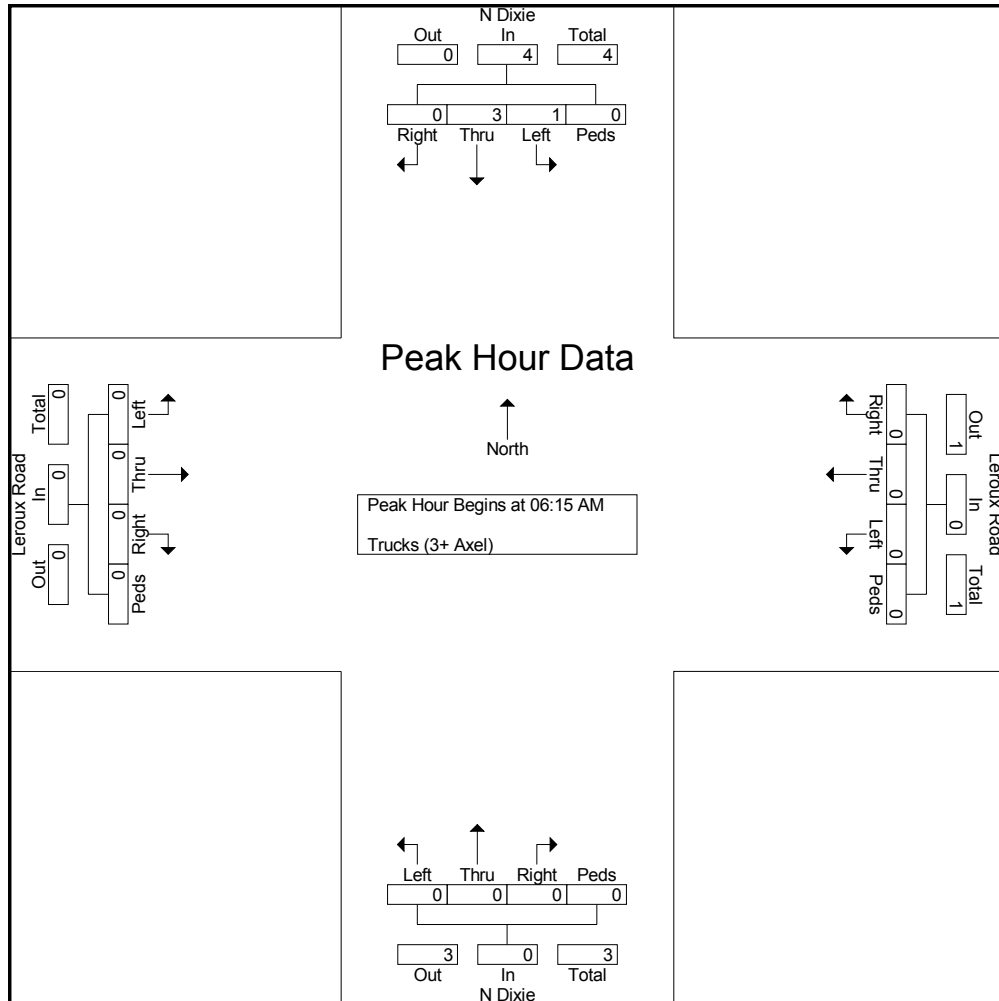
AM PEAK

Site Code : 00000031

Start Date : 5/20/2009

Page No : 2

Start Time	N Dixie From North					Leroux Road From East					N Dixie From South					Leroux Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 05:30 AM to 07:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:15 AM																					
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% App. Total	0	.75	.25	0	.500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	.500
PHF	.000	.375	.250	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500



Fermi Traffic Impact Study

File Name : NDixie-LerouxPM

PM PEAK

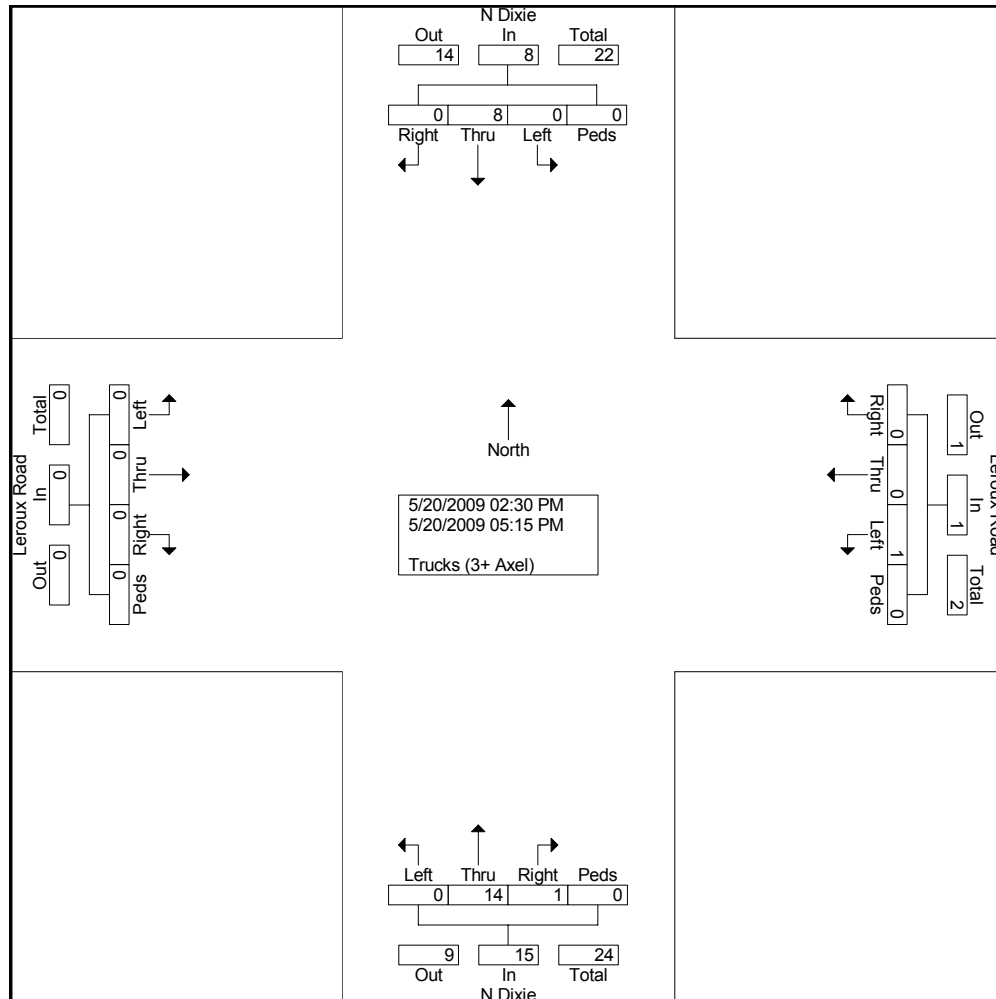
Site Code : 0000032

Start Date : 5/20/2009

Page No : 1

Groups Printed- Trucks (3+ Axel)

Start Time	N Dixie From North					Leroux Road From East					N Dixie From South					Leroux Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	4
02:45 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	6
03:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
03:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	8	0	0	8	0	0	1	0	1	1	14	0	0	15	0	0	0	0	0	24
Apprch %	0	100	0	0		0	0	100	0		6.7	93.3	0	0		0	0	0	0		
Total %	0	33.3	0	0	33.3	0	0	4.2	0	4.2	4.2	58.3	0	0	62.5	0	0	0	0	0	



Fermi Traffic Impact Study

File Name : NDixie-LerouxPM

PM PEAK

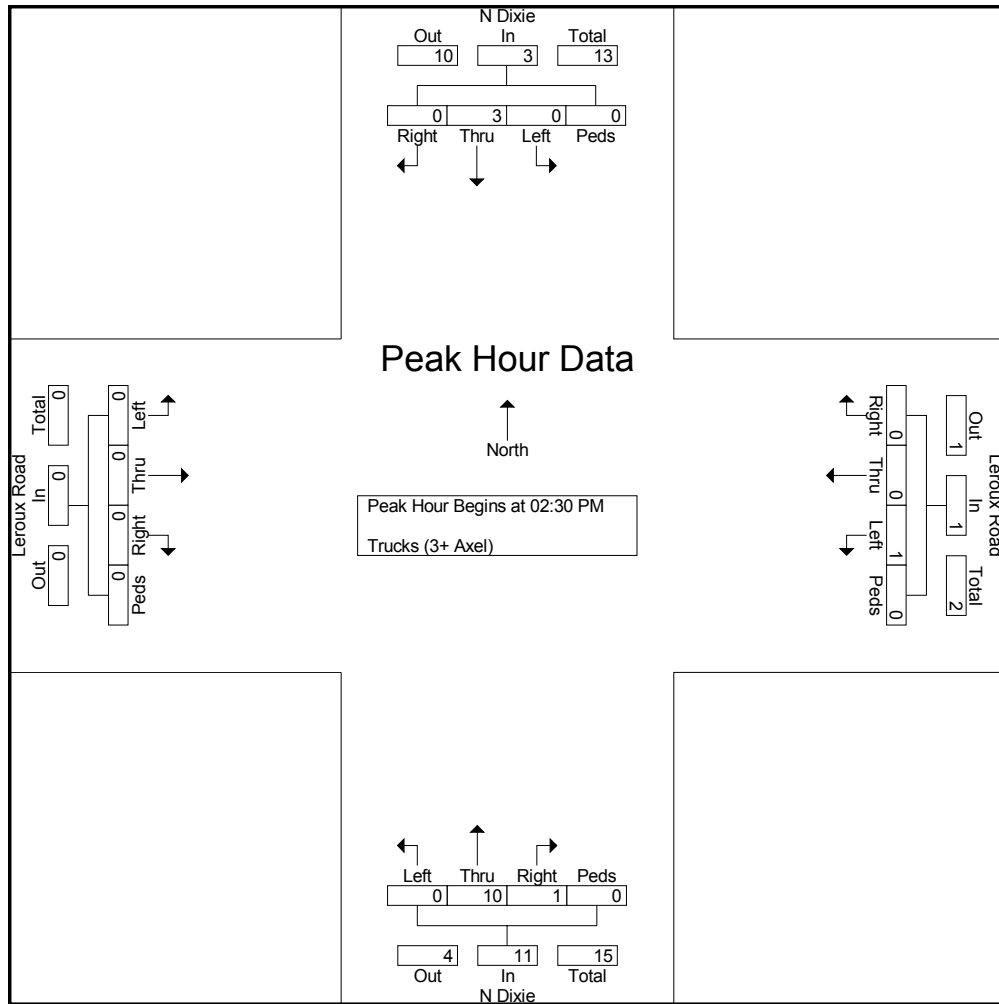
Site Code : 0000032

Start Date : 5/20/2009

Page No : 2

Start Time	N Dixie From North					Leroux Road From East					N Dixie From South					Leroux Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	4
02:45 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
03:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Total Volume	0	3	0	0	3	0	0	1	0	1	1	10	0	0	11	0	0	0	0	0	15
% App. Total	0	100	0	0		0	0	100	0		9.1	90.9	0	0		0	0	0	0		
PHF	.000	.250	.000	.000	.250	.000	.000	.250	.000	.250	.250	.833	.000	.000	.688	.000	.000	.000	.000	.000	.625

Peak Hour Analysis From 02:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:30 PM



Fermi Traffic Impact Study

File Name : NDixie-PostAM

AM PEAK

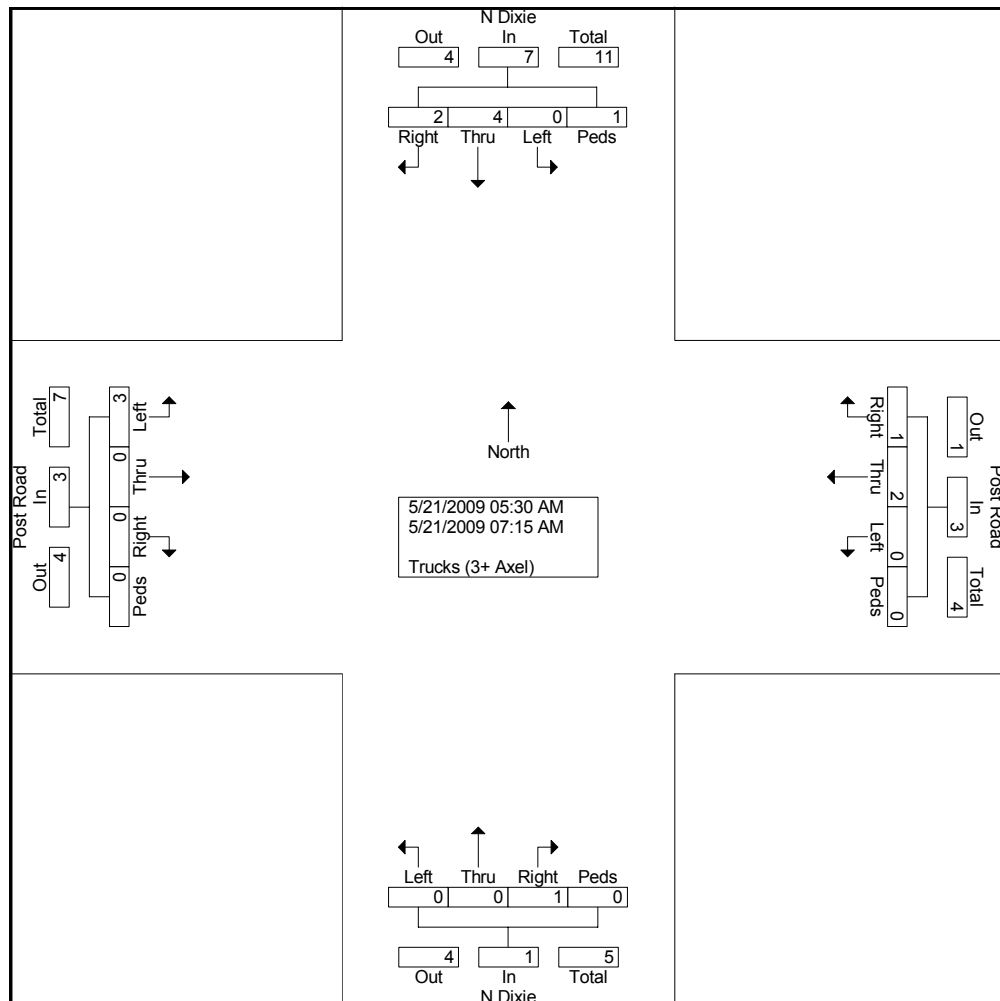
Site Code : 0000051

Start Date : 5/21/2009

Page No : 1

Groups Printed- Trucks (3+ Axel)

Start Time	N Dixie From North					Post Road From East					N Dixie From South					Post Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
06:45 AM	1	2	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	1	2	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	7
07:00 AM	1	0	0	0	1	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	4
07:15 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Grand Total	2	4	0	1	7	1	2	0	0	3	1	0	0	0	1	0	0	3	0	3	14
Approch %	28.6	57.1	0	14.3		33.3	66.7	0	0		100	0	0	0		0	0	100	0		
Total %	14.3	28.6	0	7.1	50	7.1	14.3	0	0	21.4	7.1	0	0	0	7.1	0	0	21.4	0	21.4	



Fermi Traffic Impact Study

File Name : NDixie-PostAM

AM PEAK

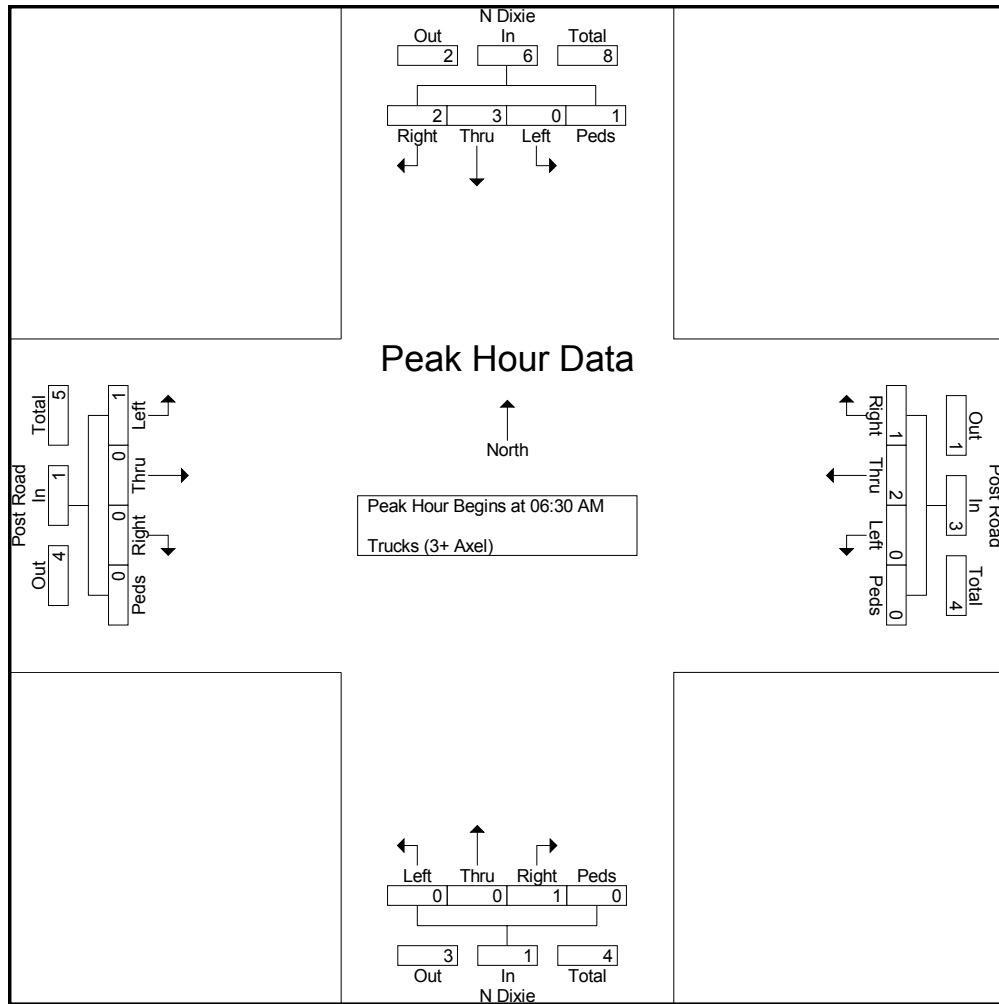
Site Code : 0000051

Start Date : 5/21/2009

Page No : 2

Start Time	N Dixie From North					Post Road From East					N Dixie From South					Post Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
06:45 AM	1	2	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
07:00 AM	1	0	0	0	1	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	4
07:15 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total Volume	2	3	0	1	6	1	2	0	0	3	1	0	0	0	1	0	0	1	0	1	11
% App. Total	33.3	50	0	16.7		33.3	66.7	0	0		100	0	0	0		0	0	100	0		
PHF	.500	.375	.000	.250	.375	.250	.250	.000	.000	.375	.250	.000	.000	.000	.250	.000	.000	.250	.000	.250	.688

Peak Hour Analysis From 05:30 AM to 07:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 06:30 AM



Fermi Traffic Impact Study

File Name : NDixie-PostPM

PM PEAK

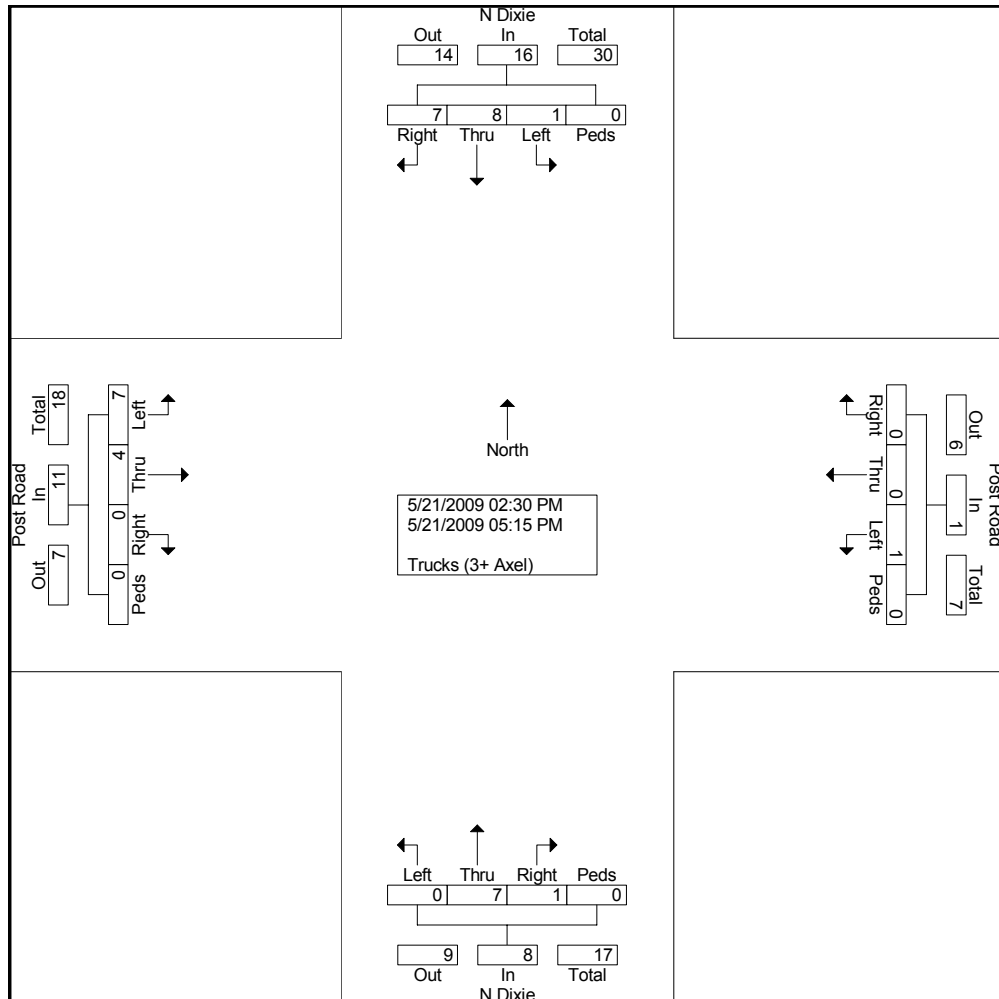
Site Code : 0000052

Start Date : 5/21/2009

Page No : 1

Groups Printed- Trucks (3+ Axel)

Start Time	N Dixie From North					Post Road From East					N Dixie From South					Post Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	2	0	3	4
Total	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	1	3	0	4	8
03:00 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	1	3	0	4	7
03:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
03:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	5
03:45 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
Total	2	6	0	0	8	0	0	1	0	1	0	5	0	0	5	0	2	4	0	6	20
04:00 PM	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
04:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	4	1	0	0	5	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	7
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	7	8	1	0	16	0	0	1	0	1	1	7	0	0	8	0	4	7	0	11	36
Apprch %	43.8	50	6.2	0		0	0	100	0		12.5	87.5	0	0		0	36.4	63.6	0		
Total %	19.4	22.2	2.8	0	44.4	0	0	2.8	0	2.8	2.8	19.4	0	0	22.2	0	11.1	19.4	0	30.6	



Fermi Traffic Impact Study

File Name : NDixie-PostPM

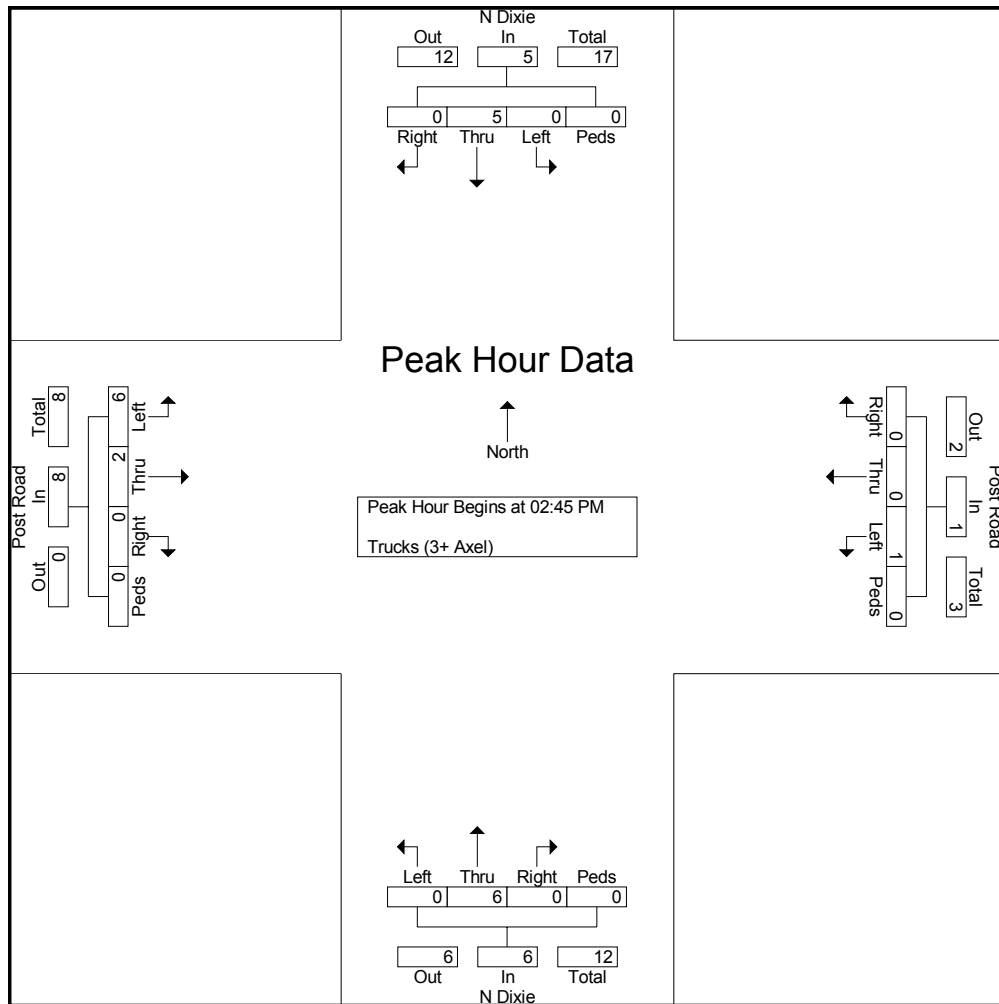
PM PEAK

Site Code : 0000052

Start Date : 5/21/2009

Page No : 2

Start Time	N Dixie From North					Post Road From East					N Dixie From South					Post Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:45 PM																					
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	2	0	3	4
03:00 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	1	3	0	4	7
03:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
03:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	5
Total Volume	0	5	0	0	5	0	0	1	0	1	0	6	0	0	6	0	2	6	0	8	20
% App. Total	0	100	0	0		0	0	100	0		0	100	0	0		0	25	75	0		
PHF	.000	.417	.000	.000	.417	.000	.000	.250	.000	.250	.000	.500	.000	.000	.500	.000	.500	.500	.000	.500	.714



Fermi Traffic Impact Study

File Name : NDixie-PtAuxPeauxAM

AM PEAK

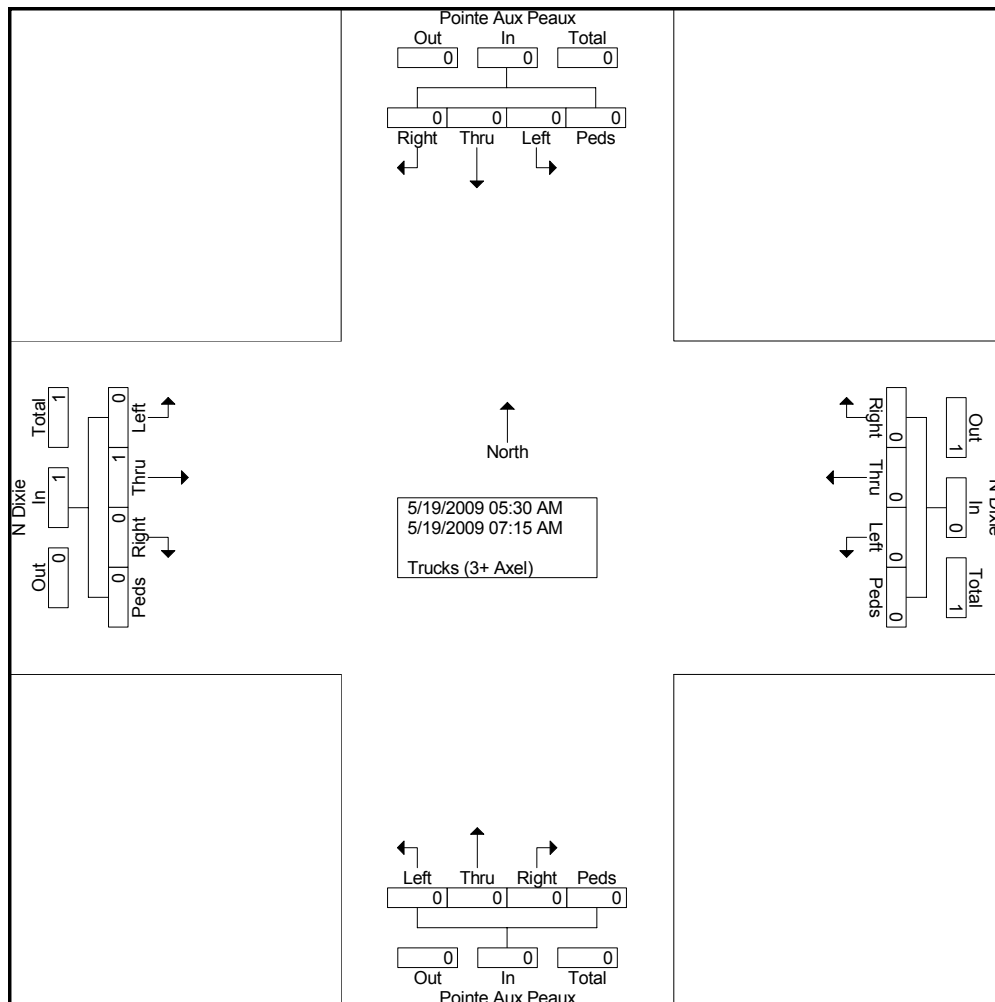
Site Code : 00000021

Start Date : 5/19/2009

Page No : 1

Groups Printed- Trucks (3+ Axel)

Start Time	Pointe Aux Peaux From North					N Dixie From East					Pointe Aux Peaux From South					N Dixie From West					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	100
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	100



Fermi Traffic Impact Study

File Name : NDixie-PtAuxPeauxAM

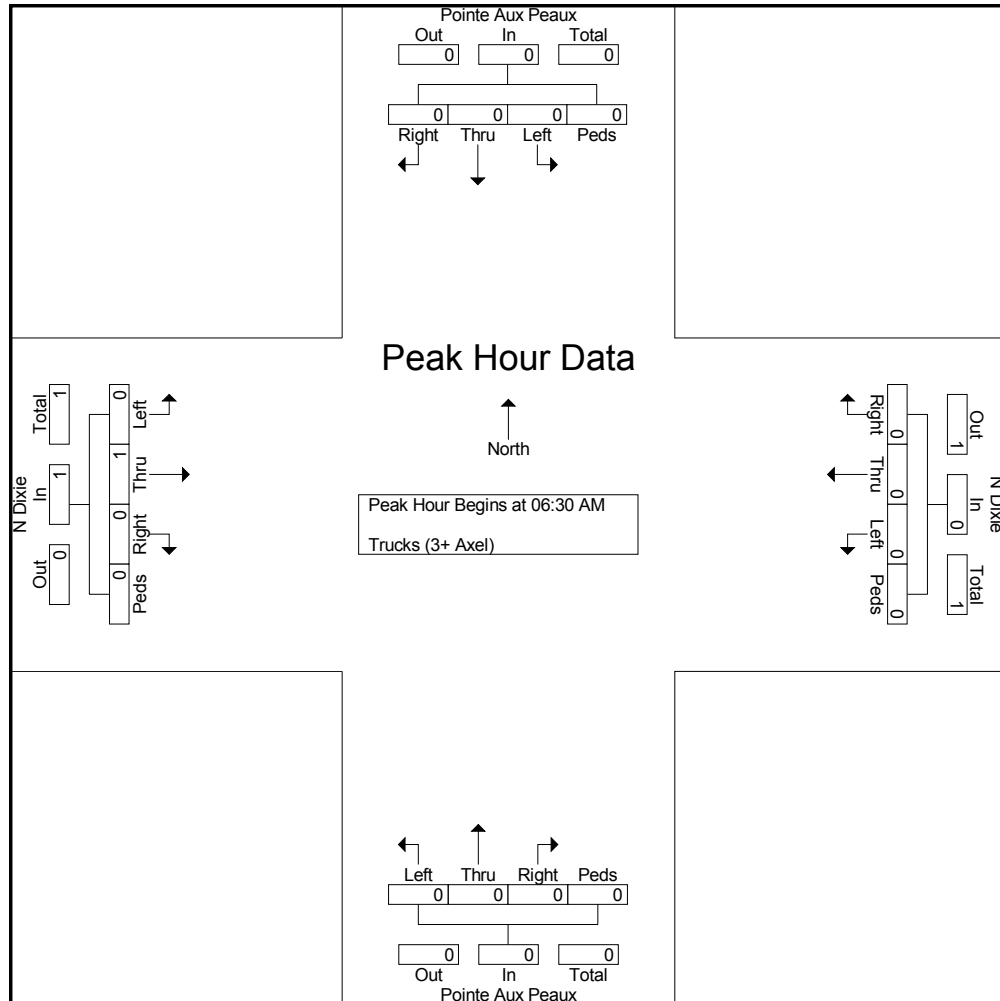
AM PEAK

Site Code : 00000021

Start Date : 5/19/2009

Page No : 2

Start Time	Pointe Aux Peaux From North					N Dixie From East					Pointe Aux Peaux From South					N Dixie From West					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 05:30 AM to 07:15 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 06:30 AM																						
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250		.250



Fermi Traffic Impact Study

File Name : NDixie-PtAuxPeauxPM

PM PEAK

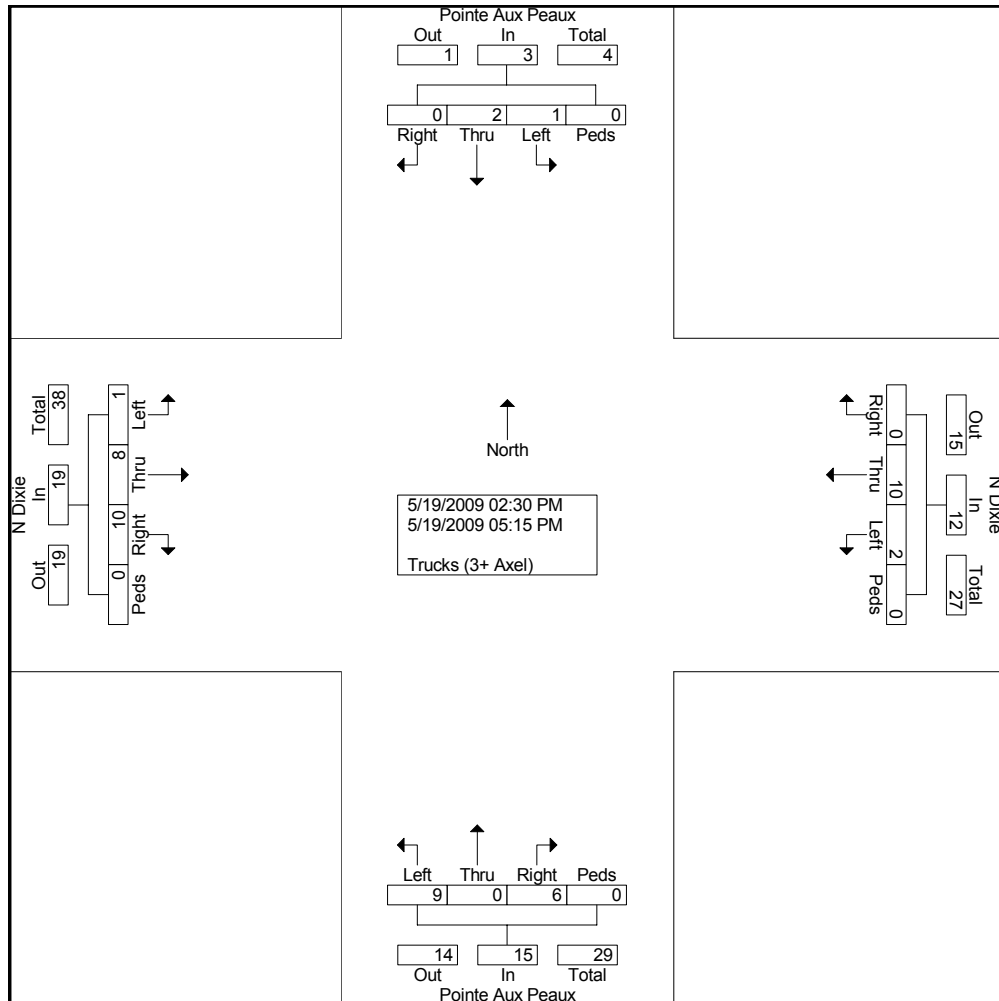
Site Code : 00000022

Start Date : 5/19/2009

Page No : 1

Groups Printed- Trucks (3+ Axel)

Start Time	Pointe Aux Peaux From North					N Dixie From East					Pointe Aux Peaux From South					N Dixie From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	2	0	0	4	5
02:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3	0	1	0	4	6
Total	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	5	2	1	0	8	11
03:00 PM	0	0	1	0	1	0	3	0	0	3	3	0	2	0	5	2	1	0	0	3	12
03:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	1	0	0	1	4
03:30 PM	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	1	1	0	0	2	5
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	0	1	1	0	2	0	4	2	0	6	4	0	5	0	9	3	3	0	0	6	23
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	0	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	3
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	4	0	0	4	0	0	3	0	3	1	3	0	0	4	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	3
Grand Total	0	2	1	0	3	0	10	2	0	12	6	0	9	0	15	10	8	1	0	19	49
Apprch %	0	66.7	33.3	0	3	0	83.3	16.7	0	12	40	0	60	0	15	52.6	42.1	5.3	0	19	49
Total %	0	4.1	2	0	6.1	0	20.4	4.1	0	24.5	12.2	0	18.4	0	30.6	20.4	16.3	2	0	38.8	49



Fermi Traffic Impact Study

File Name : NDixie-PtAuxPeauxPM

PM PEAK

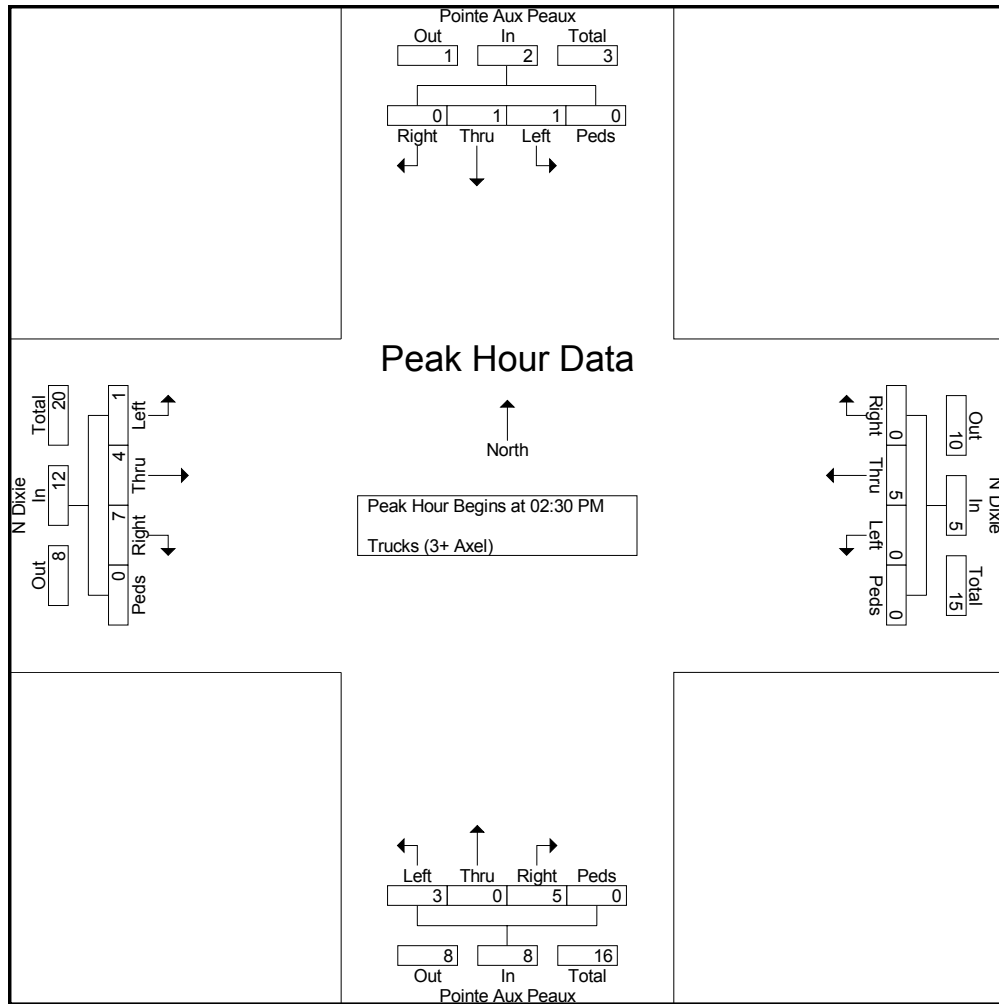
Site Code : 00000022

Start Date : 5/19/2009

Page No : 2

Start Time	Pointe Aux Peaux From North					N Dixie From East					Pointe Aux Peaux From South					N Dixie From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	2	0	0	4	5
02:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3	0	1	0	4	6
03:00 PM	0	0	1	0	1	0	3	0	0	3	3	0	2	0	5	2	1	0	0	3	12
03:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	1	0	0	1	4
Total Volume	0	1	1	0	2	0	5	0	0	5	5	0	3	0	8	7	4	1	0	12	27
% App. Total	0	50	50	0		0	100	0	0		62.5	0	37.5	0		58.3	33.3	8.3	0		
PHF	.000	.250	.250	.000	.500	.000	.417	.000	.000	.417	.417	.000	.375	.000	.400	.583	.500	.250	.000	.750	.563

Peak Hour Analysis From 02:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:30 PM



Fermi Traffic Impact Study

File Name : NDixie-StonyCreekAM

AM PEAK

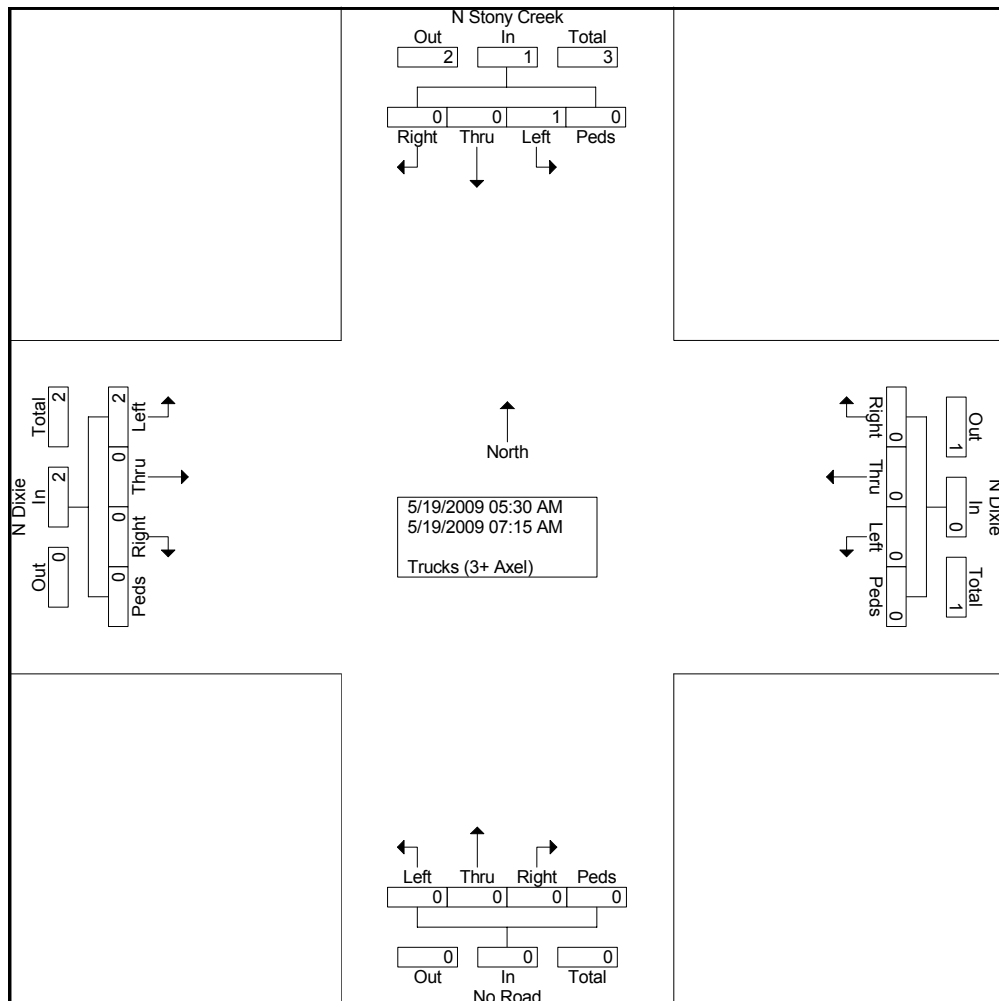
Site Code : 0000011

Start Date : 5/19/2009

Page No : 1

Groups Printed- Trucks (3+ Axel)

Start Time	N Stony Creek From North					N Dixie From East					No Road From South					N Dixie From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
Grand Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
Apprch %	0	0	100	0		0	0	0	0		0	0	0	0		0	0	100	0		
Total %	0	0	33.3	0	33.3	0	0	0	0	0	0	0	0	0	0	0	0	66.7	0	66.7	



Fermi Traffic Impact Study

File Name : NDixie-StonyCreekAM

AM PEAK

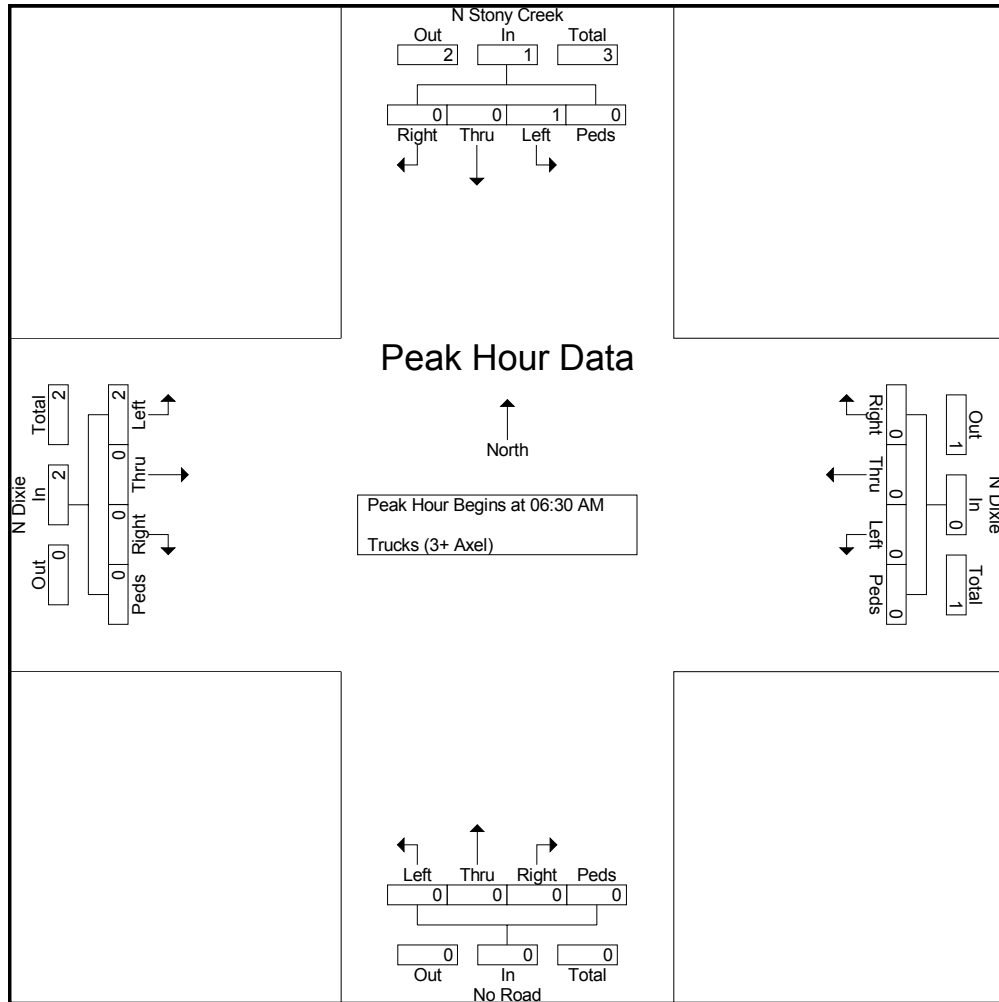
Site Code : 0000011

Start Date : 5/19/2009

Page No : 2

Start Time	N Stony Creek From North					N Dixie From East					No Road From South					N Dixie From West					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2	0	2	3
Total Volume	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2	0	2	3
% App. Total	0	0	100	0		0	0	0	0		0	0	0	0		0	0	100	0		0	0	100	0		
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.000	.250	.250

Peak Hour Analysis From 05:30 AM to 07:15 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 06:30 AM



FermiTraffic Impact Study

File Name : NDixie-StonyCreekPM

PM PEAK

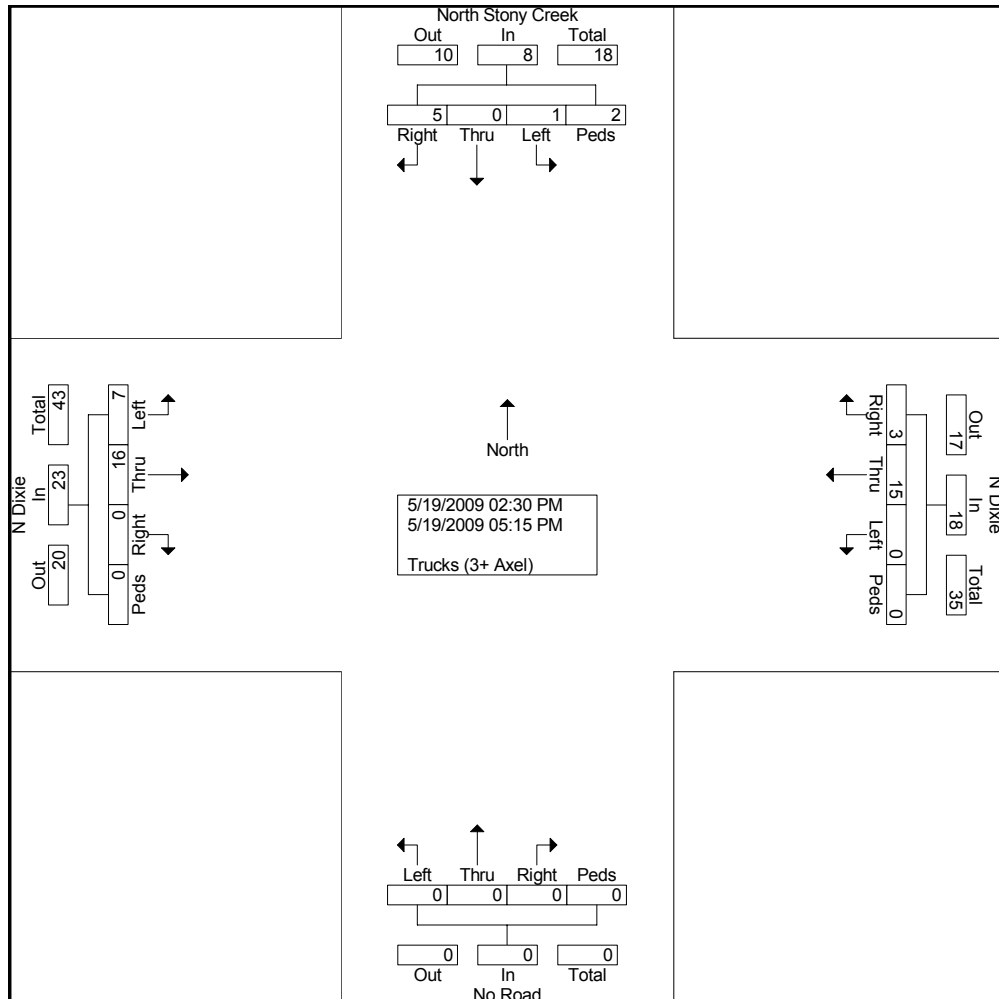
Site Code : 0000012

Start Date : 5/19/2009

Page No : 1

Groups Printed- Trucks (3+ Axel)

Start Time	North Stony Creek From North					N Dixie From East					No Road From South					N Dixie From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	5	0	0	2	7	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	11
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	5	0	0	2	7	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	12
03:00 PM	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	9
03:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	4
Total	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	0	8	3	0	11	20
04:00 PM	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	0	1	0	1	5
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	4
04:30 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	4
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	0	0	0	0	0	3	6	0	0	9	0	0	0	0	0	0	4	3	0	7	16
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	5	0	1	2	8	3	15	0	0	18	0	0	0	0	0	0	16	7	0	23	49
Apprch %	62.5	0	12.5	25		16.7	83.3	0	0		0	0	0	0		0	69.6	30.4	0		
Total %	10.2	0	2	4.1	16.3	6.1	30.6	0	0	36.7	0	0	0	0		0	32.7	14.3	0	46.9	



FermiTraffic Impact Study

File Name : NDixie-StonyCreekPM

PM PEAK

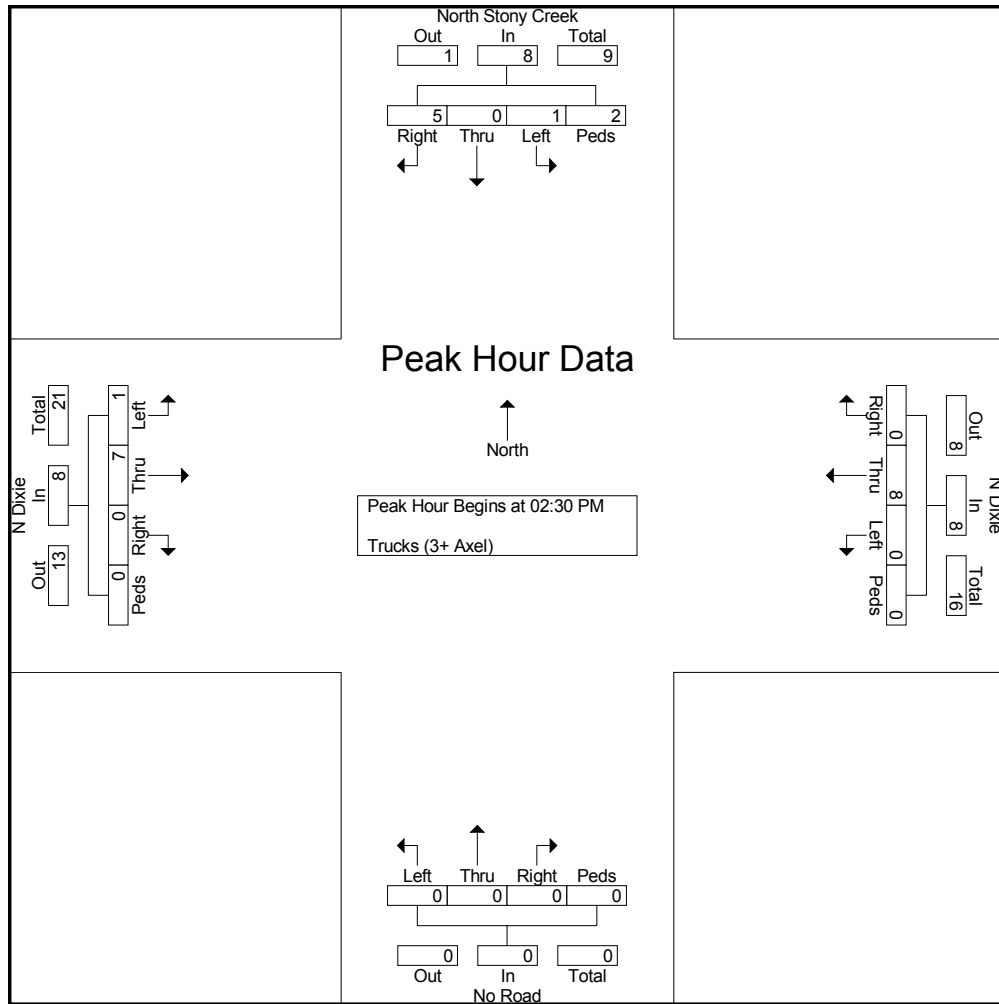
Site Code : 0000012

Start Date : 5/19/2009

Page No : 2

Start Time	North Stony Creek From North					N Dixie From East					No Road From South					N Dixie From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	5	0	0	2	7	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	11
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
03:00 PM	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	9
03:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total Volume	5	0	1	2	8	0	8	0	0	8	0	0	0	0	0	0	7	1	0	8	24
% App. Total	62.5	0	12.5	25		0	100	0	0		0	0	0	0		0	87.5	12.5	0		
PHF	.250	.000	.250	.250	.286	.000	.333	.000	.000	.333	.000	.000	.000	.000	.000	.000	.583	.250	.000	.500	.545

Peak Hour Analysis From 02:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:30 PM



Fermi Traffic Impact Study

File Name : SB I-75 RAMPS & NEWPORT RD.AM

Site Code : 00000000

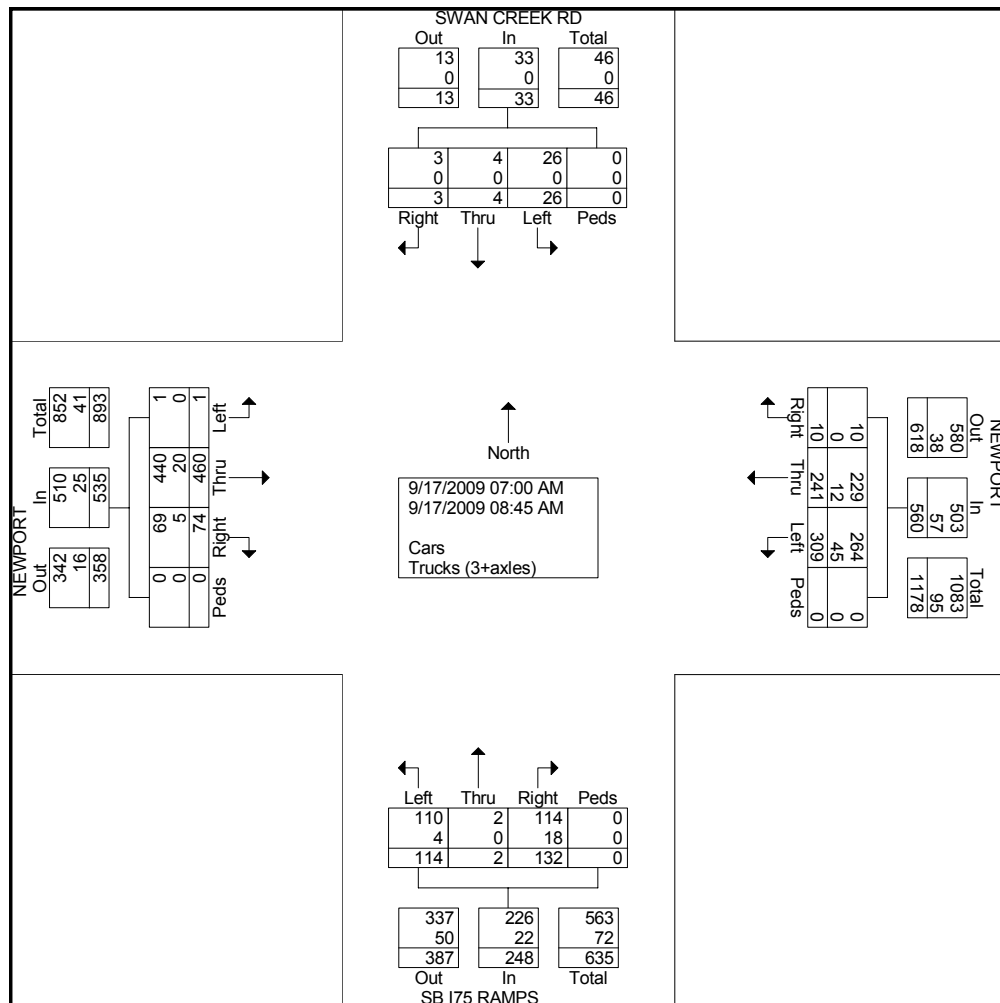
Start Date : 9/17/2009

Page No : 1

AM PEAK

Groups Printed- Cars - Trucks (3+axes)

Start Time	SWAN CREEK RD From North					NEWPORT From East					SB I75 RAMPS From South					NEWPORT From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	3	0	3	1	33	36	0	70	19	0	15	0	34	11	62	0	0	73	180
07:15 AM	0	1	1	0	2	1	29	43	0	73	22	1	9	0	32	8	67	0	0	75	182
07:30 AM	1	1	4	0	6	1	29	45	0	75	15	0	21	0	36	11	55	0	0	66	183
07:45 AM	0	1	8	0	9	1	29	39	0	69	23	0	17	0	40	11	67	0	0	78	196
Total	1	3	16	0	20	4	120	163	0	287	79	1	62	0	142	41	251	0	0	292	741
08:00 AM	0	0	4	0	4	2	35	38	0	75	15	0	17	0	32	13	69	0	0	82	193
08:15 AM	0	1	2	0	3	3	41	45	0	89	5	0	6	0	11	10	45	1	0	56	159
08:30 AM	0	0	4	0	4	0	23	27	0	50	20	1	11	0	32	5	52	0	0	57	143
08:45 AM	2	0	0	0	2	1	22	36	0	59	13	0	18	0	31	5	43	0	0	48	140
Total	2	1	10	0	13	6	121	146	0	273	53	1	52	0	106	33	209	1	0	243	635
Grand Total	3	4	26	0	33	10	241	309	0	560	132	2	114	0	248	74	460	1	0	535	1376
Apprch %	9.1	12.1	78.8	0		1.8	43	55.2	0		53.2	0.8	46	0		13.8	86	0.2	0		
Total %	0.2	0.3	1.9	0	2.4	0.7	17.5	22.5	0	40.7	9.6	0.1	8.3	0	18	5.4	33.4	0.1	0	38.9	
Cars	3	4	26	0	33	10	229	264	0	503	114	2	110	0	226	69	440	1	0	510	1272
% Cars	100	100	100	0	100	100	95	85.4	0	89.8	86.4	100	96.5	0	91.1	93.2	95.7	100	0	95.3	92.4
Trucks (3+axes)	0	0	0	0	0	0	5	14.6	0	10.2	13.6	0	3.5	0	8.9	6.8	4.3	0	0	4.7	7.6
% Trucks (3+axes)																					



Fermi Traffic Impact Study

File Name : SB I-75 RAMPS & NEWPORT RD.AM

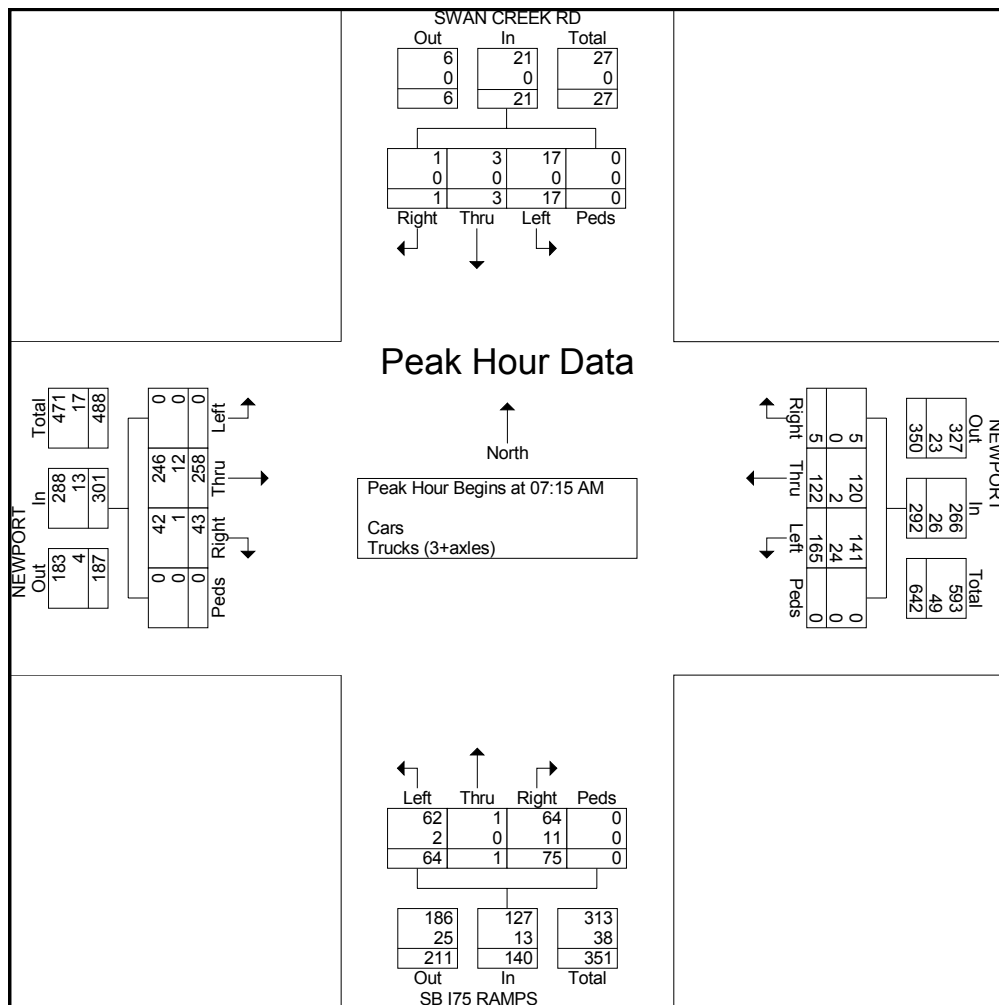
AM PEAK

Site Code : 00000000

Start Date : 9/17/2009

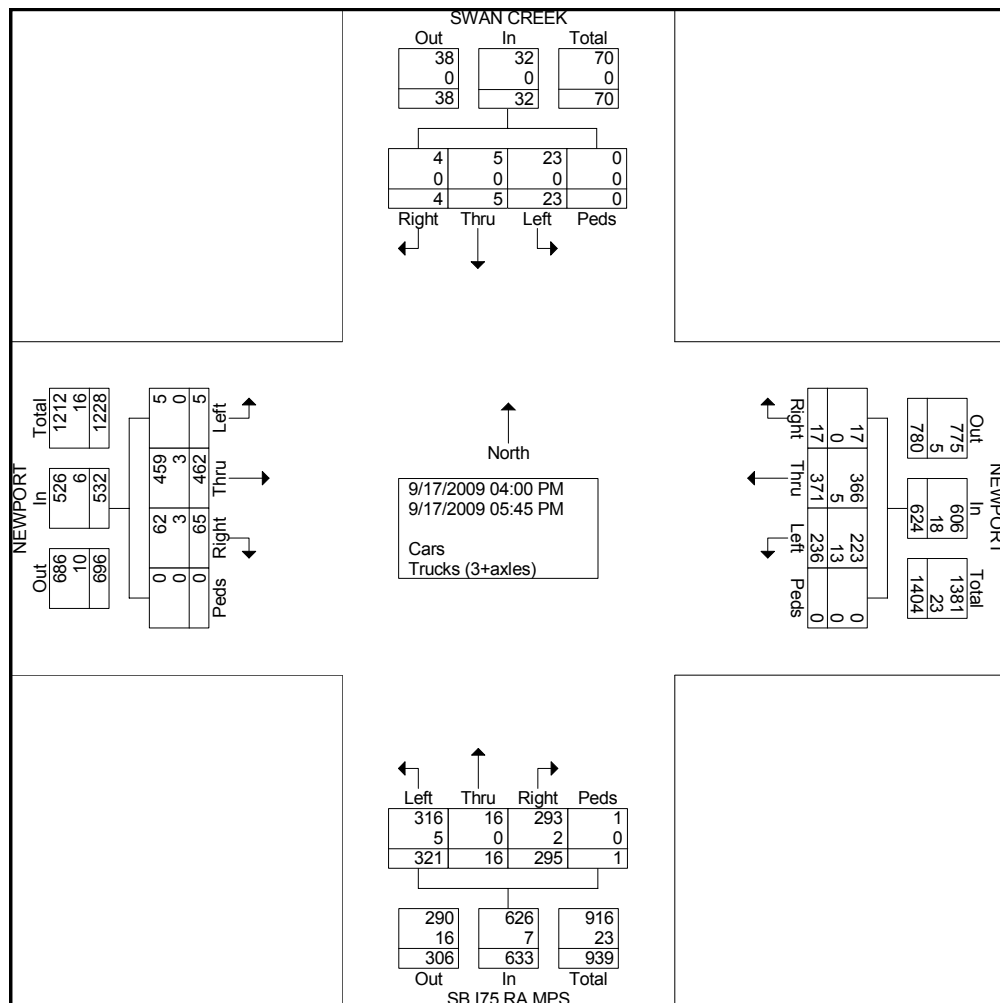
Page No : 2

Start Time	SWAN CREEK RD From North					NEWPORT From East					SB I75 RAMPS From South					NEWPORT From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:15 AM	0	1	1	0	2	1	29	43	0	73	22	1	9	0	32	8	67	0	0	75	182
07:30 AM	1	1	4	0	6	1	29	45	0	75	15	0	21	0	36	11	55	0	0	66	183
07:45 AM	0	1	8	0	9	1	29	39	0	69	23	0	17	0	40	11	67	0	0	78	196
08:00 AM	0	0	4	0	4	2	35	38	0	75	15	0	17	0	32	13	69	0	0	82	193
Total Volume	1	3	17	0	21	5	122	165	0	292	75	1	64	0	140	43	258	0	0	301	754
% App. Total	4.8	14.3	81	0		1.7	41.8	56.5	0		53.6	0.7	45.7	0		14.3	85.7	0	0		
PHF	.250	.750	.531	.000	.583	.625	.871	.917	.000	.973	.815	.250	.762	.000	.875	.827	.935	.000	.000	.918	.962
Cars	1	3	17	0	21	5	120	141	0	266	64	1	62	0	127	42	246	0	0	288	702
% Cars	100	100	100	0	100	100	98.4	85.5	0	91.1	85.3	100	96.9	0	90.7	97.7	95.3	0	0	95.7	93.1
Trucks (3+axles)																					
% Trucks (3+axles)	0	0	0	0	0	0	1.6	14.5	0	8.9	14.7	0	3.1	0	9.3	2.3	4.7	0	0	4.3	6.9



Groups Printed- Cars - Trucks (3+axes)

Start Time	SWAN CREEK From North					NEWPORT From East					SB I75 RA MPS From South					NEWPORT From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	2	1	0	3	1	43	32	0	76	32	2	45	0	79	13	53	0	0	66	224
04:15 PM	0	0	2	0	2	1	50	21	0	72	32	3	32	0	67	9	63	1	0	73	214
04:30 PM	2	1	1	0	4	2	49	32	0	83	42	2	33	0	77	4	60	2	0	66	230
04:45 PM	0	0	2	0	2	0	53	29	0	82	50	1	51	0	102	9	47	0	0	56	242
Total	2	3	6	0	11	4	195	114	0	313	156	8	161	0	325	35	223	3	0	261	910
05:00 PM	0	0	4	0	4	3	46	31	0	80	37	4	38	1	80	8	64	0	0	72	236
05:15 PM	1	1	7	0	9	3	40	34	0	77	32	1	35	0	68	12	52	2	0	66	220
05:30 PM	1	1	2	0	4	4	41	39	0	84	36	2	41	0	79	7	63	0	0	70	237
05:45 PM	0	0	4	0	4	3	49	18	0	70	34	1	46	0	81	3	60	0	0	63	218
Total	2	2	17	0	21	13	176	122	0	311	139	8	160	1	308	30	239	2	0	271	911
Grand Total	4	5	23	0	32	17	371	236	0	624	295	16	321	1	633	65	462	5	0	532	1821
Apprch %	12.5	15.6	71.9	0		2.7	59.5	37.8	0		46.6	2.5	50.7	0.2		12.2	86.8	0.9	0		
Total %	0.2	0.3	1.3	0	1.8	0.9	20.4	13	0	34.3	16.2	0.9	17.6	0.1	34.8	3.6	25.4	0.3	0	29.2	
Cars	4	5	23	0	32	17	366	223	0	606	293	16	316	1	626	62	459	5	0	526	1790
% Cars	100	100	100	0	100	100	98.7	94.5	0	97.1	99.3	100	98.4	100	98.9	95.4	99.4	100	0	98.9	98.3
Trucks (3+axes)	0	0	0	0	0	0	1.3	5.5	0	2.9	0.7	0	1.6	0	1.1	4.6	0.6	0	0	1.1	1.7
% Trucks (3+axes)							0.3	2.4	0	0.9	0.2	0	0.8	0	0.3	1.5	0.1	0	0	0.4	0.2



Fermi Traffic Impact Study

File Name : SB I-75 RAMPS & NEWPORT RD.PM

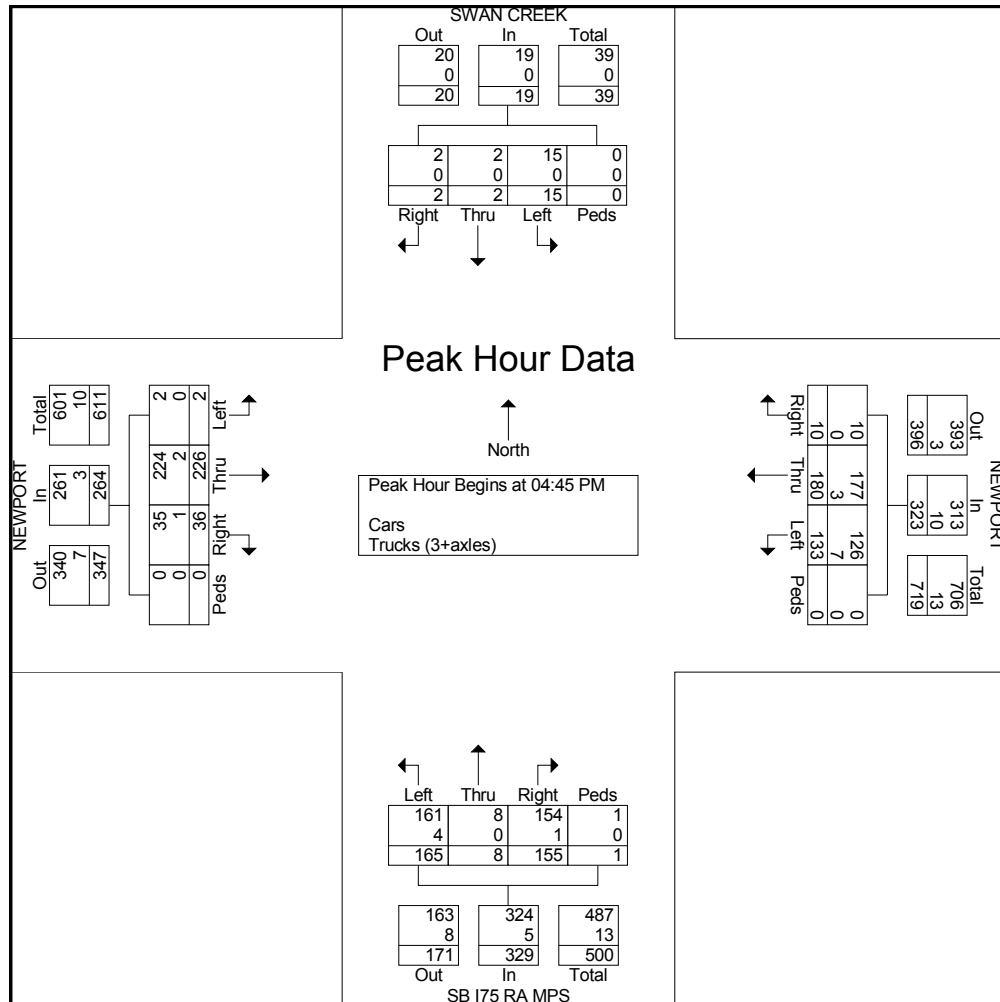
PM PEAK

Site Code : 00000000

Start Date : 9/17/2009

Page No : 2

Start Time	SWAN CREEK From North					NEWPORT From East					SB I75 RA MPS From South					NEWPORT From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	2	0	2	0	53	29	0	82	50	1	51	0	102	9	47	0	0	56	242
05:00 PM	0	0	4	0	4	3	46	31	0	80	37	4	38	1	80	8	64	0	0	72	236
05:15 PM	1	1	7	0	9	3	40	34	0	77	32	1	35	0	68	12	52	2	0	66	220
05:30 PM	1	1	2	0	4	4	41	39	0	84	36	2	41	0	79	7	63	0	0	70	237
Total Volume	2	2	15	0	19	10	180	133	0	323	155	8	165	1	329	36	226	2	0	264	935
% App. Total	10.5	10.5	78.9	0		3.1	55.7	41.2	0		47.1	2.4	50.2	0.3		13.6	85.6	0.8	0		
PHF	.500	.500	.536	.000	.528	.625	.849	.853	.000	.961	.775	.500	.809	.250	.806	.750	.883	.250	.000	.917	.966
Cars	2	2	15	0	19	10	177	126	0	313	154	8	161	1	324	35	224	2	0	261	917
% Cars	100	100	100	0	100	100	98.3	94.7	0	96.9	99.4	100	97.6	100	98.5	97.2	99.1	100	0	98.9	98.1
Trucks (3+axles)																					
% Trucks (3+axles)	0	0	0	0	0	0	1.7	5.3	0	3.1	0.6	0	2.4	0	1.5	2.8	0.9	0	0	1.1	1.9



APPENDIX E

SEMCOG TRANSPORTATION MODEL GROWTH DATA

July 28, 2009

Mr. Aaron Thrush
Transportation Engineer and Traffic Team Leader
Mannik & Smith Group
1800 Indian Wood Circle
Maumee, OH 43537

Dear Mr. Thrush:

This memo is in response to your request for SEMCOG travel demand forecast model-projected volumes. Attached please find a spreadsheet of model volumes in the FERMI study area. The overall growth rate for daily travel between model years 2005 and 2035 is approximately 7 percent in that section of Monroe County. Volumes by model time period are provided as an additional reference. This information is being provided to you from SEMCOG's E5_FC Series models, which are still in development and awaiting approval through the Direction2035 RTP Adoption process. It is strongly recommended that this data be used as a reference only and that you rely on local-area knowledge and/or supporting study information to determine your conclusions.

SEMCOG 2035 Regional Transportation Plan land use data is used for the projections. This socioeconomic data serves as the input to the travel model run during the SEMCOG regional planning process. As part of this process, the model is used to analyze traffic patterns and congestion on a regional level. At the community level, the data may be distorted for some of the following reasons: large-sized regional activity zones, lack of detailed local streets in the roadway network, or the placement of centroid connectors along model links. Please note that overall regional SEMCOG 2035 socioeconomic data forecast control totals are lower than the 2030 forecast. A comparison of the SEMCOG socioeconomic data showing study area and regional totals is included for your reference.

It is recommended that both traffic counts and other available socioeconomic data be used to evaluate growth rates. Consideration of the socioeconomic impacts in the area is also advised.

If you have any questions or need additional information, you can reach me at 313-961-4266.

Sincerely,

Stephanie J. Taylor
Senior Transportation Planner

FERMI Area (E5_FC Series)

Table 1: Daily and by periods - Traffic Volume for Model years 2005 and 2035

		2005 Volume				
Segment	Limits	AD	AM	MD	PM	OP
Point Aux Peaux	Goddard to Dixie	5,400	600	2,100	1,100	1,
Dixie	Nadeau to Stoney Creek	11,900	1,500	4,400	2,500	3,
Dixie	Stoney Creek to Pointe Aux Peaux	13,800	1,500	4,900	3,200	4,
Dixie	Pointe Aux Peaux to Toll St.	2,000	200	800	400	
Dixie	Toll St. to Canadian Ntl. RR	7,800	1,000	3,000	1,700	2,
Dixie	Canadian Ntl. RR to Pheasant Run	7,600	1,000	2,900	1,600	2,
Stoney Creek	Dixie to Centroid Conn.	4,600	600	1,600	1,000	1,
Stoney Creek	Centroid Conn. to Newport South	4,600	600	1,600	1,000	1,
Newport South	Stoney Creek to Canadian Ntl. RR	4,600	600	1,600	1,000	1,
	Overall	62,300	7,600	22,900	13,500	18,
		2035 Volume				
Segment	Limits	AD	AM	MD	PM	OP
Point Aux Peaux	Goddard to Dixie	5,700	600	2,300	1,200	1
Dixie	Nadeau to Stoney Creek	13,100	1,600	4,900	2,800	3
Dixie	Stoney Creek to Pointe Aux Peaux	13,000	1,500	4,500	3,100	4
Dixie	Pointe Aux Peaux to Toll St.	2,700	300	1,000	600	
Dixie	Toll St. to Canadian Ntl. RR	9,200	1,200	3,500	2,000	2
Dixie	Canadian Ntl. RR to Pheasant Run	8,900	1,100	3,400	1,900	2
Stoney Creek	Dixie to Centroid Conn.	4,700	700	1,600	1,000	1
Stoney Creek	Centroid Conn. to Newport South	4,700	700	1,600	1,000	1
Newport South	Stoney Creek to Canadian Ntl. RR	4,700	700	1,600	1,000	1
	Overall	66,700	8,400	24,400	14,600	19,
		2005-2035 Growth Rate				
Segment	Limits	AD	AM	MD	PM	OP
Point Aux Peaux	Goddard to Dixie	6%	0%	10%	9%	7%
Dixie	Nadeau to Stoney Creek	10%	7%	11%	12%	12%
Dixie	Stoney Creek to Pointe Aux Peaux	-6%	0%	-8%	-3%	-5%
Dixie	Pointe Aux Peaux to Toll St.	35%	50%	25%	50%	60%
Dixie	Toll St. to Canadian Ntl. RR	18%	20%	17%	18%	24%
Dixie	Canadian Ntl. RR to Pheasant Run	17%	10%	17%	19%	19%
Stoney Creek	Dixie to Centroid Conn.	2%	17%	0%	0%	0%
Stoney Creek	Centroid Conn. to Newport South	2%	17%	0%	0%	0%
Newport South	Stoney Creek to Canadian Ntl. RR	2%	17%	0%	0%	0%
	Overall	7%	11%	7%	8%	8%

Table 2: Projected 2035 Socioeconomic data for Model years 2005 and 2035

1505 TAZ ID	2899 TAZ ID	Area	2005 Socioeconomic Data			2035 Socioeconomic Data			Percent Difference	
			Population	Household	Employment	Population	Household	Employment	Population	Household Emr
	2438	5.38	4,261	1,620	257	4,036	1,768	326	-5%	9%
1275	2439	1.36	743	295	439	838	370	590	13%	25%
	2440	3.32	709	247	483	659	282	511	-7%	14%
1276	2441	6.27	817	290	702	967	380	839	18%	31%
1277	2442	5.63	2,393	844	1,024	2,527	1,082	1,024	6%	28%
	2458	2.11	1,534	604	11	1,405	698	61	-8%	16%
	2459	3.85	1,268	443	107	1,602	604	118	26%	36%
1285	2460	1.46	499	186	161	1,179	447	215	136%	140%
1286	2456	9.03	1,156	430	49	2,019	811	87	75%	89%
1287	2457	0.68	483	193	25	622	255	30	29%	32%
Overall			13,863	5,152	3,258	15,854	6,697	3,801	14%	30%

Table 3: Socioeconomic Data Comparison

Study Area SE Data Comparison: (in 1,000s)			
E5/RDF 2035	2005	2035	
Population	13.9	15.9	14%
Households	5.2	6.7	29%
Employment	3.3	3.8	15%
SEMCOG Region SE Data Comparison (in millions)			
E5/RDF 2035	2005	2035	
Population	4.82	4.96	3%
Households	1.92	2.18	14%
Employment	2.04	2.15	5%

APPENDIX F

STUDY AREA HISTORICAL CRASH DATA (2004-2008)

Study Area Crash Data Summary (2004-2008)

Intersection	Crashes By Severity			Total	Crashes by Type						
	Fatal	Level ABC	PDO		Single Vehicle	Head On	Head left	Angle	Rear End	Side Swipe	Other
N. Dixie Hwy. & I-75 NB Ramps	0	4	19	23	3	0	0	8	8	4	0
N. Dixie Hwy. & I-75 SB Ramps	0	5	23	28	1	0	3	8	14	2	0
Nadeau Rd. & I-75 NB Ramps	0	1	6	7	1	1	0	3	2	0	0
Nadeau Rd. & I-75 SB Ramps	0	6	15	21	3	0	0	7	10	1	0
Swan Creek Rd. & I-75 NB Ramps	0	2	7	9	3	0	0	3	3	0	0
Swan Creek Rd. & I-75 SB Ramps	0	6	27	33	10	0	0	11	6	3	3
N. Dixie Highway & Stony Creek	0	2	4	6	1	1	1	1	2	0	0
N. Dixie Highway & Pointe Aux Peaux	0	3	12	15	5	2	0	2	5	1	0
N. Dixie Highway & Leroux Rd.	0	2	5	7	6	1	0	0	0	0	0
N. Dixie Highway & Enrico Fermi Dr.	2	2	2	6	4	0	0	1	1	0	0
N. Dixie Highway & Post Rd.	0	2	7	9	4	0	0	3	0	1	1
Leroux Rd. & Toll Rd.	0	0	0	0	0	0	0	0	0	0	0
Enrico Fermi & Leroux Rd.	0	0	0	0	0	0	0	0	0	0	0
Severity: Fatal - a crash which resulted in at least one fatality A-level - a crash in which the worst injury incurred was an A-level (incapacitating) injury. B-level - a crash in which the worst injury incurred was a B-level (non-incapacitating) injury. C-level - a crash in which the worst injury incurred was a C-level (possible) injury. PDO - a crash which resulted in property damage only (no injuries).					Crash Type: Uncoded - crash type was coded improperly or not coded; Single veh. - a single vehicle crash Head-on - a head-on crash Head-left - a head-on/left-turn crash Angle - an angle crash; Rear-end - a rear end crash Rear-left - a rear-end/left-turn crash Rear-right - a rear-end/right-turn crash Swipe-same - a sideswipe/same direction crash Swipe-opp. - a sideswipe/opposite direction crash Other - other or unknown crash type						

FIGURE 1 Intersection Crash History by Severity (2004-2008)

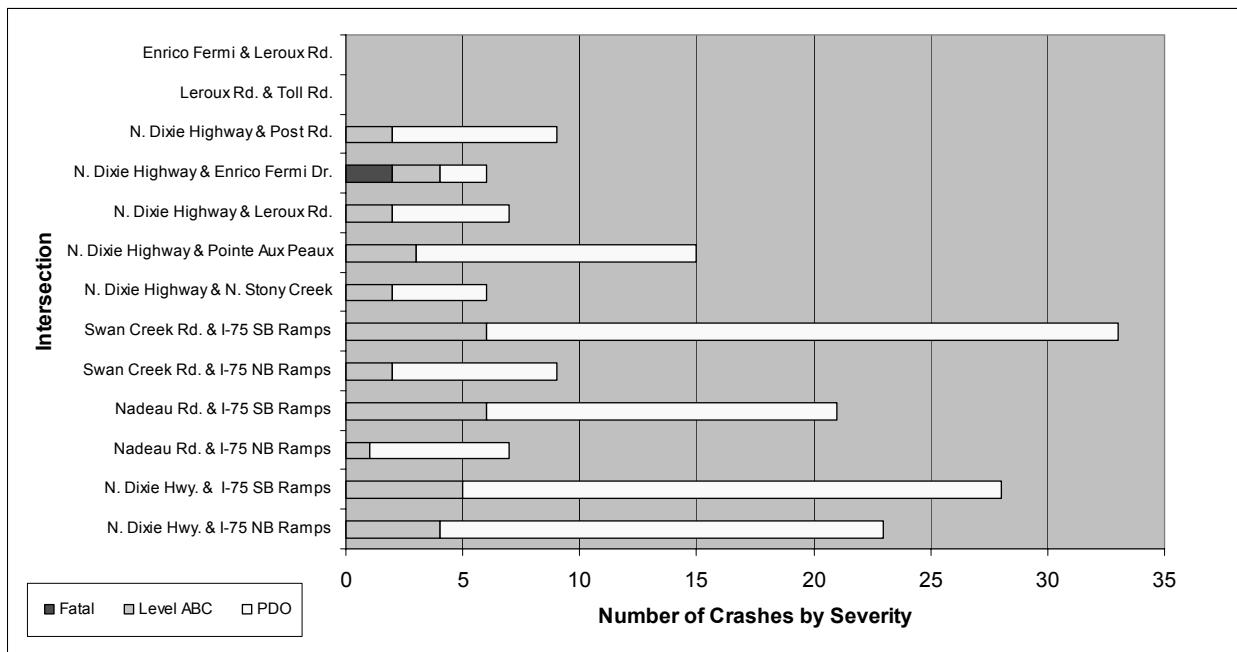
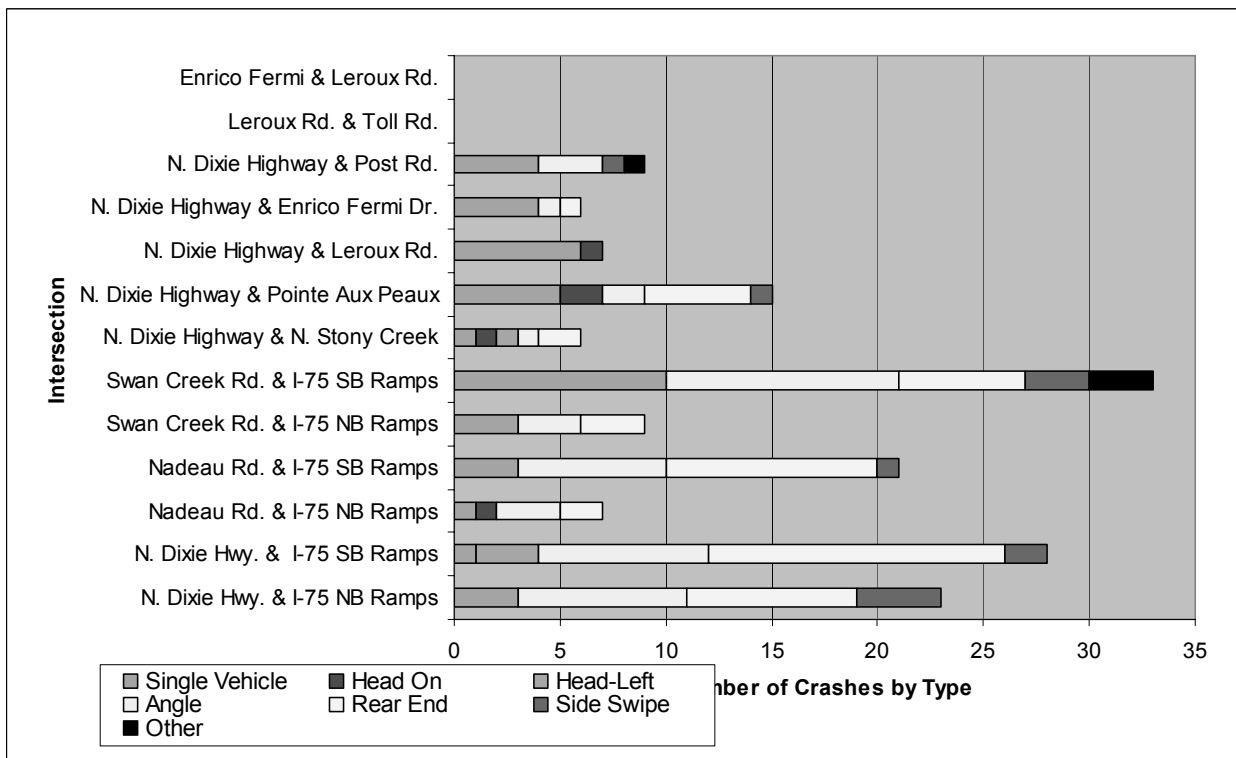


FIGURE 2 Intersection Crash History by Type (2004-2008)



HCM Signalized Intersection Capacity Analysis
 1: N. Dixie Hwy. & I-75 NB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2	0	0	2	1	0	<1	1	0	0	0
Volume (vph)	165	280	0	0	465	125	73	1	157	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	5.9			5.9	5.9		6.0	6.0			
Lane Util. Factor	1.00	0.95			0.95	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	1770	3539			3539	1583		1777	1583			
Flt Permitted	0.44	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	828	3539			3539	1583		1777	1583			
Peak-hour factor, PHF	0.88	0.85	0.92	0.92	0.84	0.62	0.72	0.25	0.73	0.92	0.92	0.92
Adj. Flow (vph)	188	329	0	0	554	202	101	4	215	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	68	0	0	179	0	0	0
Lane Group Flow (vph)	188	329	0	0	554	134	0	105	36	0	0	0
Turn Type	Perm			Perm			Perm		Prot			
Protected Phases	2			6			8		8			
Permitted Phases	2			6			8					
Actuated Green, G (s)	46.3			46.3			11.8		11.8			
Effective Green, g (s)	46.3			46.3			11.8		11.8			
Actuated g/C Ratio	0.66			0.66			0.17		0.17			
Clearance Time (s)	5.9			5.9			6.0		6.0			
Vehicle Extension (s)	3.0			3.0			4.0		4.0			
Lane Grp Cap (vph)	548			2341			1047		300		267	
v/s Ratio Prot	0.09			0.16					0.02			
v/s Ratio Perm	c0.23						0.08		0.06			
v/c Ratio	0.34			0.24			0.13		0.35		0.14	
Uniform Delay, d1	5.2			4.4			4.8		4.4		25.7	
Progression Factor	0.81			0.76			1.00		1.00		1.00	
Incremental Delay, d2	1.7			0.1			0.2		0.3		1.0	
Delay (s)	5.9			3.5			5.0		4.6		26.7	
Level of Service	A			A			A		A		C	
Approach Delay (s)	4.4			4.9			25.6				0.0	
Approach LOS	A			A			C				A	
Intersection Summary												
HCM Average Control Delay	8.9			HCM Level of Service			A					
HCM Volume to Capacity ratio	0.34											
Actuated Cycle Length (s)	70.0			Sum of lost time (s)			11.9					
Intersection Capacity Utilization	45.2%			ICU Level of Service			A					
Analysis Period (min)	15											
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 2: N. Dixie Hwy. & I-75 SB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	2	1	1	2	0	0	0	0	1	0	1
Volume (vph)	0	308	116	136	399	0	0	0	0	72	0	242
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.9	5.9	5.9	5.9					6.0		6.0
Lane Util. Factor		0.95	1.00	1.00	0.95					1.00		1.00
Fr _t		1.00	0.85	1.00	1.00					1.00		0.85
Fl _t Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		3539	1583	1770	3539					1770		1583
Fl _t Permitted		1.00	1.00	0.55	1.00					0.95		1.00
Satd. Flow (perm)		3539	1583	1024	3539					1770		1583
Peak-hour factor, PHF	0.92	0.92	0.81	0.78	0.82	0.92	0.92	0.92	0.92	0.71	0.92	0.98
Adj. Flow (vph)	0	335	143	174	487	0	0	0	0	101	0	247
RTOR Reduction (vph)	0	0	46	0	0	0	0	0	0	0	0	210
Lane Group Flow (vph)	0	335	97	174	487	0	0	0	0	101	0	37
Turn Type			Perm	Perm						custom		custom
Protected Phases		2			6							
Permitted Phases			2	6						4		4
Actuated Green, G (s)		47.6	47.6	47.6	47.6					10.5		10.5
Effective Green, g (s)		47.6	47.6	47.6	47.6					10.5		10.5
Actuated g/C Ratio		0.68	0.68	0.68	0.68					0.15		0.15
Clearance Time (s)		5.9	5.9	5.9	5.9					6.0		6.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0					4.0		4.0
Lane Grp Cap (vph)		2407	1076	696	2407					266		237
v/s Ratio Prot		0.09			0.14							
v/s Ratio Perm			0.06	c0.17						c0.06		0.02
v/c Ratio		0.14	0.09	0.25	0.20					0.38		0.16
Uniform Delay, d ₁		4.0	3.8	4.3	4.2					26.8		25.9
Progression Factor		1.00	1.00	0.80	0.82					1.00		1.00
Incremental Delay, d ₂		0.1	0.2	0.8	0.2					1.2		0.4
Delay (s)		4.1	4.0	4.3	3.6					28.1		26.3
Level of Service		A	A	A	A					C		C
Approach Delay (s)		4.1			3.8			0.0			26.8	
Approach LOS		A			A			A			C	
Intersection Summary												
HCM Average Control Delay			9.3			HCM Level of Service				A		
HCM Volume to Capacity ratio			0.27									
Actuated Cycle Length (s)			70.0			Sum of lost time (s)			11.9			
Intersection Capacity Utilization			45.2%			ICU Level of Service			A			
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Unsignalized Intersection Capacity Analysis

3: Nadeau & I-75 NB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR					
Lanes	0	<2	0	0	1	1	1	0	1	0	0	0					
Volume (veh/h)	302	156	0	0	150	152	54	0	18	0	0	0					
Sign Control	Free			Free			Stop			Stop							
Grade	0%			0%			0%			0%							
Peak Hour Factor	0.93	0.81	0.92	0.92	0.69	0.76	0.75	0.92	0.50	0.92	0.92	0.92					
Hourly flow rate (vph)	325	193	0	0	217	200	72	0	36	0	0	0					
Pedestrians																	
Lane Width (ft)																	
Walking Speed (ft/s)																	
Percent Blockage																	
Right turn flare (veh)										10							
Median type	None				None												
Median storage (veh)																	
Upstream signal (ft)	1168																
pX, platoon unblocked																	
vC, conflicting volume	417			193		1059		1259		96		981		1059		217	
vC1, stage 1 conf vol																	
vC2, stage 2 conf vol																	
vCu, unblocked vol	417			193		1059		1259		96		981		1059		217	
tC, single (s)	4.3			4.1		7.9		6.5		7.1		7.5		6.5		6.9	
tC, 2 stage (s)																	
tF (s)	2.3			2.2		3.7		4.0		3.4		3.5		4.0		3.3	
p0 queue free %	70			100		40		100		96		100		100		100	
cM capacity (veh/h)	1096			1378		120		119		913		151		157		787	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1												
Volume Total	389	128	217	200	108												
Volume Left	325	0	0	0	72												
Volume Right	0	0	0	200	36												
cSH	1096	1700	1700	1700	181												
Volume to Capacity	0.30	0.08	0.13	0.12	0.60												
Queue Length 95th (ft)	31	0	0	0	82												
Control Delay (s)	8.6	0.0	0.0	0.0	50.9												
Lane LOS	A				F												
Approach Delay (s)	6.4		0.0		50.9												
Approach LOS	A				F												
Intersection Summary																	
Average Delay			8.5														
Intersection Capacity Utilization			38.0%		ICU Level of Service				A								
Analysis Period (min)			15														

HCM Signalized Intersection Capacity Analysis

4: Nadeau & I-75 SB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	1	1	0	<2	0	0	0	0	1	1>	0
Volume (vph)	0	301	66	11	159	0	0	0	0	46	3	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.9	5.9		5.9					6.0	6.0	
Lane Util. Factor		1.00	1.00		0.95					1.00	1.00	
Flt		1.00	0.85		1.00					1.00	0.85	
Flt Protected		1.00	1.00		1.00					0.95	1.00	
Satd. Flow (prot)		1863	1583		3528					1770	1590	
Flt Permitted		1.00	1.00		0.91					0.95	1.00	
Satd. Flow (perm)		1863	1583		3221					1770	1590	
Peak-hour factor, PHF	0.92	0.94	0.86	0.83	0.87	0.92	0.92	0.92	0.92	0.75	0.50	0.81
Adj. Flow (vph)	0	320	77	13	183	0	0	0	0	61	6	264
RTOR Reduction (vph)	0	0	52	0	0	0	0	0	0	0	206	0
Lane Group Flow (vph)	0	320	25	0	196	0	0	0	0	61	64	0
Turn Type			Perm	Perm						Perm		
Protected Phases		2			6							4
Permitted Phases			2	6							4	
Actuated Green, G (s)		8.3	8.3		8.3					5.7	5.7	
Effective Green, g (s)		8.3	8.3		8.3					5.7	5.7	
Actuated g/C Ratio		0.32	0.32		0.32					0.22	0.22	
Clearance Time (s)		5.9	5.9		5.9					6.0	6.0	
Vehicle Extension (s)		3.0	3.0		3.0					3.0	3.0	
Lane Grp Cap (vph)		597	507		1032					390	350	
v/s Ratio Prot		c0.17									c0.04	
v/s Ratio Perm			0.02		0.06					0.03		
v/c Ratio		0.54	0.05		0.19					0.16	0.18	
Uniform Delay, d1		7.2	6.1		6.4					8.2	8.2	
Progression Factor		1.00	1.00		1.00					1.00	1.00	
Incremental Delay, d2		0.9	0.0		0.1					0.2	0.3	
Delay (s)		8.1	6.1		6.5					8.3	8.5	
Level of Service		A	A		A					A	A	
Approach Delay (s)		7.8			6.5			0.0			8.4	
Approach LOS		A			A			A			A	
Intersection Summary												
HCM Average Control Delay			7.7		HCM Level of Service					A		
HCM Volume to Capacity ratio			0.39									
Actuated Cycle Length (s)			25.9		Sum of lost time (s)			11.9				
Intersection Capacity Utilization			44.9%		ICU Level of Service			A				
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
5: I-75 NB & Swan Creek Rd.

11/17/2009

Movement	EBL	EBR	SET	SER	NWL	NWT
Lanes	1	1	1	1	0	<1
Volume (veh/h)	21	115	194	151	169	280
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.70	0.71	0.80	0.83	0.70
Hourly flow rate (vph)	24	164	273	189	204	400
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						462
pX, platoon unblocked						
vC, conflicting volume	1080	273			462	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1080	273			462	
tC, single (s)	6.5	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	88	78			81	
cM capacity (veh/h)	192	758			1099	
Direction, Lane #	EB 1	EB 2	SE 1	SE 2	NW 1	
Volume Total	24	164	273	189	604	
Volume Left	24	0	0	0	204	
Volume Right	0	164	0	189	0	
cSH	192	758	1700	1700	1099	
Volume to Capacity	0.12	0.22	0.16	0.11	0.19	
Queue Length 95th (ft)	10	21	0	0	17	
Control Delay (s)	26.4	11.1	0.0	0.0	4.5	
Lane LOS	D	B			A	
Approach Delay (s)	13.0		0.0		4.5	
Approach LOS	B					
Intersection Summary						
Average Delay			4.1			
Intersection Capacity Utilization			47.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: Swan Creek Rd. & I-75 SB Ramps

11/17/2009

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR												
Lanes	0	<1	1	0	<1	1	0	<1	1	0	<1>	0												
Volume (veh/h)	122	165	5	0	258	43	64	1	75	17	3	1												
Sign Control	Free			Free			Stop			Stop														
Grade	0%			0%			0%			0%														
Peak Hour Factor	0.92	0.87	0.63	0.25	0.94	0.83	0.76	0.25	0.82	0.53	0.75	0.25												
Hourly flow rate (vph)	133	190	8	0	274	52	84	4	91	32	4	4												
Pedestrians																								
Lane Width (ft)																								
Walking Speed (ft/s)																								
Percent Blockage																								
Right turn flare (veh)									8															
Median type	None				None																			
Median storage veh																								
Upstream signal (ft)																								
pX, platoon unblocked																								
vC, conflicting volume	326			198			735			737			274			777			781			190		
vC1, stage 1 conf vol																								
vC2, stage 2 conf vol																								
vCu, unblocked vol	326			198			735			737			274			777			781			190		
tC, single (s)	4.2			4.1			7.1			6.5			6.4			7.1			6.5			6.2		
tC, 2 stage (s)																								
tF (s)	2.3			2.2			3.5			4.0			3.4			3.5			4.0			3.3		
p0 queue free %	89			100			72			99			88			87			99			100		
cM capacity (veh/h)	1164			1387			300			309			734			250			291			857		
Direction, Lane #	NB 1	NB 2	SB 1	SB 2	NE 1	SW 1																		
Volume Total	322	8	274	52	180	40																		
Volume Left	133	0	0	0	84	32																		
Volume Right	0	8	0	52	91	4																		
cSH	1164	1700	1387	1700	612	274																		
Volume to Capacity	0.11	0.00	0.00	0.03	0.29	0.15																		
Queue Length 95th (ft)	10	0	0	0	30	13																		
Control Delay (s)	4.1	0.0	0.0	0.0	16.1	20.4																		
Lane LOS	A				C		C																	
Approach Delay (s)	4.0			0.0			16.1			20.4														
Approach LOS					C		C																	
Intersection Summary																								
Average Delay				5.8																				
Intersection Capacity Utilization				46.8%			ICU Level of Service			A														
Analysis Period (min)				15																				

HCM Unsignalized Intersection Capacity Analysis

7: Stoney Creek Rd. & N. Dixie Hwy

11/17/2009

Movement	SEL	SER	NEL	NET	SWT	SWR
Lanes	1>	0	0	<1	1>	0
Volume (veh/h)	10	100	176	430	271	24
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.42	0.52	0.56	0.77	0.65	0.50
Hourly flow rate (vph)	24	192	314	558	417	48
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLT	None	
Median storage veh				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1628	441	465			
vC1, stage 1 conf vol	441					
vC2, stage 2 conf vol	1187					
vCu, unblocked vol	1628	441	465			
tC, single (s)	6.5	6.2	4.1			
tC, 2 stage (s)	5.5					
tF (s)	3.6	3.3	2.2			
p0 queue free %	87	69	71			
cM capacity (veh/h)	190	616	1096			
Direction, Lane #	SE 1	NE 1	SW 1			
Volume Total	216	873	465			
Volume Left	24	314	0			
Volume Right	192	0	48			
cSH	494	1096	1700			
Volume to Capacity	0.44	0.29	0.27			
Queue Length 95th (ft)	55	30	0			
Control Delay (s)	17.8	6.1	0.0			
Lane LOS	C	A				
Approach Delay (s)	17.8	6.1	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			5.9			
Intersection Capacity Utilization		64.8%		ICU Level of Service		C
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
 8: Pointe Aux Peaux Rd. & N. Dixie Hwy

11/17/2009

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations	0	<1>	0	0	<1	1	1	1>	0	1	1>	0	
Volume (vph)	2	0	23	144	5	38	6	319	30	8	104	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		5.7			5.7	5.7	5.7	5.5		5.5	5.5		
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00		
Fr _t		0.88			1.00	0.85	1.00	0.98		1.00	1.00		
Fl _t Protected		1.00			0.95	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (prot)		1624			1776	1583	1770	1834		1770	1863		
Fl _t Permitted		0.98			0.70	1.00	0.66	1.00		0.42	1.00		
Satd. Flow (perm)		1590			1309	1583	1227	1834		782	1863		
Peak-hour factor, PHF	0.69	0.92	0.64	0.77	0.92	0.73	0.38	0.82	0.68	0.50	0.67	0.92	
Adj. Flow (vph)	3	0	36	187	5	52	16	389	44	16	155	0	
RTOR Reduction (vph)	0	23	0	0	0	33	0	10	0	0	0	0	
Lane Group Flow (vph)	0	16	0	0	192	19	16	423	0	16	155	0	
Turn Type	Perm			custom		Perm	custom			Perm			
Protected Phases		4!			8!			2!			6!		
Permitted Phases	4!			2!		8	4!			6!			
Actuated Green, G (s)		14.3			14.3	14.3	14.3	14.5		14.5	14.5		
Effective Green, g (s)		14.3			14.3	14.3	14.3	14.5		14.5	14.5		
Actuated g/C Ratio		0.36			0.36	0.36	0.36	0.36		0.36	0.36		
Clearance Time (s)		5.7			5.7	5.7	5.7	5.5		5.5	5.5		
Lane Grp Cap (vph)		568			468	566	439	665		283	675		
v/s Ratio Prot								c0.23			0.08		
v/s Ratio Perm		0.01			c0.15	0.01	0.01			0.02			
v/c Ratio		0.03			0.41	0.03	0.04	0.64		0.06	0.23		
Uniform Delay, d ₁		8.3			9.7	8.4	8.4	10.6		8.3	8.9		
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00		
Incremental Delay, d ₂		0.1			2.6	0.1	0.2	4.6		0.4	0.8		
Delay (s)		8.4			12.3	8.5	8.5	15.2		8.7	9.7		
Level of Service		A			B	A	A	B		A	A		
Approach Delay (s)		8.4			11.5			14.9			9.6		
Approach LOS		A			B			B			A		
Intersection Summary													
HCM Average Control Delay			12.7									HCM Level of Service	B
HCM Volume to Capacity ratio			0.52										
Actuated Cycle Length (s)			40.0									Sum of lost time (s)	11.2
Intersection Capacity Utilization			49.4%									ICU Level of Service	A
Analysis Period (min)			15										
! Phase conflict between lane groups.													
c Critical Lane Group													

HCM Unsignalized Intersection Capacity Analysis
 9: N. Dixie Hwy & Leroux Rd.

11/17/2009

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lanes	1>	0	0	<1	1>	0
Volume (veh/h)	359	3	1	93	5	3
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.85	0.38	0.25	0.89	0.31	0.38
Hourly flow rate (vph)	422	8	4	104	16	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			430		539	426
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			430		539	426
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		97	99
cM capacity (veh/h)			1129		502	628
Direction, Lane #	NB 1	SB 1	SW 1			
Volume Total	430	108	24			
Volume Left	0	4	16			
Volume Right	8	0	8			
cSH	1700	1129	537			
Volume to Capacity	0.25	0.00	0.04			
Queue Length 95th (ft)	0	0	4			
Control Delay (s)	0.0	0.3	12.0			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.3	12.0			
Approach LOS			B			
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			29.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 10: Toll Rd. & Leroux Rd.

11/17/2009

Movement	NWL	NWR	NET	NER	SWL	SWT
Lanes	1>	0	1>	0	0	<1
Volume (veh/h)	4	0	3	1	0	4
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.33	0.92	0.75	0.25	0.92	0.33
Hourly flow rate (vph)	12	0	4	4	0	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	18	6			8	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	18	6			8	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	1000	1077			1612	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	12	8	12			
Volume Left	12	0	0			
Volume Right	0	4	0			
cSH	1000	1700	1612			
Volume to Capacity	0.01	0.00	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.6	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.6	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.3			
Intersection Capacity Utilization			13.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
 11: Enrico Fermi Dr. & N. Dixie Hwy.

11/17/2009

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	1	1	1>	0	0	<1
Volume (vph)	13	11	88	277	189	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	5.8			5.8
Lane Util. Factor	1.00	1.00	1.00			1.00
Fr _t	1.00	0.85	0.90			1.00
Fl _t Protected	0.95	1.00	1.00			0.97
Satd. Flow (prot)	1671	1583	1680			1793
Fl _t Permitted	0.95	1.00	1.00			0.57
Satd. Flow (perm)	1671	1583	1680			1052
Peak-hour factor, PHF	0.81	0.69	0.65	0.77	0.95	0.71
Adj. Flow (vph)	16	16	135	360	199	120
RTOR Reduction (vph)	0	15	95	0	0	0
Lane Group Flow (vph)	16	1	400	0	0	319
Heavy Vehicles (%)	8%	2%	2%	2%	2%	4%
Turn Type		Perm			Perm	
Protected Phases	8		2			6
Permitted Phases		8			6	
Actuated Green, G (s)	2.3	2.3	31.4			31.4
Effective Green, g (s)	2.3	2.3	31.4			31.4
Actuated g/C Ratio	0.05	0.05	0.69			0.69
Clearance Time (s)	5.7	5.7	5.8			5.8
Vehicle Extension (s)	4.0	4.0	3.0			3.0
Lane Grp Cap (vph)	85	81	1167			731
v/s Ratio Prot	c0.01		0.24			
v/s Ratio Perm		0.00				c0.30
v/c Ratio	0.19	0.01	0.34			0.44
Uniform Delay, d ₁	20.6	20.4	2.8			3.0
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d ₂	1.5	0.1	0.8			1.9
Delay (s)	22.0	20.4	3.6			4.9
Level of Service	C	C	A			A
Approach Delay (s)	21.2		3.6			4.9
Approach LOS	C		A			A

Intersection Summary

HCM Average Control Delay	4.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	45.2	Sum of lost time (s)	11.5
Intersection Capacity Utilization	61.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 12: Enrico Fermi Dr. & Leroux Rd.

11/17/2009

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lanes	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
Volume (veh/h)	0	455	0	0	11	0	0	2	0	0	0	0
Sign Control	Free		Free		Stop		Stop					
Grade	0%		0%		0%		0%					
Peak Hour Factor	0.92	0.80	0.92	0.92	0.92	0.92	0.92	0.50	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	569	0	0	12	0	0	4	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	12			569			581	581	569	583	581	12
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	12			569			581	581	569	583	581	12
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	99	100	100	100	100
cM capacity (veh/h)	1607			1004			425	425	522	421	425	1069
Direction, Lane #												
	SE 1	NW 1	NE 1	SW 1								
Volume Total	569	12	4	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1607	1004	425	1700								
Volume to Capacity	0.00	0.00	0.01	0.00								
Queue Length 95th (ft)	0	0	1	0								
Control Delay (s)	0.0	0.0	13.5	0.0								
Lane LOS			B	A								
Approach Delay (s)	0.0	0.0	13.5	0.0								
Approach LOS			B	A								
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			33.9%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 13: Post Rd. & N. Dixie Hwy

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
Volume (veh/h)	38	3	44	5	10	10	5	112	6	2	227	86
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.43	0.75	0.79	0.63	0.50	0.63	0.42	0.76	0.50	0.25	0.85	0.50
Hourly flow rate (vph)	88	4	56	8	20	16	12	147	12	8	267	172
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	572	552	353	604	632	153	439			159		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	572	552	353	604	632	153	439			159		
tC, single (s)	7.1	6.5	6.2	7.1	6.6	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.1	3.3	2.2			2.2		
p0 queue free %	78	99	92	98	95	98	99			99		
cM capacity (veh/h)	400	434	691	370	381	885	1121			1420		
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	148	44	171	447								
Volume Left	88	8	12	8								
Volume Right	56	16	12	172								
cSH	476	477	1121	1420								
Volume to Capacity	0.31	0.09	0.01	0.01								
Queue Length 95th (ft)	33	8	1	0								
Control Delay (s)	15.9	13.3	0.7	0.2								
Lane LOS	C	B	A	A								
Approach Delay (s)	15.9	13.3	0.7	0.2								
Approach LOS	C	B										
Intersection Summary												
Average Delay			3.9									
Intersection Capacity Utilization			34.5%	ICU Level of Service		A						
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

1: N. Dixie Hwy. & NB I-75 Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2	0	0	2	1	0	<1	1	0	0	0
Volume (vph)	175	441	0	0	569	138	76	2	174	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	5.9			5.9	5.9		6.0	6.0			
Lane Util. Factor	1.00	0.95			0.95	1.00		1.00	1.00			
Fr _t	1.00	1.00			1.00	0.85		1.00	0.85			
Fl _t Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	1770	3539			3539	1583		1777	1583			
Fl _t Permitted	0.42	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	783	3539			3539	1583		1777	1583			
Peak-hour factor, PHF	0.71	0.79	0.92	0.92	0.93	0.79	0.78	0.50	0.82	0.92	0.92	0.92
Adj. Flow (vph)	246	558	0	0	612	175	97	4	212	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	59	0	0	177	0	0	0
Lane Group Flow (vph)	246	558	0	0	612	116	0	101	35	0	0	0
Turn Type	Perm				Perm		Perm	Perm				
Protected Phases	2				6			8				
Permitted Phases	2						6	8	8			
Actuated Green, G (s)	46.4	46.4			46.4	46.4		11.7	11.7			
Effective Green, g (s)	46.4	46.4			46.4	46.4		11.7	11.7			
Actuated g/C Ratio	0.66	0.66			0.66	0.66		0.17	0.17			
Clearance Time (s)	5.9	5.9			5.9	5.9		6.0	6.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0		4.0	4.0			
Lane Grp Cap (vph)	519	2346			2346	1049		297	265			
v/s Ratio Prot		0.16			0.17							
v/s Ratio Perm	c0.31					0.07		0.06	0.02			
v/c Ratio	0.47	0.24			0.26	0.11		0.34	0.13			
Uniform Delay, d ₁	5.8	4.7			4.8	4.3		25.7	24.8			
Progression Factor	0.79	0.77			1.00	1.00		1.00	1.00			
Incremental Delay, d ₂	3.0	0.2			0.3	0.2		0.9	0.3			
Delay (s)	7.6	3.9			5.1	4.5		26.7	25.1			
Level of Service	A	A			A	A		C	C			
Approach Delay (s)		5.0			5.0			25.6			0.0	
Approach LOS		A			A			C			A	
Intersection Summary												
HCM Average Control Delay			8.4				HCM Level of Service		A			
HCM Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			70.0				Sum of lost time (s)		11.9			
Intersection Capacity Utilization			48.6%				ICU Level of Service		A			
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis
 2: N. Dixie Hwy. & I-75 SB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	2	1	1	2	0	0	0	0	0	<1	1
Volume (vph)	0	548	105	192	443	0	0	0	0	90	0	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.9	5.9	5.9	5.9						6.0	6.0
Lane Util. Factor		0.95	1.00	1.00	0.95						1.00	1.00
Fr _t		1.00	0.85	1.00	1.00						1.00	0.85
Fl _t Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3539	1583	1770	3539						1770	1583
Fl _t Permitted		1.00	1.00	0.42	1.00						0.95	1.00
Satd. Flow (perm)		3539	1583	780	3539						1770	1583
Peak-hour factor, PHF	0.92	0.89	0.86	0.79	0.78	0.92	0.92	0.92	0.92	0.85	0.92	0.79
Adj. Flow (vph)	0	616	122	243	568	0	0	0	0	106	0	304
RTOR Reduction (vph)	0	0	41	0	0	0	0	0	0	0	0	243
Lane Group Flow (vph)	0	616	81	243	568	0	0	0	0	0	106	61
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Actuated Green, G (s)		46.5	46.5	46.5	46.5						11.6	11.6
Effective Green, g (s)		46.5	46.5	46.5	46.5						11.6	11.6
Actuated g/C Ratio		0.66	0.66	0.66	0.66						0.17	0.17
Clearance Time (s)		5.9	5.9	5.9	5.9						6.0	6.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0						4.0	4.0
Lane Grp Cap (vph)		2351	1052	518	2351						293	262
v/s Ratio Prot		0.17			0.16							
v/s Ratio Perm			0.05	c0.31							0.06	0.04
v/c Ratio		0.26	0.08	0.47	0.24						0.36	0.23
Uniform Delay, d ₁		4.8	4.2	5.7	4.7						25.9	25.3
Progression Factor		1.00	1.00	0.88	0.84						1.00	1.00
Incremental Delay, d ₂		0.3	0.1	3.0	0.2						1.0	0.6
Delay (s)		5.0	4.3	8.0	4.2						27.0	26.0
Level of Service		A	A	A	A						C	C
Approach Delay (s)		4.9			5.3			0.0			26.2	
Approach LOS		A			A			A			C	
Intersection Summary												
HCM Average Control Delay			9.5			HCM Level of Service				A		
HCM Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			70.0			Sum of lost time (s)			11.9			
Intersection Capacity Utilization			48.6%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

3: Nadeau & I-75 NB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR						
Lanes	0	<2	0	0	1	1	0	<1	1	0	0	0						
Volume (veh/h)	296	283	0	0	153	84	62	1	11	0	0	0						
Sign Control	Free			Free			Stop			Stop								
Grade	0%			0%			0%			0%								
Peak Hour Factor	0.81	0.91	0.92	0.25	0.78	0.75	0.86	0.25	0.86	0.92	0.92	0.92						
Hourly flow rate (vph)	365	311	0	0	196	112	72	4	13	0	0	0						
Pedestrians																		
Lane Width (ft)																		
Walking Speed (ft/s)																		
Percent Blockage																		
Right turn flare (veh)									10									
Median type	None				None													
Median storage (veh)																		
Upstream signal (ft)	1168																	
pX, platoon unblocked																		
vC, conflicting volume	308			311			1238		1350		155		1091		1238		196	
vC1, stage 1 conf vol																		
vC2, stage 2 conf vol																		
vCu, unblocked vol	308			311			1238		1350		155		1091		1238		196	
tC, single (s)	4.3			4.1			7.8		6.5		7.1		7.5		6.5		6.9	
tC, 2 stage (s)																		
tF (s)	2.3			2.2			3.6		4.0		3.4		3.5		4.0		3.3	
p0 queue free %	70			100			20		96		98		100		100		100	
cM capacity (veh/h)	1207			1246			91		106		838		124		122		812	
Direction, Lane #																		
	EB 1	EB 2	WB 1	WB 2	NB 1													
Volume Total	469	207	196	112	89													
Volume Left	365	0	0	0	72													
Volume Right	0	0	0	112	13													
cSH	1207	1700	1700	1700	107													
Volume to Capacity	0.30	0.12	0.12	0.07	0.83													
Queue Length 95th (ft)	32	0	0	0	119													
Control Delay (s)	7.9	0.0	0.0	0.0	115.8													
Lane LOS	A				F													
Approach Delay (s)	5.5		0.0		115.8													
Approach LOS					F													
Intersection Summary																		
Average Delay			13.0															
Intersection Capacity Utilization			38.0%				ICU Level of Service				A							
Analysis Period (min)	15																	

HCM Signalized Intersection Capacity Analysis

4: Nadeau & I-75 SB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	1	1	0	<2	0	0	0	0	0	<1	1
Volume (vph)	0	382	96	28	233	0	0	0	0	132	3	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.9	5.9		5.9						6.0	6.0
Lane Util. Factor		1.00	1.00		0.95						1.00	1.00
Fr _t		1.00	0.85		1.00						1.00	0.85
Fl _t Protected		1.00	1.00		0.99						0.95	1.00
Satd. Flow (prot)		1863	1583		3511						1777	1583
Fl _t Permitted		1.00	1.00		0.84						0.95	1.00
Satd. Flow (perm)		1863	1583		2967						1777	1583
Peak-hour factor, PHF	0.92	0.90	0.71	0.56	0.88	0.92	0.92	0.92	0.92	0.77	0.50	0.94
Adj. Flow (vph)	0	424	135	50	265	0	0	0	0	171	6	331
RTOR Reduction (vph)	0	0	82	0	0	0	0	0	0	0	0	239
Lane Group Flow (vph)	0	424	53	0	315	0	0	0	0	0	177	92
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Actuated Green, G (s)		14.2	14.2		14.2						10.1	10.1
Effective Green, g (s)		14.2	14.2		14.2						10.1	10.1
Actuated g/C Ratio		0.39	0.39		0.39						0.28	0.28
Clearance Time (s)		5.9	5.9		5.9						6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0						3.0	3.0
Lane Grp Cap (vph)		731	621		1164						496	442
v/s Ratio Prot		c0.23										
v/s Ratio Perm			0.03		0.11						0.10	0.06
v/c Ratio		0.58	0.09		0.27						0.36	0.21
Uniform Delay, d ₁		8.7	6.9		7.5						10.4	10.0
Progression Factor		1.00	1.00		1.00						1.00	1.00
Incremental Delay, d ₂		1.2	0.1		0.1						0.4	0.2
Delay (s)		9.8	7.0		7.6						10.9	10.2
Level of Service		A	A		A						B	B
Approach Delay (s)		9.1			7.6			0.0			10.5	
Approach LOS		A			A			A			B	

Intersection Summary

HCM Average Control Delay	9.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	36.2	Sum of lost time (s)	11.9
Intersection Capacity Utilization	45.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

5: Swan Creek Rd. & I-75 NB Ramps

11/17/2009

Movement	SET	SER	NWL	NWT	NEL	NER
Lanes	1	1	0	<1	1	1
Volume (veh/h)	316	105	202	269	44	158
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.95	0.77	0.79	0.90	0.64	0.89
Hourly flow rate (vph)	333	136	256	299	69	178
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh						
Upstream signal (ft)			477			
pX, platoon unblocked						
vC, conflicting volume			469		1143	333
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			469		1143	333
tC, single (s)			4.1		6.5	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.3
p0 queue free %			77		59	75
cM capacity (veh/h)			1093		166	702
Direction, Lane #	SE 1	SE 2	NW 1	NE 1	NE 2	
Volume Total	333	136	555	69	178	
Volume Left	0	0	256	69	0	
Volume Right	0	136	0	0	178	
cSH	1700	1700	1093	166	702	
Volume to Capacity	0.20	0.08	0.23	0.41	0.25	
Queue Length 95th (ft)	0	0	23	46	25	
Control Delay (s)	0.0	0.0	5.7	41.3	11.9	
Lane LOS			A	E	B	
Approach Delay (s)	0.0		5.7	20.1		
Approach LOS			C			
Intersection Summary						
Average Delay			6.4			
Intersection Capacity Utilization			55.3%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: Swan Creek Rd. & I-75 SB Ramps

11/17/2009

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR								
Lanes	0	<1	1	0	<1	1	0	<1	1	0	<1>	0								
Volume (veh/h)	133	180	10	2	226	36	165	8	155	15	2	2								
Sign Control	Free			Free			Stop			Stop										
Grade	0%			0%			0%			0%										
Peak Hour Factor	0.86	0.85	0.63	0.25	0.88	0.76	0.81	0.50	0.78	0.54	0.50	0.50								
Hourly flow rate (vph)	155	212	16	8	257	47	204	16	199	28	4	4								
Pedestrians																				
Lane Width (ft)																				
Walking Speed (ft/s)																				
Percent Blockage																				
Right turn flare (veh)									8											
Median type	None				None															
Median storage veh																				
Upstream signal (ft)																				
pX, platoon unblocked																				
vC, conflicting volume	304			228			800			810			257		901		841		212	
vC1, stage 1 conf vol																				
vC2, stage 2 conf vol																				
vCu, unblocked vol	304			228			800			810			257		901		841		212	
tC, single (s)	4.1			4.1			7.1			6.5			6.2		7.1		6.5		6.2	
tC, 2 stage (s)																				
tF (s)	2.2			2.2			3.5			4.0			3.3		3.5		4.0		3.3	
p0 queue free %	88			99			24			94			75		83		98		100	
cM capacity (veh/h)	1240			1353			268			273			782		168		264		833	
Direction, Lane #	NB 1	NB 2	SB 1	SB 2	NE 1	SW 1														
Volume Total	366	16	265	47	418	36														
Volume Left	155	0	8	0	204	28														
Volume Right	0	16	0	47	199	4														
cSH	1240	1700	1353	1700	510	193														
Volume to Capacity	0.12	0.01	0.01	0.03	0.82	0.19														
Queue Length 95th (ft)	11	0	0	0	201	17														
Control Delay (s)	4.2	0.0	0.3	0.0	36.4	27.9														
Lane LOS	A		A		E		D													
Approach Delay (s)	4.0			0.2			36.4			27.9										
Approach LOS					E		D													
Intersection Summary																				
Average Delay				15.5																
Intersection Capacity Utilization				49.8%			ICU Level of Service			A										
Analysis Period (min)				15																

HCM Unsignalized Intersection Capacity Analysis

7: Stoney Creek Rd. & N. Dixie Hwy

11/17/2009

Movement	SEL	SER	NEL	NET	SWT	SWR
Lanes	1>	0	0	<1	1>	0
Volume (veh/h)	15	99	51	416	566	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.50	0.67	0.89	0.88	0.75
Hourly flow rate (vph)	20	198	76	467	643	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	None	
Median storage veh				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1273	653	663			
vC1, stage 1 conf vol	653					
vC2, stage 2 conf vol	620					
vCu, unblocked vol	1273	653	663			
tC, single (s)	6.5	6.2	4.1			
tC, 2 stage (s)	5.5					
tF (s)	3.6	3.3	2.2			
p0 queue free %	95	58	92			
cM capacity (veh/h)	378	467	926			
Direction, Lane #						
	SE 1	NE 1	SW 1			
Volume Total	218	544	663			
Volume Left	20	76	0			
Volume Right	198	0	20			
cSH	457	926	1700			
Volume to Capacity	0.48	0.08	0.39			
Queue Length 95th (ft)	63	7	0			
Control Delay (s)	19.8	2.2	0.0			
Lane LOS	C	A				
Approach Delay (s)	19.8	2.2	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			3.9			
Intersection Capacity Utilization		72.4%		ICU Level of Service		C
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
 8: Pointe Aux Peaux Rd. & Dixie Hwy

11/17/2009

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	0	<1>	0	0	<1	1	1	1>	0	1	1>	0
Volume (vph)	1	1	12	124	1	23	23	172	151	45	423	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7			5.7	5.7	5.7	5.5		5.5	5.5	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.89			1.00	0.85	1.00	0.94		1.00	1.00	
Flt Protected		1.00			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1656			1777	1583	1736	1747		1736	1859	
Flt Permitted		0.98			0.71	1.00	0.44	1.00		0.47	1.00	
Satd. Flow (perm)		1632			1323	1583	809	1747		853	1859	
Peak-hour factor, PHF	0.50	0.25	0.50	0.94	0.25	0.72	0.64	0.74	0.92	0.80	0.73	0.50
Adj. Flow (vph)	2	4	24	132	4	32	36	232	164	56	579	8
RTOR Reduction (vph)	0	15	0	0	0	21	0	64	0	0	1	0
Lane Group Flow (vph)	0	15	0	0	136	11	36	332	0	56	586	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%	2%
Turn Type	Perm			custom		Perm	custom			Perm		
Protected Phases		4!			8!			2!			6!	
Permitted Phases	4!			2!		8	4!			6!		
Actuated Green, G (s)		14.3			14.3	14.3	14.3	14.5		14.5	14.5	
Effective Green, g (s)		14.3			14.3	14.3	14.3	14.5		14.5	14.5	
Actuated g/C Ratio		0.36			0.36	0.36	0.36	0.36		0.36	0.36	
Clearance Time (s)		5.7			5.7	5.7	5.7	5.5		5.5	5.5	
Lane Grp Cap (vph)		583			473	566	289	633		309	674	
v/s Ratio Prot								0.19			c0.32	
v/s Ratio Perm		0.01			c0.10	0.01	0.04			0.07		
v/c Ratio		0.03			0.29	0.02	0.12	0.52		0.18	0.87	
Uniform Delay, d1		8.3			9.2	8.3	8.6	10.0		8.7	11.9	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			1.5	0.1	0.9	3.1		1.3	14.3	
Delay (s)		8.4			10.7	8.4	9.5	13.1		10.0	26.1	
Level of Service		A			B	A	A	B		A	C	
Approach Delay (s)		8.4			10.3			12.8			24.7	
Approach LOS		A			B			B			C	

Intersection Summary

HCM Average Control Delay	18.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	11.2
Intersection Capacity Utilization	58.5%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 9: Dixie Hwy & Leroux Rd.

11/17/2009

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lanes	1>	0	0	<1	1>	0
Volume (veh/h)	177	15	0	422	5	2
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.82	0.63	0.25	0.67	0.42	0.50
Hourly flow rate (vph)	216	24	0	630	12	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			240		858	228
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			240		858	228
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		96	100
cM capacity (veh/h)			1327		327	812
Direction, Lane #	NB 1	SB 1	SW 1			
Volume Total	240	630	16			
Volume Left	0	0	12			
Volume Right	24	0	4			
cSH	1700	1327	385			
Volume to Capacity	0.14	0.00	0.04			
Queue Length 95th (ft)	0	0	3			
Control Delay (s)	0.0	0.0	14.7			
Lane LOS			B			
Approach Delay (s)	0.0	0.0	14.7			
Approach LOS			B			
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			32.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 10: Toll Rd. & Leroux Rd.

11/17/2009

Movement	NWL	NWR	NET	NER	SWL	SWT
Lanes	1>	0	1>	0	0	<1
Volume (veh/h)	2	0	14	3	0	14
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.50	0.92	0.70	0.75	0.92	0.50
Hourly flow rate (vph)	4	0	20	4	0	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	50	22			24	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	50	22			24	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	959	1055			1591	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	4	24	28			
Volume Left	4	0	0			
Volume Right	0	4	0			
cSH	959	1700	1591			
Volume to Capacity	0.00	0.01	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	8.8	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.8	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			13.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
 11: Enrico Fermi Dr. & N. Dixie Hwy.

11/17/2009

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	1	1	1>	0	0	<1
Volume (vph)	227	161	161	8	7	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	5.8			5.8
Lane Util. Factor	1.00	1.00	1.00			1.00
Frt	1.00	0.85	0.99			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	1770	1583	1844			1859
Flt Permitted	0.95	1.00	1.00			0.98
Satd. Flow (perm)	1770	1583	1844			1832
Peak-hour factor, PHF	0.58	0.87	0.82	0.50	0.58	0.87
Adj. Flow (vph)	391	185	196	16	12	263
RTOR Reduction (vph)	0	122	6	0	0	0
Lane Group Flow (vph)	391	63	206	0	0	275
Turn Type		Perm			Perm	
Protected Phases	8		2			6
Permitted Phases		8			6	
Actuated Green, G (s)	16.0	16.0	19.3			19.3
Effective Green, g (s)	16.0	16.0	19.3			19.3
Actuated g/C Ratio	0.34	0.34	0.41			0.41
Clearance Time (s)	5.7	5.7	5.8			5.8
Vehicle Extension (s)	4.0	4.0	3.0			3.0
Lane Grp Cap (vph)	605	541	760			756
v/s Ratio Prot	c0.22		0.11			
v/s Ratio Perm		0.04				c0.15
v/c Ratio	0.65	0.12	0.27			0.36
Uniform Delay, d1	13.0	10.6	9.1			9.5
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d2	2.7	0.1	0.9			1.4
Delay (s)	15.7	10.7	10.0			10.9
Level of Service	B	B	A			B
Approach Delay (s)	14.1		10.0			10.9
Approach LOS	B		A			B
Intersection Summary						
HCM Average Control Delay			12.4		HCM Level of Service	B
HCM Volume to Capacity ratio			0.49			
Actuated Cycle Length (s)			46.8		Sum of lost time (s)	11.5
Intersection Capacity Utilization			39.9%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
 12: Enrico Fermi Dr. & Leroux Rd.

11/17/2009

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lanes	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
Volume (veh/h)	1	12	1	0	406	0	1	0	0	0	1	1
Sign Control	Free		Free		Stop		Stop					
Grade	0%		0%		0%		0%					
Peak Hour Factor	0.25	0.60	0.25	0.92	0.79	0.92	0.25	0.92	0.92	0.92	0.25	0.25
Hourly flow rate (vph)	4	20	4	0	514	0	4	0	0	0	4	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	514			24			550	544	22	544	546	514
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	514			24			550	544	22	544	546	514
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	100	100	100	99	99
cM capacity (veh/h)	1052			1591			438	445	1055	449	443	561
Direction, Lane #	SE 1	NW 1	NE 1	SW 1								
Volume Total	28	514	4	8								
Volume Left	4	0	4	0								
Volume Right	4	0	0	4								
cSH	1052	1591	438	495								
Volume to Capacity	0.00	0.00	0.01	0.02								
Queue Length 95th (ft)	0	0	1	1								
Control Delay (s)	1.2	0.0	13.3	12.4								
Lane LOS	A		B	B								
Approach Delay (s)	1.2	0.0	13.3	12.4								
Approach LOS			B	B								
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			31.4%		ICU Level of Service		A					
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 13: Post Rd. & N. Dixie Hwy

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
Volume (veh/h)	38	8	5	9	8	7	25	250	12	7	228	48
Sign Control	Stop		Stop		Free		Free					
Grade	0%		0%		0%		0%					
Peak Hour Factor	0.63	0.89	0.60	0.56	0.67	0.44	0.63	0.89	0.60	0.44	0.98	0.63
Hourly flow rate (vph)	60	9	8	16	12	16	40	281	20	16	233	76
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type						None			None			
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	695	683	271	686	711	291	309			301		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	695	683	271	686	711	291	309			301		
tC, single (s)	7.1	6.5	6.3	7.1	6.6	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.1	3.3	2.2			2.2		
p0 queue free %	82	97	99	95	96	98	97			99		
cM capacity (veh/h)	328	355	754	339	333	741	1252			1260		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	78	44	341	325								
Volume Left	60	16	40	16								
Volume Right	8	16	20	76								
cSH	353	420	1252	1260								
Volume to Capacity	0.22	0.10	0.03	0.01								
Queue Length 95th (ft)	21	9	2	1								
Control Delay (s)	18.1	14.6	1.2	0.5								
Lane LOS	C	B	A	A								
Approach Delay (s)	18.1	14.6	1.2	0.5								
Approach LOS	C	B										
Intersection Summary												
Average Delay			3.3									
Intersection Capacity Utilization			38.2%		ICU Level of Service		A					
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

1: N. Dixie Hwy. & I-75 NB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2	0	0	2	1	0	<1	1	0	0	0
Volume (vph)	175	411	0	0	536	133	78	1	526	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	5.9			5.9	5.9		6.0	6.0			
Lane Util. Factor	1.00	0.95			0.95	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	1770	3539			3539	1583		1777	1583			
Flt Permitted	0.40	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	740	3539			3539	1583		1777	1583			
Peak-hour factor, PHF	0.88	0.85	0.92	0.92	0.84	0.62	0.72	0.25	0.73	0.92	0.92	0.92
Adj. Flow (vph)	199	484	0	0	638	215	108	4	721	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	95	0	0	259	0	0	0
Lane Group Flow (vph)	199	484	0	0	638	120	0	112	462	0	0	0
Turn Type	Perm			Perm			Perm		Prot			
Protected Phases	2			6			8		8			
Permitted Phases	2			6			8					
Actuated Green, G (s)	39.1	39.1			39.1	39.1		19.0	19.0			
Effective Green, g (s)	39.1	39.1			39.1	39.1		19.0	19.0			
Actuated g/C Ratio	0.56	0.56			0.56	0.56		0.27	0.27			
Clearance Time (s)	5.9	5.9			5.9	5.9		6.0	6.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0		4.0	4.0			
Lane Grp Cap (vph)	413	1977			1977	884		482	430			
v/s Ratio Prot		0.14			0.18				c0.29			
v/s Ratio Perm	c0.27					0.08		0.06				
v/c Ratio	0.48	0.24			0.32	0.14		0.23	1.07			
Uniform Delay, d1	9.3	7.9			8.3	7.4		19.8	25.5			
Progression Factor	0.77	0.80			1.00	1.00		1.00	1.00			
Incremental Delay, d2	4.0	0.3			0.4	0.3		0.3	64.5			
Delay (s)	11.1	6.6			8.8	7.7		20.2	90.0			
Level of Service	B	A			A	A		C	F			
Approach Delay (s)		7.9			8.5			80.6			0.0	
Approach LOS		A			A			F			A	
Intersection Summary												
HCM Average Control Delay			33.7				HCM Level of Service		C			
HCM Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			70.0				Sum of lost time (s)		11.9			
Intersection Capacity Utilization			53.8%				ICU Level of Service		A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: N. Dixie Hwy. & I-75 SB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	2	1	1	2	0	0	0	0	0	<1	1
Volume (vph)	0	442	123	177	433	0	0	0	0	77	0	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.9	5.9	5.9	5.9						6.0	6.0
Lane Util. Factor		0.95	1.00	1.00	0.95						1.00	1.00
Fr _t		1.00	0.85	1.00	1.00						1.00	0.85
Fl _t Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3539	1583	1770	3539						1770	1583
Fl _t Permitted		1.00	1.00	0.48	1.00						0.95	1.00
Satd. Flow (perm)		3539	1583	890	3539						1770	1583
Peak-hour factor, PHF	0.92	0.92	0.81	0.78	0.82	0.92	0.92	0.92	0.92	0.71	0.92	0.98
Adj. Flow (vph)	0	480	152	227	528	0	0	0	0	108	0	262
RTOR Reduction (vph)	0	0	50	0	0	0	0	0	0	0	0	220
Lane Group Flow (vph)	0	480	102	227	528	0	0	0	0	0	108	42
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Actuated Green, G (s)		47.0	47.0	47.0	47.0						11.1	11.1
Effective Green, g (s)		47.0	47.0	47.0	47.0						11.1	11.1
Actuated g/C Ratio		0.67	0.67	0.67	0.67						0.16	0.16
Clearance Time (s)		5.9	5.9	5.9	5.9						6.0	6.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0						4.0	4.0
Lane Grp Cap (vph)		2376	1063	598	2376						281	251
v/s Ratio Prot		0.14			0.15							
v/s Ratio Perm			0.06	c0.26							0.06	0.03
v/c Ratio		0.20	0.10	0.38	0.22						0.38	0.17
Uniform Delay, d ₁		4.4	4.0	5.1	4.4						26.4	25.4
Progression Factor		1.00	1.00	1.01	0.82						1.00	1.00
Incremental Delay, d ₂		0.2	0.2	1.8	0.2						1.2	0.4
Delay (s)		4.6	4.2	6.9	3.8						27.6	25.9
Level of Service		A	A	A	A						C	C
Approach Delay (s)		4.5			4.7			0.0			26.4	
Approach LOS		A			A			A			C	

Intersection Summary

HCM Average Control Delay	9.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	11.9
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

3: Nadeau & I-75 NB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lanes	0	<2	0	0	1	1	0	<1	1	0	0	0	
Volume (veh/h)	321	191	0	0	162	176	58	0	19	0	0	0	
Sign Control	Free		Free		Stop		Stop						
Grade	0%		0%		0%		0%						
Peak Hour Factor	0.93	0.81	0.92	0.92	0.69	0.76	0.75	0.92	0.50	0.92	0.92	0.92	
Hourly flow rate (vph)	345	236	0	0	235	232	77	0	38	0	0	0	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)									10				
Median type	None				None								
Median storage (veh)													
Upstream signal (ft)	1168												
pX, platoon unblocked													
vC, conflicting volume	466			236			1161	1392	118	1062	1161	235	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	466			236			1161	1392	118	1062	1161	235	
tC, single (s)	4.3			4.1			7.9	6.5	7.1	7.5	6.5	6.9	
tC, 2 stage (s)													
tF (s)	2.3			2.2			3.7	4.0	3.4	3.5	4.0	3.3	
p0 queue free %	67			100			20	100	96	100	100	100	
cM capacity (veh/h)	1050			1329			97	94	884	127	130	767	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1								
Volume Total	424	157	235	232	115								
Volume Left	345	0	0	0	77								
Volume Right	0	0	0	232	38								
cSH	1050	1700	1700	1700	145								
Volume to Capacity	0.33	0.09	0.14	0.14	0.80								
Queue Length 95th (ft)	36	0	0	0	125								
Control Delay (s)	8.9	0.0	0.0	0.0	83.6								
Lane LOS	A					F							
Approach Delay (s)	6.5					83.6							
Approach LOS					F								
Intersection Summary													
Average Delay			11.5										
Intersection Capacity Utilization			42.0%		ICU Level of Service		A						
Analysis Period (min)			15										

HCM Signalized Intersection Capacity Analysis
 4: Nadeau & I-75 SB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	1	1	0	<2	0	0	0	0	0	<1	1
Volume (vph)	0	344	70	12	172	0	0	0	0	203	4	227
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.9	5.9		5.9						6.0	6.0
Lane Util. Factor		1.00	1.00		0.95						1.00	1.00
Fr _t		1.00	0.85		1.00						1.00	0.85
Fl _t Protected		1.00	1.00		1.00						0.95	1.00
Satd. Flow (prot)		1863	1583		3528						1776	1583
Fl _t Permitted		1.00	1.00		0.92						0.95	1.00
Satd. Flow (perm)		1863	1583		3248						1776	1583
Peak-hour factor, PHF	0.92	0.94	0.86	0.83	0.87	0.92	0.92	0.92	0.92	0.75	0.50	0.81
Adj. Flow (vph)	0	366	81	14	198	0	0	0	0	271	8	280
RTOR Reduction (vph)	0	0	51	0	0	0	0	0	0	0	0	194
Lane Group Flow (vph)	0	366	30	0	212	0	0	0	0	0	279	86
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Actuated Green, G (s)		13.5	13.5		13.5						11.2	11.2
Effective Green, g (s)		13.5	13.5		13.5						11.2	11.2
Actuated g/C Ratio		0.37	0.37		0.37						0.31	0.31
Clearance Time (s)		5.9	5.9		5.9						6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0						3.0	3.0
Lane Grp Cap (vph)		687	584		1198						543	484
v/s Ratio Prot		c0.20										
v/s Ratio Perm			0.02		0.07						0.16	0.05
v/c Ratio		0.53	0.05		0.18						0.51	0.18
Uniform Delay, d ₁		9.1	7.4		7.8						10.5	9.3
Progression Factor		1.00	1.00		1.00						1.00	1.00
Incremental Delay, d ₂		0.8	0.0		0.1						0.8	0.2
Delay (s)		9.9	7.5		7.9						11.3	9.5
Level of Service		A	A		A						B	A
Approach Delay (s)		9.4			7.9			0.0			10.4	
Approach LOS		A			A			A			B	
Intersection Summary												
HCM Average Control Delay			9.6		HCM Level of Service			A				
HCM Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			36.6		Sum of lost time (s)			11.9				
Intersection Capacity Utilization			43.0%		ICU Level of Service			A				
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

5: Swan Creek Rd. & I-75 NB Ramps

11/17/2009

Movement	SET	SER	NWL	NWT	NEL	NER
Lanes	1	1	0	<1	1	1
Volume (veh/h)	474	160	217	310	23	225
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.71	0.80	0.83	0.90	0.88	0.70
Hourly flow rate (vph)	668	200	261	344	26	321
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			868		1535	668
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			868		1535	668
tC, single (s)			4.2		6.5	6.4
tC, 2 stage (s)						
tF (s)			2.3		3.6	3.5
p0 queue free %			66		67	25
cM capacity (veh/h)			760		80	430
Direction, Lane #	SE 1	SE 2	NW 1	NE 1	NE 2	
Volume Total	668	200	606	26	321	
Volume Left	0	0	261	26	0	
Volume Right	0	200	0	0	321	
cSH	1700	1700	760	80	430	
Volume to Capacity	0.39	0.12	0.34	0.33	0.75	
Queue Length 95th (ft)	0	0	38	31	153	
Control Delay (s)	0.0	0.0	8.3	70.0	34.3	
Lane LOS			A	F	D	
Approach Delay (s)	0.0		8.3	37.0		
Approach LOS				E		
Intersection Summary						
Average Delay			9.8			
Intersection Capacity Utilization			66.6%	ICU Level of Service	C	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: Swan Creek Rd. & I-75 SB Ramps

11/17/2009

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR				
Lanes	0	<1	1	0	<1	1	0	<1	1	0	<1>	0				
Volume (veh/h)	139	179	6	0	298	46	68	1	323	18	4	1				
Sign Control	Free		Free		Free		Stop		Stop		Stop					
Grade	0%		0%		0%		0%		0%		0%					
Peak Hour Factor	0.92	0.87	0.63	0.25	0.94	0.83	0.76	0.25	0.82	0.53	0.75	0.25				
Hourly flow rate (vph)	151	206	10	0	317	55	89	4	394	34	5	4				
Pedestrians																
Lane Width (ft)																
Walking Speed (ft/s)																
Percent Blockage																
Right turn flare (veh)									8							
Median type	None				None											
Median storage veh																
Upstream signal (ft)																
pX, platoon unblocked																
vC, conflicting volume	372		215		832		834		317		1024		880		206	
vC1, stage 1 conf vol																
vC2, stage 2 conf vol																
vCu, unblocked vol	372		215		832		834		317		1024		880		206	
tC, single (s)	4.2		4.1		7.1		6.5		6.4		7.1		6.5		6.2	
tC, 2 stage (s)																
tF (s)	2.3		2.2		3.5		4.0		3.4		3.5		4.0		3.3	
p0 queue free %	86		100		65		98		43		59		98		100	
cM capacity (veh/h)	1118		1367		252		265		694		83		249		840	
Direction, Lane #	NB 1	NB 2	SB 1	SB 2	NE 1	SW 1										
Volume Total	357	10	317	55	487	43										
Volume Left	151	0	0	0	89	34										
Volume Right	0	10	0	55	394	4										
cSH	1118	1700	1367	1700	859	99										
Volume to Capacity	0.14	0.01	0.00	0.03	0.57	0.44										
Queue Length 95th (ft)	12	0	0	0	91	46										
Control Delay (s)	4.5	0.0	0.0	0.0	18.8	67.0										
Lane LOS	A				C		F									
Approach Delay (s)	4.4		0.0		18.8		67.0									
Approach LOS					C		F									
Intersection Summary																
Average Delay			10.8													
Intersection Capacity Utilization			50.7%		ICU Level of Service				A							
Analysis Period (min)			15													

HCM Unsignalized Intersection Capacity Analysis
 7: Stoney Creek Rd. & N. Dixie Hwy

11/17/2009

Movement	SEL	SER	NEL	NET	SWT	SWR
Lanes	1>	0	0	<1	1>	0
Volume (veh/h)	31	106	187	1109	348	28
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.42	0.52	0.56	0.77	0.65	0.50
Hourly flow rate (vph)	74	204	334	1440	535	56
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2672	563	591			
vC1, stage 1 conf vol	563					
vC2, stage 2 conf vol	2108					
vCu, unblocked vol	2672	563	591			
tC, single (s)	6.5	6.2	4.1			
tC, 2 stage (s)	5.5					
tF (s)	3.6	3.3	2.2			
p0 queue free %	0	61	66			
cM capacity (veh/h)	62	525	984			
Direction, Lane #						
	SE 1	NE 1	SW 1			
Volume Total	278	1774	591			
Volume Left	74	334	0			
Volume Right	204	0	56			
cSH	175	984	1700			
Volume to Capacity	1.59	0.34	0.35			
Queue Length 95th (ft)	462	38	0			
Control Delay (s)	337.3	10.5	0.0			
Lane LOS	F	B				
Approach Delay (s)	337.3	10.5	0.0			
Approach LOS	F					
Intersection Summary						
Average Delay			42.5			
Intersection Capacity Utilization		107.0%		ICU Level of Service		G
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
 8: Pointe Aux Peaux Rd. & Dixie Hwy

11/17/2009

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	0	<1>	0	0	<1	1	1	1>	0	1	1>	0
Volume (vph)	9	0	25	153	6	118	7	1012	32	16	173	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7			5.7	5.7	5.7	5.5		5.5	5.5	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.90			1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected		0.99			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1653			1777	1583	1770	1852		1770	1862	
Flt Permitted		0.91			0.70	1.00	0.60	1.00		0.28	1.00	
Satd. Flow (perm)		1517			1295	1583	1116	1852		514	1862	
Peak-hour factor, PHF	0.69	0.92	0.64	0.77	0.92	0.73	0.38	0.82	0.68	0.50	0.67	0.92
Adj. Flow (vph)	13	0	39	199	7	162	18	1234	47	32	258	1
RTOR Reduction (vph)	0	25	0	0	0	6	0	3	0	0	1	0
Lane Group Flow (vph)	0	27	0	0	206	156	18	1278	0	32	258	0
Turn Type	Perm			custom		Perm	custom			Perm		
Protected Phases		4!			8!			2!			6!	
Permitted Phases	4!			2!		8	4!			6!		
Actuated Green, G (s)		14.3			14.3	14.3	14.3	14.5		14.5	14.5	
Effective Green, g (s)		14.3			14.3	14.3	14.3	14.5		14.5	14.5	
Actuated g/C Ratio		0.36			0.36	0.36	0.36	0.36		0.36	0.36	
Clearance Time (s)		5.7			5.7	5.7	5.7	5.5		5.5	5.5	
Lane Grp Cap (vph)		542			463	566	399	671		186	675	
v/s Ratio Prot								c0.69			0.14	
v/s Ratio Perm		0.02			c0.16	0.10	0.02			0.06		
v/c Ratio		0.05			0.44	0.27	0.05	1.90		0.17	0.38	
Uniform Delay, d1		8.4			9.8	9.2	8.4	12.8		8.7	9.4	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.2			3.1	1.2	0.2	412.5		2.0	1.6	
Delay (s)		8.6			12.9	10.4	8.6	425.3		10.7	11.1	
Level of Service		A			B	B	A	F		B	B	
Approach Delay (s)		8.6			11.8			419.5			11.0	
Approach LOS		A			B			F			B	

Intersection Summary

HCM Average Control Delay	275.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	11.2
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 9: Dixie Hwy & Leroux Rd.

11/17/2009

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lanes	1>	0	0	<1	1>	0
Volume (veh/h)	1137	4	1	169	6	4
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.85	0.38	0.25	0.89	0.31	0.38
Hourly flow rate (vph)	1338	11	4	190	19	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1348		1541	1343
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1348		1541	1343
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		85	94
cM capacity (veh/h)			511		126	186
Direction, Lane #	NB 1	SB 1	SW 1			
Volume Total	1348	194	30			
Volume Left	0	4	19			
Volume Right	11	0	11			
cSH	1700	511	142			
Volume to Capacity	0.79	0.01	0.21			
Queue Length 95th (ft)	0	1	19			
Control Delay (s)	0.0	0.4	37.0			
Lane LOS		A	E			
Approach Delay (s)	0.0	0.4	37.0			
Approach LOS			E			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			70.1%	ICU Level of Service	C	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 10: Toll Rd. & Leroux Rd.

11/17/2009

Movement	NWL	NWR	NET	NER	SWL	SWT
Lanes	1>	0	1>	0	0	<1
Volume (veh/h)	5	0	4	1	0	5
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.33	0.92	0.75	0.25	0.92	0.33
Hourly flow rate (vph)	15	0	5	4	0	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	22	7			9	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	22	7			9	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			100	
cM capacity (veh/h)	994	1075			1610	

Direction, Lane #	NW 1	NE 1	SW 1
Volume Total	15	9	15
Volume Left	15	0	0
Volume Right	0	4	0
cSH	994	1700	1610
Volume to Capacity	0.02	0.01	0.00
Queue Length 95th (ft)	1	0	0
Control Delay (s)	8.7	0.0	0.0
Lane LOS	A		
Approach Delay (s)	8.7	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay		3.3	
Intersection Capacity Utilization		13.3%	ICU Level of Service A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis
 11: Enrico Fermi Dr. & N. Dixie Hwy.

11/17/2009

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	1	1	1>	0	0	<1
Volume (vph)	83	81	94	1033	714	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	5.8			5.8
Lane Util. Factor	1.00	1.00	1.00			1.00
Fr _t	1.00	0.85	0.88			1.00
Fl _t Protected	0.95	1.00	1.00			0.96
Satd. Flow (prot)	1671	1583	1636			1781
Fl _t Permitted	0.95	1.00	1.00			0.17
Satd. Flow (perm)	1671	1583	1636			308
Peak-hour factor, PHF	0.81	0.69	0.65	0.77	0.95	0.71
Adj. Flow (vph)	102	117	145	1342	752	127
RTOR Reduction (vph)	0	91	524	0	0	0
Lane Group Flow (vph)	102	26	963	0	0	879
Heavy Vehicles (%)	8%	2%	2%	2%	2%	4%
Turn Type		Perm			Perm	
Protected Phases	8		2			6
Permitted Phases		8			6	
Actuated Green, G (s)	9.5	9.5	22.4			22.4
Effective Green, g (s)	9.5	9.5	22.4			22.4
Actuated g/C Ratio	0.22	0.22	0.52			0.52
Clearance Time (s)	5.7	5.7	5.8			5.8
Vehicle Extension (s)	4.0	4.0	3.0			3.0
Lane Grp Cap (vph)	366	347	844			159
v/s Ratio Prot	c0.06		0.59			
v/s Ratio Perm		0.02				c2.86
v/c Ratio	0.28	0.07	1.14			5.53
Uniform Delay, d ₁	14.1	13.5	10.5			10.5
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d ₂	0.6	0.1	77.8			2051.5
Delay (s)	14.7	13.6	88.3			2062.0
Level of Service	B	B	F			F
Approach Delay (s)	14.1		88.3			2062.0
Approach LOS	B		F			F

Intersection Summary

HCM Average Control Delay		753.1	HCM Level of Service	F
HCM Volume to Capacity ratio		3.97		
Actuated Cycle Length (s)		43.4	Sum of lost time (s)	11.5
Intersection Capacity Utilization		137.5%	ICU Level of Service	H
Analysis Period (min)		15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 12: Enrico Fermi Dr. & Leroux Rd.

11/17/2009

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lanes	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
Volume (veh/h)	0	1736	0	0	151	0	0	3	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.80	0.92	0.92	0.92	0.92	0.92	0.50	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	2170	0	0	164	0	0	6	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	164			2170			2334	2334	2170	2337	2334	164
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	164			2170			2334	2334	2170	2337	2334	164
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	84	100	100	100	100
cM capacity (veh/h)	1414			246			26	37	59	22	37	880
Direction, Lane #	SE 1	NW 1	NE 1	SW 1								
Volume Total	2170	164	6	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1414	246	37	1700								
Volume to Capacity	0.00	0.00	0.16	0.00								
Queue Length 95th (ft)	0	0	13	0								
Control Delay (s)	0.0	0.0	121.1	0.0								
Lane LOS			F	A								
Approach Delay (s)	0.0	0.0	121.1	0.0								
Approach LOS			F	A								
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			101.4%	ICU Level of Service							G	
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 13: Post Rd. & N. Dixie Hwy

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
Volume (veh/h)	41	3	60	19	11	11	8	185	9	3	740	92
Sign Control	Stop		Stop		Free		Free		Free		Free	
Grade	0%		0%		0%		0%		0%		0%	
Peak Hour Factor	0.43	0.75	0.79	0.63	0.50	0.63	0.42	0.76	0.50	0.25	0.85	0.50
Hourly flow rate (vph)	95	4	76	30	22	17	19	243	18	12	871	184
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1306	1286	963	1355	1369	252	1055			261		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1306	1286	963	1355	1369	252	1055			261		
tC, single (s)	7.1	6.5	6.2	7.1	6.6	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.1	3.3	2.2			2.2		
p0 queue free %	16	97	76	67	84	98	97			99		
cM capacity (veh/h)	113	158	310	91	136	779	660			1303		
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	175	70	280	1067								
Volume Left	95	30	19	12								
Volume Right	76	17	18	184								
cSH	158	135	660	1303								
Volume to Capacity	1.11	0.52	0.03	0.01								
Queue Length 95th (ft)	232	61	2	1								
Control Delay (s)	162.5	57.1	1.1	0.3								
Lane LOS	F	F	A	A								
Approach Delay (s)	162.5	57.1	1.1	0.3								
Approach LOS	F	F										
Intersection Summary												
Average Delay			20.8									
Intersection Capacity Utilization			59.6%		ICU Level of Service		B					
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

1: N. Dixie Hwy. &

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2	0	0	2	1	0	<1	1	0	0	0
Volume (vph)	186	506	0	0	1041	147	81	3	213	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	5.9			5.9	5.9		6.0	6.0			
Lane Util. Factor	1.00	0.95			0.95	1.00		1.00	1.00			
Fr _t	1.00	1.00			1.00	0.85		1.00	0.85			
Fl _t Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	1770	3539			3539	1583		1779	1583			
Fl _t Permitted	0.22	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	415	3539			3539	1583		1779	1583			
Peak-hour factor, PHF	0.71	0.79	0.92	0.92	0.93	0.79	0.78	0.50	0.82	0.92	0.92	0.92
Adj. Flow (vph)	262	641	0	0	1119	186	104	6	260	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	64	0	0	203	0	0	0
Lane Group Flow (vph)	262	641	0	0	1119	122	0	110	57	0	0	0
Turn Type	Perm				Perm		Perm	Perm				
Protected Phases	2				6			8				
Permitted Phases	2						6	8	8			
Actuated Green, G (s)	46.1	46.1			46.1	46.1		12.0	12.0			
Effective Green, g (s)	46.1	46.1			46.1	46.1		12.0	12.0			
Actuated g/C Ratio	0.66	0.66			0.66	0.66		0.17	0.17			
Clearance Time (s)	5.9	5.9			5.9	5.9		6.0	6.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0		4.0	4.0			
Lane Grp Cap (vph)	273	2331			2331	1043		305	271			
v/s Ratio Prot		0.18			0.32							
v/s Ratio Perm	c0.63					0.08		0.06	0.04			
v/c Ratio	0.96	0.27			0.48	0.12		0.36	0.21			
Uniform Delay, d ₁	11.1	5.0			6.0	4.4		25.6	24.9			
Progression Factor	0.95	0.77			1.00	1.00		1.00	1.00			
Incremental Delay, d ₂	44.6	0.3			0.7	0.2		1.0	0.5			
Delay (s)	55.2	4.1			6.7	4.7		26.6	25.5			
Level of Service	E	A			A	A		C	C			
Approach Delay (s)		18.9			6.4			25.8			0.0	
Approach LOS		B			A			C			A	
Intersection Summary												
HCM Average Control Delay			13.6				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			70.0				Sum of lost time (s)		11.9			
Intersection Capacity Utilization			66.6%				ICU Level of Service		C			
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis
 2: N. Dixie Hwy. & I-75 SB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	2	1	1	2	0	0	0	0	0	<1	1
Volume (vph)	0	591	112	535	576	0	0	0	0	96	0	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.9	5.9	5.9	5.9						6.0	6.0
Lane Util. Factor		0.95	1.00	1.00	0.95						1.00	1.00
Fr _t		1.00	0.85	1.00	1.00						1.00	0.85
Fl _t Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3539	1583	1770	3539						1770	1583
Fl _t Permitted		1.00	1.00	0.40	1.00						0.95	1.00
Satd. Flow (perm)		3539	1583	741	3539						1770	1583
Peak-hour factor, PHF	0.92	0.89	0.86	0.79	0.78	0.92	0.92	0.92	0.92	0.85	0.92	0.79
Adj. Flow (vph)	0	664	130	677	738	0	0	0	0	113	0	323
RTOR Reduction (vph)	0	0	47	0	0	0	0	0	0	0	0	156
Lane Group Flow (vph)	0	664	83	677	738	0	0	0	0	0	113	167
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Actuated Green, G (s)		44.8	44.8	44.8	44.8						13.3	13.3
Effective Green, g (s)		44.8	44.8	44.8	44.8						13.3	13.3
Actuated g/C Ratio		0.64	0.64	0.64	0.64						0.19	0.19
Clearance Time (s)		5.9	5.9	5.9	5.9						6.0	6.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0						4.0	4.0
Lane Grp Cap (vph)		2265	1013	474	2265						336	301
v/s Ratio Prot		0.19			0.21							
v/s Ratio Perm			0.05	c0.91							0.06	c0.11
v/c Ratio		0.29	0.08	1.43	0.33						0.34	0.55
Uniform Delay, d ₁		5.6	4.8	12.6	5.7						24.5	25.7
Progression Factor		1.00	1.00	1.05	0.93						1.00	1.00
Incremental Delay, d ₂		0.3	0.2	203.9	0.4						0.8	2.7
Delay (s)		5.9	4.9	217.1	5.7						25.3	28.4
Level of Service		A	A	F	A						C	C
Approach Delay (s)		5.8			106.9			0.0			27.6	
Approach LOS		A			F			A			C	

Intersection Summary

HCM Average Control Delay	63.4	HCM Level of Service	E
HCM Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	11.9
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 3: Nadeau & I-75 NB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR						
Lanes	0	<2	0	0	1	1	0	<1	1	0	0	0						
Volume (veh/h)	314	315	0	0	187	231	66	1	12	0	0	0						
Sign Control	Free			Free			Stop			Stop								
Grade	0%			0%			0%			0%								
Peak Hour Factor	0.81	0.91	0.92	0.25	0.78	0.75	0.86	0.25	0.86	0.92	0.92	0.92						
Hourly flow rate (vph)	388	346	0	0	240	308	77	4	14	0	0	0						
Pedestrians																		
Lane Width (ft)																		
Walking Speed (ft/s)																		
Percent Blockage																		
Right turn flare (veh)									10									
Median type	None				None													
Median storage (veh)																		
Upstream signal (ft)	1168																	
pX, platoon unblocked																		
vC, conflicting volume	548			346			1361		1669		173		1197		1361		240	
vC1, stage 1 conf vol																		
vC2, stage 2 conf vol																		
vCu, unblocked vol	548			346			1361		1669		173		1197		1361		240	
tC, single (s)	4.3			4.1			7.8		6.5		7.1		7.5		6.5		6.9	
tC, 2 stage (s)																		
tF (s)	2.3			2.2			3.6		4.0		3.4		3.5		4.0		3.3	
p0 queue free %	60			100			0		93		98		100		100		100	
cM capacity (veh/h)	977			1209			66		59		816		91		89		761	
Direction, Lane #																		
	EB 1	EB 2	WB 1	WB 2	NB 1													
Volume Total	503	231	240	308	95													
Volume Left	388	0	0	0	77													
Volume Right	0	0	0	308	14													
cSH	977	1700	1700	1700	77													
Volume to Capacity	0.40	0.14	0.14	0.18	1.23													
Queue Length 95th (ft)	48	0	0	0	180													
Control Delay (s)	9.6	0.0	0.0	0.0	253.0													
Lane LOS	A				F													
Approach Delay (s)	6.6			0.0			253.0											
Approach LOS					F													
Intersection Summary																		
Average Delay			20.9															
Intersection Capacity Utilization			45.8%				ICU Level of Service				A							
Analysis Period (min)	15																	

HCM Signalized Intersection Capacity Analysis

4: Nadeau & I-75 SB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	1	1	0	<2	0	0	0	0	0	<1	1
Volume (vph)	0	408	102	30	271	0	0	0	0	152	4	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.9	5.9		5.9						6.0	6.0
Lane Util. Factor		1.00	1.00		0.95						1.00	1.00
Fr _t		1.00	0.85		1.00						1.00	0.85
Fl _t Protected		1.00	1.00		0.99						0.95	1.00
Satd. Flow (prot)		1863	1583		3513						1777	1583
Fl _t Permitted		1.00	1.00		0.84						0.95	1.00
Satd. Flow (perm)		1863	1583		2960						1777	1583
Peak-hour factor, PHF	0.92	0.90	0.71	0.56	0.88	0.92	0.92	0.92	0.92	0.77	0.50	0.94
Adj. Flow (vph)	0	453	144	54	308	0	0	0	0	197	8	351
RTOR Reduction (vph)	0	0	87	0	0	0	0	0	0	0	0	252
Lane Group Flow (vph)	0	453	57	0	362	0	0	0	0	0	205	99
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Actuated Green, G (s)		14.7	14.7		14.7						10.5	10.5
Effective Green, g (s)		14.7	14.7		14.7						10.5	10.5
Actuated g/C Ratio		0.40	0.40		0.40						0.28	0.28
Clearance Time (s)		5.9	5.9		5.9						6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0						3.0	3.0
Lane Grp Cap (vph)		738	627		1173						503	448
v/s Ratio Prot		c0.24										
v/s Ratio Perm			0.04		0.12						0.12	0.06
v/c Ratio		0.61	0.09		0.31						0.41	0.22
Uniform Delay, d ₁		8.9	7.0		7.7						10.8	10.2
Progression Factor		1.00	1.00		1.00						1.00	1.00
Incremental Delay, d ₂		1.5	0.1		0.2						0.5	0.3
Delay (s)		10.5	7.1		7.9						11.3	10.4
Level of Service		B	A		A						B	B
Approach Delay (s)		9.6			7.9			0.0			10.8	
Approach LOS		A			A			A			B	

Intersection Summary

HCM Average Control Delay	9.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	37.1	Sum of lost time (s)	11.9
Intersection Capacity Utilization	49.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

5: Swan Creek Rd. & I-75 NB Ramps

11/17/2009

Movement	SET	SER	NWL	NWT	NEL	NER
Lanes	1	1	0	<1	1	1
Volume (veh/h)	371	112	334	404	47	177
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.77	0.64	0.89	0.79	0.90
Hourly flow rate (vph)	391	145	522	454	59	197
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			536		1888	391
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			536		1888	391
tC, single (s)			4.1		6.5	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.3
p0 queue free %			49		0	70
cM capacity (veh/h)			1032		37	651
Direction, Lane #	SE 1	SE 2	NW 1	NE 1	NE 2	
Volume Total	391	145	976	59	197	
Volume Left	0	0	522	59	0	
Volume Right	0	145	0	0	197	
cSH	1700	1700	1032	37	651	
Volume to Capacity	0.23	0.09	0.51	1.60	0.30	
Queue Length 95th (ft)	0	0	73	158	32	
Control Delay (s)	0.0	0.0	10.3	535.9	12.9	
Lane LOS			B	F	B	
Approach Delay (s)	0.0		10.3	134.4		
Approach LOS				F		
Intersection Summary						
Average Delay			25.1			
Intersection Capacity Utilization			72.6%	ICU Level of Service		C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 6: Swan Creek Rd. & I-75 SB Ramps

11/17/2009

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR	
Lanes	0	<1	1	0	<1	1	0	<1	1	0	<1>	0	
Volume (veh/h)	235	215	11	2	244	38	175	9	197	16	3	3	
Sign Control	Free		Free		Stop		Stop		Stop		Stop		
Grade	0%		0%		0%		0%		0%		0%		
Peak Hour Factor	0.86	0.85	0.63	0.25	0.88	0.76	0.81	0.50	0.78	0.54	0.50	0.50	
Hourly flow rate (vph)	273	253	17	8	277	50	216	18	253	30	6	6	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)									8				
Median type	None				None								
Median storage veh													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	327			270			1102	1110	277	1228	1143	253	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	327			270			1102	1110	277	1228	1143	253	
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2	
tC, 2 stage (s)													
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3	
p0 queue free %	78			99			0	89	67	62	96	99	
cM capacity (veh/h)	1216			1305			149	161	762	79	156	791	
Direction, Lane #	NB 1	NB 2	SB 1	SB 2	NE 1	SW 1							
Volume Total	526	17	285	50	487	42							
Volume Left	273	0	8	0	216	30							
Volume Right	0	17	0	50	253	6							
cSH	1216	1700	1305	1700	277	99							
Volume to Capacity	0.22	0.01	0.01	0.03	1.76	0.42							
Queue Length 95th (ft)	22	0	0	0	799	44							
Control Delay (s)	5.7	0.0	0.3	0.0	387.2	65.7							
Lane LOS	A		A		F	F							
Approach Delay (s)	5.5		0.2		387.2	65.7							
Approach LOS					F	F							
Intersection Summary													
Average Delay			138.0										
Intersection Capacity Utilization			59.8%	ICU Level of Service	B								
Analysis Period (min)			15										

HCM Unsignalized Intersection Capacity Analysis
 7: Stoney Creek Rd. & N. Dixie Hwy

11/17/2009

Movement	SEL	SER	NEL	NET	SWT	SWR
Lanes	1>	0	0	<1	1>	0
Volume (veh/h)	18	105	54	494	1202	34
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.50	0.67	0.89	0.88	0.75
Hourly flow rate (vph)	24	210	81	555	1366	45
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
				TWLTL	TWLTL	
Median storage veh				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2105	1389	1411			
vC1, stage 1 conf vol	1389					
vC2, stage 2 conf vol	716					
vCu, unblocked vol	2105	1389	1411			
tC, single (s)	6.5	6.2	4.1			
tC, 2 stage (s)	5.5					
tF (s)	3.6	3.3	2.2			
p0 queue free %	88	0	83			
cM capacity (veh/h)	195	175	483			
Direction, Lane #						
	SE 1	NE 1	SW 1			
Volume Total	234	636	1411			
Volume Left	24	81	0			
Volume Right	210	0	45			
cSH	177	483	1700			
Volume to Capacity	1.33	0.17	0.83			
Queue Length 95th (ft)	341	15	0			
Control Delay (s)	231.0	4.8	0.0			
Lane LOS	F	A				
Approach Delay (s)	231.0	4.8	0.0			
Approach LOS	F					
Intersection Summary						
Average Delay			25.0			
Intersection Capacity Utilization		85.2%		ICU Level of Service		E
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
 8: Marshall Field Dr. & Dixie Hwy

11/17/2009

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	0	<1>	0	0	<1	1	1	1>	0	1	1>	0
Volume (vph)	2	1	13	132	1	31	25	238	156	119	1069	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7			5.7	5.7	5.7	5.5		5.5	5.5	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.90			1.00	0.85	1.00	0.95		1.00	1.00	
Flt Protected		0.99			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1661			1776	1583	1736	1766		1736	1859	
Flt Permitted		0.97			0.71	1.00	0.28	1.00		0.35	1.00	
Satd. Flow (perm)		1614			1317	1583	511	1766		634	1859	
Peak-hour factor, PHF	0.50	0.25	0.50	0.94	0.25	0.72	0.64	0.74	0.92	0.80	0.73	0.50
Adj. Flow (vph)	4	4	26	140	4	43	39	322	170	149	1464	22
RTOR Reduction (vph)	0	3	0	0	0	28	0	48	0	0	1	0
Lane Group Flow (vph)	0	31	0	0	144	15	39	444	0	149	1485	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%	2%
Turn Type	Perm			custom			Perm	custom			Perm	
Protected Phases		4!				8!			2!			6!
Permitted Phases	4!			2!		8	4!				6!	
Actuated Green, G (s)		14.3			14.3	14.3	14.3	14.5		14.5	14.5	
Effective Green, g (s)		14.3			14.3	14.3	14.3	14.5		14.5	14.5	
Actuated g/C Ratio		0.36			0.36	0.36	0.36	0.36		0.36	0.36	
Clearance Time (s)		5.7			5.7	5.7	5.7	5.5		5.5	5.5	
Lane Grp Cap (vph)		577			471	566	183	640		230	674	
v/s Ratio Prot								0.25			c0.80	
v/s Ratio Perm		0.02			c0.11	0.01	0.08			0.23		
v/c Ratio		0.05			0.31	0.03	0.21	0.69		0.65	2.20	
Uniform Delay, d1		8.4			9.3	8.3	8.9	10.9		10.6	12.8	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.2			1.7	0.1	2.6	6.1		13.3	546.1	
Delay (s)		8.6			10.9	8.4	11.6	17.0		23.9	558.9	
Level of Service		A			B	A	B	B		C	F	
Approach Delay (s)		8.6			10.4			16.6			510.1	
Approach LOS		A			B			B			F	

Intersection Summary

HCM Average Control Delay	354.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.26		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	11.2
Intersection Capacity Utilization	93.4%	ICU Level of Service	F
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 9: Dixie Hwy & Leroux Rd.

11/17/2009

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lanes	1>	0	0	<1	1>	0
Volume (veh/h)	250	16	0	1145	6	3
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.82	0.63	0.25	0.67	0.42	0.50
Hourly flow rate (vph)	305	25	0	1709	14	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			330		2027	318
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			330		2027	318
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		77	99
cM capacity (veh/h)			1229		63	723
Direction, Lane #	NB 1	SB 1	SW 1			
Volume Total	330	1709	20			
Volume Left	0	0	14			
Volume Right	25	0	6			
cSH	1700	1229	87			
Volume to Capacity	0.19	0.00	0.23			
Queue Length 95th (ft)	0	0	21			
Control Delay (s)	0.0	0.0	58.7			
Lane LOS			F			
Approach Delay (s)	0.0	0.0	58.7			
Approach LOS			F			
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			70.3%	ICU Level of Service	C	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 10: Toll Rd. & Leroux Rd.

11/17/2009

Movement	NWL	NWR	NET	NER	SWL	SWT
Lanes	1>	0	1>	0	0	<1
Volume (veh/h)	3	0	15	4	0	15
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.50	0.92	0.70	0.75	0.92	0.50
Hourly flow rate (vph)	6	0	21	5	0	30
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	54	24			27	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	54	24			27	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	954	1052			1587	

Direction, Lane #	NW 1	NE 1	SW 1
Volume Total	6	27	30
Volume Left	6	0	0
Volume Right	0	5	0
cSH	954	1700	1587
Volume to Capacity	0.01	0.02	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	8.8	0.0	0.0
Lane LOS	A		
Approach Delay (s)	8.8	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay		0.8	
Intersection Capacity Utilization		13.3%	ICU Level of Service A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis
 11: Enrico Fermi Dr. & N Dixie Hwy

11/17/2009

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	1	1	1>	0	0	<1
Volume (vph)	924	646	171	70	69	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	5.8			5.8
Lane Util. Factor	1.00	1.00	1.00			1.00
Frt	1.00	0.85	0.95			1.00
Flt Protected	0.95	1.00	1.00			0.99
Satd. Flow (prot)	1770	1583	1762			1835
Flt Permitted	0.95	1.00	1.00			0.71
Satd. Flow (perm)	1770	1583	1762			1331
Peak-hour factor, PHF	0.58	0.87	0.82	0.50	0.58	0.87
Adj. Flow (vph)	1593	743	209	140	119	279
RTOR Reduction (vph)	0	168	48	0	0	0
Lane Group Flow (vph)	1593	575	301	0	0	398
Turn Type		Perm			Perm	
Protected Phases	8		2			6
Permitted Phases		8			6	
Actuated Green, G (s)	19.3	19.3	19.2			19.2
Effective Green, g (s)	19.3	19.3	19.2			19.2
Actuated g/C Ratio	0.39	0.39	0.38			0.38
Clearance Time (s)	5.7	5.7	5.8			5.8
Vehicle Extension (s)	4.0	4.0	3.0			3.0
Lane Grp Cap (vph)	683	611	677			511
v/s Ratio Prot	c0.90		0.17			
v/s Ratio Perm		0.36				c0.30
v/c Ratio	2.33	0.94	0.44			0.78
Uniform Delay, d1	15.4	14.8	11.4			13.5
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d2	604.1	23.2	2.1			11.2
Delay (s)	619.5	38.0	13.5			24.7
Level of Service	F	D	B			C
Approach Delay (s)	434.5		13.5			24.7
Approach LOS	F		B			C
Intersection Summary						
HCM Average Control Delay			334.0		HCM Level of Service	F
HCM Volume to Capacity ratio			1.56			
Actuated Cycle Length (s)			50.0		Sum of lost time (s)	11.5
Intersection Capacity Utilization			95.5%		ICU Level of Service	F
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
 12: Enrico Fermi Dr. & Leroux Rd.

11/17/2009

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR				
Lanes	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0				
Volume (veh/h)	1	136	1	0	1588	0	1	0	0	0	1	1				
Sign Control	Free		Free		Stop		Stop									
Grade	0%		0%		0%		0%									
Peak Hour Factor	0.25	0.60	0.25	0.92	0.79	0.92	0.25	0.92	0.92	0.92	0.25	0.25				
Hourly flow rate (vph)	4	227	4	0	2010	0	4	0	0	0	4	4				
Pedestrians																
Lane Width (ft)																
Walking Speed (ft/s)																
Percent Blockage																
Right turn flare (veh)																
Median type	None				None											
Median storage veh																
Upstream signal (ft)																
pX, platoon unblocked																
vC, conflicting volume	2010		231		2253		2247		229		2247		2249		2010	
vC1, stage 1 conf vol																
vC2, stage 2 conf vol																
vCu, unblocked vol	2010		231		2253		2247		229		2247		2249		2010	
tC, single (s)	4.1		4.1		7.1		6.5		6.2		7.1		6.5		6.2	
tC, 2 stage (s)																
tF (s)	2.2		2.2		3.5		4.0		3.3		3.5		4.0		3.3	
p0 queue free %	99		100		84		100		100		100		90		95	
cM capacity (veh/h)	284		1337		25		41		811		29		41		74	
Direction, Lane #																
	SE 1	NW 1	NE 1	SW 1												
Volume Total	235	2010	4	8												
Volume Left	4	0	4	0												
Volume Right	4	0	0	4												
cSH	284	1337	25	53												
Volume to Capacity	0.01	0.00	0.16	0.15												
Queue Length 95th (ft)	1	0	12	12												
Control Delay (s)	0.6	0.0	171.0	84.9												
Lane LOS	A		F	F												
Approach Delay (s)	0.6	0.0	171.0	84.9												
Approach LOS			F	F												
Intersection Summary																
Average Delay			0.7													
Intersection Capacity Utilization			93.6%		ICU Level of Service		F									
Analysis Period (min)			15													

HCM Unsignalized Intersection Capacity Analysis
 13: Post Rd. & N. Dixie Hwy

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
Volume (veh/h)	41	9	7	11	9	8	39	726	25	8	302	51
Sign Control	Stop		Stop		Free		Free					
Grade	0%		0%		0%		0%					
Peak Hour Factor	0.63	0.89	0.60	0.56	0.67	0.44	0.63	0.89	0.60	0.44	0.98	0.63
Hourly flow rate (vph)	65	10	12	20	13	18	62	816	42	18	308	81
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1370	1366	349	1362	1386	837	389			857		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1370	1366	349	1362	1386	837	389			857		
tC, single (s)	7.1	6.5	6.3	7.1	6.6	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.1	3.3	2.2			2.2		
p0 queue free %	36	93	98	82	89	95	95			98		
cM capacity (veh/h)	102	136	681	109	127	362	1169			783		
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	87	51	919	407								
Volume Left	65	20	62	18								
Volume Right	12	18	42	81								
cSH	119	153	1169	783								
Volume to Capacity	0.73	0.34	0.05	0.02								
Queue Length 95th (ft)	101	34	4	2								
Control Delay (s)	91.5	40.0	1.4	0.7								
Lane LOS	F	E	A	A								
Approach Delay (s)	91.5	40.0	1.4	0.7								
Approach LOS	F	E										
Intersection Summary												
Average Delay			7.9									
Intersection Capacity Utilization			71.5%		ICU Level of Service		C					
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

1: N. Dixie Hwy. &

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2	0	0	2	1	0	<1	1	0	0	0
Volume (vph)	179	303	0	0	507	136	79	1	266	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	5.9			5.9	5.9		6.0	6.0			
Lane Util. Factor	1.00	0.95			0.95	1.00		1.00	1.00			
Flt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	1770	3539			3539	1583		1777	1583			
Flt Permitted	0.42	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	789	3539			3539	1583		1777	1583			
Peak-hour factor, PHF	0.88	0.85	0.92	0.92	0.84	0.62	0.72	0.25	0.73	0.92	0.92	0.92
Adj. Flow (vph)	203	356	0	0	604	219	110	4	364	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	78	0	0	297	0	0	0
Lane Group Flow (vph)	203	356	0	0	604	141	0	114	67	0	0	0
Turn Type	Perm				Perm		Perm	Perm				
Protected Phases	2				6			8				
Permitted Phases	2						6	8	8			
Actuated Green, G (s)	45.2	45.2			45.2	45.2		12.9	12.9			
Effective Green, g (s)	45.2	45.2			45.2	45.2		12.9	12.9			
Actuated g/C Ratio	0.65	0.65			0.65	0.65		0.18	0.18			
Clearance Time (s)	5.9	5.9			5.9	5.9		6.0	6.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0		4.0	4.0			
Lane Grp Cap (vph)	509	2285			2285	1022		327	292			
v/s Ratio Prot		0.10			0.17							
v/s Ratio Perm	c0.26					0.09		0.06	0.04			
v/c Ratio	0.40	0.16			0.26	0.14		0.35	0.23			
Uniform Delay, d1	5.9	4.9			5.3	4.8		24.9	24.3			
Progression Factor	0.77	0.74			1.00	1.00		1.00	1.00			
Incremental Delay, d2	2.3	0.1			0.3	0.3		0.9	0.6			
Delay (s)	6.9	3.8			5.6	5.1		25.8	24.9			
Level of Service	A	A			A	A		C	C			
Approach Delay (s)		4.9			5.5			25.1			0.0	
Approach LOS		A			A			C			A	
Intersection Summary												
HCM Average Control Delay			10.3				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.39									
Actuated Cycle Length (s)			70.0				Sum of lost time (s)		11.9			
Intersection Capacity Utilization			47.1%				ICU Level of Service		A			
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

2: N. Dixie Hwy. & I-75 SB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	2	1	1	2	0	0	0	0	0	<1	1
Volume (vph)	0	399	126	150	433	0	0	0	0	78	0	262
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.9	5.9	5.9	5.9						6.0	6.0
Lane Util. Factor		0.95	1.00	1.00	0.95						1.00	1.00
Fr _t		1.00	0.85	1.00	1.00						1.00	0.85
Fl _t Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3539	1583	1770	3539						1770	1583
Fl _t Permitted		1.00	1.00	0.50	1.00						0.95	1.00
Satd. Flow (perm)		3539	1583	931	3539						1770	1583
Peak-hour factor, PHF	0.92	0.92	0.81	0.78	0.82	0.92	0.92	0.92	0.92	0.71	0.92	0.98
Adj. Flow (vph)	0	434	156	192	528	0	0	0	0	110	0	267
RTOR Reduction (vph)	0	0	51	0	0	0	0	0	0	0	0	225
Lane Group Flow (vph)	0	434	105	192	528	0	0	0	0	0	110	42
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Actuated Green, G (s)		47.0	47.0	47.0	47.0						11.1	11.1
Effective Green, g (s)		47.0	47.0	47.0	47.0						11.1	11.1
Actuated g/C Ratio		0.67	0.67	0.67	0.67						0.16	0.16
Clearance Time (s)		5.9	5.9	5.9	5.9						6.0	6.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0						4.0	4.0
Lane Grp Cap (vph)		2376	1063	625	2376						281	251
v/s Ratio Prot		0.12			0.15							
v/s Ratio Perm			0.07	c0.21							0.06	0.03
v/c Ratio		0.18	0.10	0.31	0.22						0.39	0.17
Uniform Delay, d ₁		4.3	4.0	4.8	4.4						26.4	25.5
Progression Factor		1.00	1.00	0.80	0.81						1.00	1.00
Incremental Delay, d ₂		0.2	0.2	1.2	0.2						1.2	0.4
Delay (s)		4.5	4.2	5.1	3.8						27.7	25.9
Level of Service		A	A	A	A						C	C
Approach Delay (s)		4.4			4.1		0.0				26.4	
Approach LOS		A			A		A				C	
Intersection Summary												
HCM Average Control Delay			9.2			HCM Level of Service				A		
HCM Volume to Capacity ratio			0.32									
Actuated Cycle Length (s)			70.0			Sum of lost time (s)			11.9			
Intersection Capacity Utilization			47.1%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

3: Nadeau & I-75 NB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR					
Lanes	0	<2	0	0	1	1	0	<1	1	0	0	0					
Volume (veh/h)	327	169	0	0	163	166	59	0	21	0	0	0					
Sign Control	Free			Free			Stop			Stop							
Grade	0%			0%			0%			0%							
Peak Hour Factor	0.93	0.81	0.92	0.92	0.69	0.76	0.75	0.92	0.50	0.92	0.92	0.92					
Hourly flow rate (vph)	352	209	0	0	236	218	79	0	42	0	0	0					
Pedestrians																	
Lane Width (ft)																	
Walking Speed (ft/s)																	
Percent Blockage																	
Right turn flare (veh)									10								
Median type	None				None												
Median storage (veh)																	
Upstream signal (ft)	1168																
pX, platoon unblocked																	
vC, conflicting volume	455			209		1148		1367		104		1065		1148		236	
vC1, stage 1 conf vol																	
vC2, stage 2 conf vol																	
vCu, unblocked vol	455			209		1148		1367		104		1065		1148		236	
tC, single (s)	4.3			4.1		7.9		6.5		7.1		7.5		6.5		6.9	
tC, 2 stage (s)																	
tF (s)	2.3			2.2		3.7		4.0		3.4		3.5		4.0		3.3	
p0 queue free %	67			100		21		100		95		100		100		100	
cM capacity (veh/h)	1061			1360		99		98		902		125		132		765	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1												
Volume Total	421	139	236	218	121												
Volume Left	352	0	0	0	79												
Volume Right	0	0	0	218	42												
cSH	1061	1700	1700	1700	152												
Volume to Capacity	0.33	0.08	0.14	0.13	0.79												
Queue Length 95th (ft)	37	0	0	0	126												
Control Delay (s)	9.0	0.0	0.0	0.0	80.0												
Lane LOS	A				F												
Approach Delay (s)	6.7		0.0		80.0												
Approach LOS					F												
Intersection Summary																	
Average Delay			11.8														
Intersection Capacity Utilization			41.7%		ICU Level of Service				A								
Analysis Period (min)			15														

HCM Signalized Intersection Capacity Analysis

4: Nadeau & I-75 SB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	1	1	0	<2	0	0	0	0	0	<1	1
Volume (vph)	0	343	72	12	173	0	0	0	0	93	4	232
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.9	5.9		5.9						6.0	6.0
Lane Util. Factor		1.00	1.00		0.95						1.00	1.00
Fr _t		1.00	0.85		1.00						1.00	0.85
Fl _t Protected		1.00	1.00		1.00						0.96	1.00
Satd. Flow (prot)		1863	1583		3528						1779	1583
Fl _t Permitted		1.00	1.00		0.92						0.96	1.00
Satd. Flow (perm)		1863	1583		3251						1779	1583
Peak-hour factor, PHF	0.92	0.94	0.86	0.83	0.87	0.92	0.92	0.92	0.92	0.75	0.50	0.81
Adj. Flow (vph)	0	365	84	14	199	0	0	0	0	124	8	286
RTOR Reduction (vph)	0	0	49	0	0	0	0	0	0	0	0	225
Lane Group Flow (vph)	0	365	35	0	213	0	0	0	0	0	132	61
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Actuated Green, G (s)		13.3	13.3		13.3						6.8	6.8
Effective Green, g (s)		13.3	13.3		13.3						6.8	6.8
Actuated g/C Ratio		0.42	0.42		0.42						0.21	0.21
Clearance Time (s)		5.9	5.9		5.9						6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0						3.0	3.0
Lane Grp Cap (vph)		774	658		1351						378	336
v/s Ratio Prot		c0.20										
v/s Ratio Perm			0.02		0.07						0.07	0.04
v/c Ratio		0.47	0.05		0.16						0.35	0.18
Uniform Delay, d ₁		6.8	5.6		5.8						10.7	10.3
Progression Factor		1.00	1.00		1.00						1.00	1.00
Incremental Delay, d ₂		0.5	0.0		0.1						0.6	0.3
Delay (s)		7.3	5.6		5.9						11.3	10.6
Level of Service		A	A		A						B	B
Approach Delay (s)		6.9			5.9			0.0			10.8	
Approach LOS		A			A			A			B	

Intersection Summary

HCM Average Control Delay	8.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	32.0	Sum of lost time (s)	11.9
Intersection Capacity Utilization	37.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 5: Swan Creek Rd. & I-75 NB Ramps

11/17/2009

Movement	SET	SER	NWL	NWT	NEL	NER
Lanes	1	1	0	<1	1	1
Volume (veh/h)	280	164	185	305	23	155
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.71	0.80	0.83	0.90	0.88	0.70
Hourly flow rate (vph)	394	205	223	339	26	221
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			599		1179	394
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			599		1179	394
tC, single (s)			4.2		6.5	6.4
tC, 2 stage (s)						
tF (s)			2.3		3.6	3.5
p0 queue free %			77		83	64
cM capacity (veh/h)			958		156	619
Direction, Lane #	SE 1	SE 2	NW 1	NE 1	NE 2	
Volume Total	394	205	562	26	221	
Volume Left	0	0	223	26	0	
Volume Right	0	205	0	0	221	
cSH	1700	1700	958	156	619	
Volume to Capacity	0.23	0.12	0.23	0.17	0.36	
Queue Length 95th (ft)	0	0	23	15	40	
Control Delay (s)	0.0	0.0	5.7	32.7	14.0	
Lane LOS			A	D	B	
Approach Delay (s)	0.0		5.7	16.0		
Approach LOS			C			
Intersection Summary						
Average Delay			5.1			
Intersection Capacity Utilization			54.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 6: Swan Creek Rd. & I-75 SB Ramps

11/17/2009

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR							
Lanes	0	<1	1	0	<1	1	0	<1	1	0	<1>	0							
Volume (veh/h)	133	180	6	0	298	47	70	1	134	19	4	1							
Sign Control	Free			Free			Stop			Stop									
Grade	0%			0%			0%			0%									
Peak Hour Factor	0.92	0.87	0.63	0.25	0.94	0.83	0.76	0.25	0.82	0.53	0.75	0.25							
Hourly flow rate (vph)	145	207	10	0	317	57	92	4	163	36	5	4							
Pedestrians																			
Lane Width (ft)																			
Walking Speed (ft/s)																			
Percent Blockage																			
Right turn flare (veh)									8										
Median type	None				None														
Median storage veh																			
Upstream signal (ft)																			
pX, platoon unblocked																			
vC, conflicting volume	374			216			820			823		317		897		870		207	
vC1, stage 1 conf vol																			
vC2, stage 2 conf vol																			
vCu, unblocked vol	374			216			820			823		317		897		870		207	
tC, single (s)	4.2			4.1			7.1			6.5		6.4		7.1		6.5		6.2	
tC, 2 stage (s)																			
tF (s)	2.3			2.2			3.5			4.0		3.4		3.5		4.0		3.3	
p0 queue free %	87			100			64			99		76		80		98		100	
cM capacity (veh/h)	1117			1365			258			271		694		179		254		839	
Direction, Lane #	NB 1	NB 2	SB 1	SB 2	NE 1	SW 1													
Volume Total	351	10	317	57	260	45													
Volume Left	145	0	0	0	92	36													
Volume Right	0	10	0	57	163	4													
cSH	1117	1700	1365	1700	699	200													
Volume to Capacity	0.13	0.01	0.00	0.03	0.37	0.23													
Queue Length 95th (ft)	11	0	0	0	43	21													
Control Delay (s)	4.3	0.0	0.0	0.0	17.4	28.2													
Lane LOS	A				C		D												
Approach Delay (s)	4.2			0.0			17.4			28.2									
Approach LOS					C		D												
Intersection Summary																			
Average Delay				7.0															
Intersection Capacity Utilization				50.5%			ICU Level of Service			A									
Analysis Period (min)				15															

HCM Unsignalized Intersection Capacity Analysis
 7: Stoney Creek Rd. & N. Dixie Hwy

11/17/2009

Movement	SEL	SER	NEL	NET	SWT	SWR
Lanes	1>	0	0	<1	1>	0
Volume (veh/h)	17	109	191	687	298	26
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.42	0.52	0.56	0.77	0.65	0.50
Hourly flow rate (vph)	40	210	341	892	458	52
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
				TWLTL	TWLTL	
Median storage veh				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2059	484	510			
vC1, stage 1 conf vol	484					
vC2, stage 2 conf vol	1574					
vCu, unblocked vol	2059	484	510			
tC, single (s)	6.5	6.2	4.1			
tC, 2 stage (s)	5.5					
tF (s)	3.6	3.3	2.2			
p0 queue free %	65	64	68			
cM capacity (veh/h)	117	582	1055			
Direction, Lane #						
	SE 1	NE 1	SW 1			
Volume Total	250	1233	510			
Volume Left	40	341	0			
Volume Right	210	0	52			
cSH	354	1055	1700			
Volume to Capacity	0.71	0.32	0.30			
Queue Length 95th (ft)	129	35	0			
Control Delay (s)	36.2	7.7	0.0			
Lane LOS	E	A				
Approach Delay (s)	36.2	7.7	0.0			
Approach LOS	E					
Intersection Summary						
Average Delay			9.3			
Intersection Capacity Utilization		81.7%		ICU Level of Service		D
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
 8: Marshall Field Dr. & Dixie Hwy

11/17/2009

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	0	<1>	0	0	<1	1	1	1>	0	1	1>	0
Volume (vph)	5	0	25	156	6	68	7	573	33	10	115	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7			5.7	5.7	5.7	5.5		5.5	5.5	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.89			1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected		0.99			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1637			1777	1583	1770	1844		1770	1863	
Flt Permitted		0.95			0.70	1.00	0.65	1.00		0.28	1.00	
Satd. Flow (perm)		1559			1303	1583	1208	1844		514	1863	
Peak-hour factor, PHF	0.69	0.92	0.64	0.77	0.92	0.73	0.38	0.82	0.68	0.50	0.67	0.92
Adj. Flow (vph)	7	0	39	203	7	93	18	699	49	20	172	0
RTOR Reduction (vph)	0	25	0	0	0	54	0	6	0	0	0	0
Lane Group Flow (vph)	0	21	0	0	210	39	18	742	0	20	172	0
Turn Type	Perm			custom		Perm	custom			Perm		
Protected Phases		4!			8!			2!			6!	
Permitted Phases	4!			2!		8	4!			6!		
Actuated Green, G (s)		14.3			14.3	14.3	14.3	14.5		14.5	14.5	
Effective Green, g (s)		14.3			14.3	14.3	14.3	14.5		14.5	14.5	
Actuated g/C Ratio		0.36			0.36	0.36	0.36	0.36		0.36	0.36	
Clearance Time (s)		5.7			5.7	5.7	5.7	5.5		5.5	5.5	
Lane Grp Cap (vph)		557			466	566	432	668		186	675	
v/s Ratio Prot								c0.40			0.09	
v/s Ratio Perm		0.01			c0.16	0.02	0.01			0.04		
v/c Ratio		0.04			0.45	0.07	0.04	1.11		0.11	0.25	
Uniform Delay, d1		8.4			9.8	8.5	8.4	12.8		8.5	9.0	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			3.1	0.2	0.2	69.1		1.2	0.9	
Delay (s)		8.5			13.0	8.7	8.6	81.8		9.6	9.9	
Level of Service		A			B	A	A	F		A	A	
Approach Delay (s)		8.5			11.7			80.1			9.8	
Approach LOS		A			B			F			A	

Intersection Summary

HCM Average Control Delay	51.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	11.2
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 9: Dixie Hwy & Leroux Rd.

11/17/2009

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lanes	1>	0	0	<1	1>	0
Volume (veh/h)	644	4	1	106	6	4
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.85	0.38	0.25	0.89	0.31	0.38
Hourly flow rate (vph)	758	11	4	119	19	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			768		890	763
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			768		890	763
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		94	97
cM capacity (veh/h)			846		312	404
Direction, Lane #	NB 1	SB 1	SW 1			
Volume Total	768	123	30			
Volume Left	0	4	19			
Volume Right	11	0	11			
cSH	1700	846	339			
Volume to Capacity	0.45	0.00	0.09			
Queue Length 95th (ft)	0	0	7			
Control Delay (s)	0.0	0.3	16.6			
Lane LOS		A	C			
Approach Delay (s)	0.0	0.3	16.6			
Approach LOS			C			
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			44.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 10: Toll Rd. & Leroux Rd.

11/17/2009

Movement	NWL	NWR	NET	NER	SWL	SWT
Lanes	1>	0	1>	0	0	<1
Volume (veh/h)	5	0	4	1	0	5
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.33	0.92	0.75	0.25	0.92	0.33
Hourly flow rate (vph)	15	0	5	4	0	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	22	7			9	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	22	7			9	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			100	
cM capacity (veh/h)	994	1075			1610	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	15	9	15			
Volume Left	15	0	0			
Volume Right	0	4	0			
cSH	994	1700	1610			
Volume to Capacity	0.02	0.01	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.7	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.7	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.3			
Intersection Capacity Utilization			13.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
 11: Enrico Fermi Dr. & N Dixie Hwy

11/17/2009

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	1	1	1>	0	0	<1
Volume (vph)	18	15	96	532	366	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	5.8			5.8
Lane Util. Factor	1.00	1.00	1.00			1.00
Fr _t	1.00	0.85	0.89			1.00
Fl _t Protected	0.95	1.00	1.00			0.96
Satd. Flow (prot)	1504	1425	1490			1608
Fl _t Permitted	0.95	1.00	1.00			0.27
Satd. Flow (perm)	1504	1425	1490			453
Peak-hour factor, PHF	0.81	0.69	0.65	0.77	0.95	0.71
Adj. Flow (vph)	22	22	148	691	385	127
RTOR Reduction (vph)	0	20	193	0	0	0
Lane Group Flow (vph)	22	2	646	0	0	512
Heavy Vehicles (%)	8%	2%	2%	2%	2%	4%
Turn Type		Perm			Perm	
Protected Phases	8		2			6
Permitted Phases		8			6	
Actuated Green, G (s)	4.5	4.5	29.3			29.3
Effective Green, g (s)	4.5	4.5	29.3			29.3
Actuated g/C Ratio	0.10	0.10	0.65			0.65
Clearance Time (s)	5.7	5.7	5.8			5.8
Vehicle Extension (s)	4.0	4.0	3.0			3.0
Lane Grp Cap (vph)	149	142	964			293
v/s Ratio Prot	c0.01		0.43			
v/s Ratio Perm		0.00				c1.13
v/c Ratio	0.15	0.02	0.67			1.75
Uniform Delay, d ₁	18.6	18.4	5.0			8.0
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d ₂	0.6	0.1	3.7			350.1
Delay (s)	19.3	18.5	8.7			358.1
Level of Service	B	B	A			F
Approach Delay (s)	18.9		8.7			358.1
Approach LOS	B		A			F

Intersection Summary

HCM Average Control Delay		137.3	HCM Level of Service	F
HCM Volume to Capacity ratio		1.53		
Actuated Cycle Length (s)		45.3	Sum of lost time (s)	11.5
Intersection Capacity Utilization		94.3%	ICU Level of Service	F
Analysis Period (min)		15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 12: Enrico Fermi Dr. & Leroux Rd.

11/17/2009

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lanes	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
Volume (veh/h)	0	887	0	0	20	0	0	3	0	0	0	0
Sign Control	Free		Free		Stop		Stop					
Grade	0%		0%		0%		0%					
Peak Hour Factor	0.92	0.80	0.92	0.92	0.92	0.92	0.92	0.50	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1109	0	0	22	0	0	6	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	22			1109			1130	1130	1109	1133	1130	22
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	22			1109			1130	1130	1109	1133	1130	22
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	97	100	100	100	100
cM capacity (veh/h)	1594			630			181	204	255	176	204	1055
Direction, Lane #	SE 1	NW 1	NE 1	SW 1								
Volume Total	1109	22	6	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1594	630	204	1700								
Volume to Capacity	0.00	0.00	0.03	0.00								
Queue Length 95th (ft)	0	0	2	0								
Control Delay (s)	0.0	0.0	23.2	0.0								
Lane LOS			C	A								
Approach Delay (s)	0.0	0.0	23.2	0.0								
Approach LOS			C	A								
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			56.7%	ICU Level of Service	B							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 13: Post Rd. & N. Dixie Hwy

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
Volume (veh/h)	42	4	52	10	11	11	6	126	7	3	410	92
Sign Control	Stop		Stop		Free		Free					
Grade	0%		0%		0%		0%					
Peak Hour Factor	0.43	0.75	0.79	0.63	0.50	0.63	0.42	0.76	0.50	0.25	0.85	0.50
Hourly flow rate (vph)	98	5	66	16	22	17	14	166	14	12	482	184
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	828	807	574	868	892	173	666			180		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	828	807	574	868	892	173	666			180		
tC, single (s)	7.1	6.5	6.2	7.1	6.6	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.1	3.3	2.2			2.2		
p0 queue free %	63	98	87	93	92	98	98			99		
cM capacity (veh/h)	260	308	518	231	266	863	923			1396		
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	169	55	194	678								
Volume Left	98	16	14	12								
Volume Right	66	17	14	184								
cSH	325	322	923	1396								
Volume to Capacity	0.52	0.17	0.02	0.01								
Queue Length 95th (ft)	71	15	1	1								
Control Delay (s)	27.4	18.5	0.8	0.2								
Lane LOS	D	C	A	A								
Approach Delay (s)	27.4	18.5	0.8	0.2								
Approach LOS	D	C										
Intersection Summary												
Average Delay			5.4									
Intersection Capacity Utilization			43.5%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

1: N. Dixie Hwy. &

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2	0	0	2	1	0	<1	1	0	0	0
Volume (vph)	190	479	0	0	760	150	83	3	191	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	5.9			5.9	5.9		6.0	6.0			
Lane Util. Factor	1.00	0.95			0.95	1.00		1.00	1.00			
Fr _t	1.00	1.00			1.00	0.85		1.00	0.85			
Fl _t Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	1770	3539			3539	1583		1779	1583			
Fl _t Permitted	0.33	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	618	3539			3539	1583		1779	1583			
Peak-hour factor, PHF	0.71	0.79	0.92	0.92	0.93	0.79	0.78	0.50	0.82	0.92	0.92	0.92
Adj. Flow (vph)	268	606	0	0	817	190	106	6	233	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	65	0	0	193	0	0	0
Lane Group Flow (vph)	268	606	0	0	817	125	0	112	40	0	0	0
Turn Type	Perm					Perm	Perm		Perm			
Protected Phases	2				6			8				
Permitted Phases	2					6	8		8			
Actuated Green, G (s)	46.2	46.2			46.2	46.2		11.9	11.9			
Effective Green, g (s)	46.2	46.2			46.2	46.2		11.9	11.9			
Actuated g/C Ratio	0.66	0.66			0.66	0.66		0.17	0.17			
Clearance Time (s)	5.9	5.9			5.9	5.9		6.0	6.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0		4.0	4.0			
Lane Grp Cap (vph)	408	2336			2336	1045		302	269			
v/s Ratio Prot		0.17			0.23							
v/s Ratio Perm	c0.43					0.08		0.06	0.03			
v/c Ratio	0.66	0.26			0.35	0.12		0.37	0.15			
Uniform Delay, d ₁	7.1	4.9			5.3	4.4		25.7	24.7			
Progression Factor	0.92	0.77			1.00	1.00		1.00	1.00			
Incremental Delay, d ₂	7.9	0.3			0.4	0.2		1.1	0.3			
Delay (s)	14.5	4.0			5.7	4.6		26.8	25.1			
Level of Service	B	A			A	A		C	C			
Approach Delay (s)		7.2			5.5			25.6			0.0	
Approach LOS		A			A			C			A	
Intersection Summary												
HCM Average Control Delay			9.3				HCM Level of Service		A			
HCM Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			70.0				Sum of lost time (s)		11.9			
Intersection Capacity Utilization			54.7%				ICU Level of Service		A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: N. Dixie Hwy. & I-75 SB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	2	1	1	2	0	0	0	0	0	<1	1
Volume (vph)	0	595	114	294	538	0	0	0	0	98	0	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.9	5.9	5.9	5.9						6.0	6.0
Lane Util. Factor		0.95	1.00	1.00	0.95						1.00	1.00
Flt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3539	1583	1770	3539						1770	1583
Flt Permitted		1.00	1.00	0.40	1.00						0.95	1.00
Satd. Flow (perm)		3539	1583	738	3539						1770	1583
Peak-hour factor, PHF	0.92	0.89	0.86	0.79	0.78	0.92	0.92	0.92	0.92	0.85	0.92	0.79
Adj. Flow (vph)	0	669	133	372	690	0	0	0	0	115	0	329
RTOR Reduction (vph)	0	0	47	0	0	0	0	0	0	0	0	177
Lane Group Flow (vph)	0	669	86	372	690	0	0	0	0	0	115	152
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Actuated Green, G (s)		45.1	45.1	45.1	45.1						13.0	13.0
Effective Green, g (s)		45.1	45.1	45.1	45.1						13.0	13.0
Actuated g/C Ratio		0.64	0.64	0.64	0.64						0.19	0.19
Clearance Time (s)		5.9	5.9	5.9	5.9						6.0	6.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0						4.0	4.0
Lane Grp Cap (vph)		2280	1020	475	2280						329	294
v/s Ratio Prot		0.19			0.19							
v/s Ratio Perm			0.05	c0.50							0.06	c0.10
v/c Ratio		0.29	0.08	0.78	0.30						0.35	0.52
Uniform Delay, d1		5.5	4.7	8.9	5.5						24.8	25.7
Progression Factor		1.00	1.00	0.97	0.83						1.00	1.00
Incremental Delay, d2		0.3	0.2	11.9	0.3						0.9	2.0
Delay (s)		5.8	4.8	20.5	4.9						25.7	27.7
Level of Service		A	A	C	A						C	C
Approach Delay (s)		5.6			10.4			0.0			27.2	
Approach LOS		A			B			A			C	
Intersection Summary												
HCM Average Control Delay			12.0			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			70.0			Sum of lost time (s)		11.9				
Intersection Capacity Utilization			54.7%			ICU Level of Service		A				
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

3: Nadeau & I-75 NB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR						
Lanes	0	<2	0	0	1	1	0	<1	1	0	0	0						
Volume (veh/h)	296	283	0	0	153	84	62	1	11	0	0	0						
Sign Control	Free			Free			Stop			Stop								
Grade	0%			0%			0%			0%								
Peak Hour Factor	0.81	0.91	0.92	0.25	0.78	0.75	0.86	0.25	0.86	0.92	0.92	0.92						
Hourly flow rate (vph)	365	311	0	0	196	112	72	4	13	0	0	0						
Pedestrians																		
Lane Width (ft)																		
Walking Speed (ft/s)																		
Percent Blockage																		
Right turn flare (veh)									10									
Median type	None				None													
Median storage (veh)																		
Upstream signal (ft)	1168																	
pX, platoon unblocked																		
vC, conflicting volume	308			311			1238		1350		155		1091		1238		196	
vC1, stage 1 conf vol																		
vC2, stage 2 conf vol																		
vCu, unblocked vol	308			311			1238		1350		155		1091		1238		196	
tC, single (s)	4.3			4.1			7.8		6.5		7.1		7.5		6.5		6.9	
tC, 2 stage (s)																		
tF (s)	2.3			2.2			3.6		4.0		3.4		3.5		4.0		3.3	
p0 queue free %	70			100			20		96		98		100		100		100	
cM capacity (veh/h)	1207			1246			91		106		838		124		122		812	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1													
Volume Total	469	207	196	112	89													
Volume Left	365	0	0	0	72													
Volume Right	0	0	0	112	13													
cSH	1207	1700	1700	1700	107													
Volume to Capacity	0.30	0.12	0.12	0.07	0.83													
Queue Length 95th (ft)	32	0	0	0	119													
Control Delay (s)	7.9	0.0	0.0	0.0	115.8													
Lane LOS	A				F													
Approach Delay (s)	5.5		0.0		115.8													
Approach LOS					F													
Intersection Summary																		
Average Delay			13.0															
Intersection Capacity Utilization			38.0%		ICU Level of Service				A									
Analysis Period (min)			15															

HCM Signalized Intersection Capacity Analysis

4: Nadeau & I-75 SB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	1	1	0	<2	0	0	0	0	0	<1	1
Volume (vph)	0	382	96	28	233	0	0	0	0	132	3	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.9	5.9		5.9						6.0	6.0
Lane Util. Factor		1.00	1.00		0.95						1.00	1.00
Flt		1.00	0.85		1.00						1.00	0.85
Flt Protected		1.00	1.00		0.99						0.95	1.00
Satd. Flow (prot)		1863	1583		3511						1777	1583
Flt Permitted		1.00	1.00		0.84						0.95	1.00
Satd. Flow (perm)		1863	1583		2967						1777	1583
Peak-hour factor, PHF	0.92	0.90	0.71	0.56	0.88	0.92	0.92	0.92	0.92	0.77	0.50	0.94
Adj. Flow (vph)	0	424	135	50	265	0	0	0	0	171	6	331
RTOR Reduction (vph)	0	0	82	0	0	0	0	0	0	0	0	239
Lane Group Flow (vph)	0	424	53	0	315	0	0	0	0	0	177	92
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Actuated Green, G (s)		14.2	14.2		14.2						10.1	10.1
Effective Green, g (s)		14.2	14.2		14.2						10.1	10.1
Actuated g/C Ratio		0.39	0.39		0.39						0.28	0.28
Clearance Time (s)		5.9	5.9		5.9						6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0						3.0	3.0
Lane Grp Cap (vph)		731	621		1164						496	442
v/s Ratio Prot		c0.23										
v/s Ratio Perm			0.03		0.11						0.10	0.06
v/c Ratio		0.58	0.09		0.27						0.36	0.21
Uniform Delay, d1		8.7	6.9		7.5						10.4	10.0
Progression Factor		1.00	1.00		1.00						1.00	1.00
Incremental Delay, d2		1.2	0.1		0.1						0.4	0.2
Delay (s)		9.8	7.0		7.6						10.9	10.2
Level of Service		A	A		A						B	B
Approach Delay (s)		9.1			7.6			0.0			10.5	
Approach LOS		A			A			A			B	

Intersection Summary

HCM Average Control Delay	9.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	36.2	Sum of lost time (s)	11.9
Intersection Capacity Utilization	45.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

5: Swan Creek Rd. & I-75 NB Ramps

11/17/2009

Movement	SET	SER	NWL	NWT	NEL	NER
Lanes	1	1	0	<1	1	1
Volume (veh/h)	345	114	147	335	48	171
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.95	0.77	0.64	0.89	0.79	0.90
Hourly flow rate (vph)	363	148	230	376	61	190
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			511		1199	363
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			511		1199	363
tC, single (s)			4.1		6.5	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.3
p0 queue free %			78		61	72
cM capacity (veh/h)			1054		156	675
Direction, Lane #	SE 1	SE 2	NW 1	NE 1	NE 2	
Volume Total	363	148	606	61	190	
Volume Left	0	0	230	61	0	
Volume Right	0	148	0	0	190	
cSH	1700	1700	1054	156	675	
Volume to Capacity	0.21	0.09	0.22	0.39	0.28	
Queue Length 95th (ft)	0	0	21	42	29	
Control Delay (s)	0.0	0.0	5.2	41.9	12.4	
Lane LOS			A	E	B	
Approach Delay (s)	0.0		5.2	19.6		
Approach LOS			C			
Intersection Summary						
Average Delay			5.9			
Intersection Capacity Utilization			57.3%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 6: Swan Creek Rd. & I-75 SB Ramps

11/17/2009

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR	
Lanes	0	<1	1	0	<1	1	0	<1	1	0	<1>	0	
Volume (veh/h)	170	211	11	3	246	39	179	9	170	17	3	3	
Sign Control	Free		Free		Stop		Stop		Stop		Stop		
Grade	0%		0%		0%		0%		0%		0%		
Peak Hour Factor	0.86	0.85	0.63	0.25	0.88	0.76	0.81	0.50	0.78	0.54	0.50	0.50	
Hourly flow rate (vph)	198	248	17	12	280	51	221	18	218	31	6	6	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)									8				
Median type	None				None								
Median storage veh													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	331			266			956	965	280	1065	998	248	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	331			266			956	965	280	1065	998	248	
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2	
tC, 2 stage (s)													
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3	
p0 queue free %	84			99			0	91	71	73	97	99	
cM capacity (veh/h)	1212			1310			200	211	759	117	204	795	
Direction, Lane #	NB 1	NB 2	SB 1	SB 2	NE 1	SW 1							
Volume Total	446	17	292	51	457	43							
Volume Left	198	0	12	0	221	31							
Volume Right	0	17	0	51	218	6							
cSH	1212	1700	1310	1700	355	142							
Volume to Capacity	0.16	0.01	0.01	0.03	1.29	0.31							
Queue Length 95th (ft)	15	0	1	0	524	30							
Control Delay (s)	4.7	0.0	0.4	0.0	180.4	41.0							
Lane LOS	A		A		F	E							
Approach Delay (s)	4.5		0.3		180.4	41.0							
Approach LOS					F	E							
Intersection Summary													
Average Delay			66.1										
Intersection Capacity Utilization			56.3%	ICU Level of Service	B								
Analysis Period (min)			15										

HCM Unsignalized Intersection Capacity Analysis
 7: Stoney Creek Rd. & N. Dixie Hwy

11/17/2009

Movement	SEL	SER	NEL	NET	SWT	SWR
Lanes	1>	0	0	<1	1>	0
Volume (veh/h)	17	108	56	455	811	22
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.50	0.67	0.89	0.88	0.75
Hourly flow rate (vph)	23	216	84	511	922	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
				TWLTL	TWLTL	
Median storage (veh)				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1615	936	951			
vC1, stage 1 conf vol	936					
vC2, stage 2 conf vol	678					
vCu, unblocked vol	1615	936	951			
tC, single (s)	6.5	6.2	4.1			
tC, 2 stage (s)	5.5					
tF (s)	3.6	3.3	2.2			
p0 queue free %	92	33	88			
cM capacity (veh/h)	294	321	722			
Direction, Lane #						
	SE 1	NE 1	SW 1			
Volume Total	239	595	951			
Volume Left	23	84	0			
Volume Right	216	0	29			
cSH	319	722	1700			
Volume to Capacity	0.75	0.12	0.56			
Queue Length 95th (ft)	143	10	0			
Control Delay (s)	43.5	3.0	0.0			
Lane LOS	E	A				
Approach Delay (s)	43.5	3.0	0.0			
Approach LOS	E					
Intersection Summary						
Average Delay			6.8			
Intersection Capacity Utilization		85.2%		ICU Level of Service		E
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

8: Pointe Aux Peaux Rd. & Dixie Hwy

11/17/2009

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	0	<1>	0	0	<1	1	1	1>	0	1	1>	0
Volume (vph)	1	1	13	135	1	25	25	191	164	71	653	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7			5.7	5.7	5.7	5.5		5.5	5.5	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.89			1.00	0.85	1.00	0.94		1.00	1.00	
Flt Protected		1.00			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1653			1776	1583	1736	1749		1736	1858	
Flt Permitted		0.98			0.71	1.00	0.33	1.00		0.42	1.00	
Satd. Flow (perm)		1630			1320	1583	599	1749		760	1858	
Peak-hour factor, PHF	0.50	0.25	0.50	0.94	0.25	0.72	0.64	0.74	0.92	0.80	0.73	0.50
Adj. Flow (vph)	2	4	26	144	4	35	39	258	178	89	895	14
RTOR Reduction (vph)	0	17	0	0	0	22	0	62	0	0	1	0
Lane Group Flow (vph)	0	15	0	0	148	13	39	374	0	89	908	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%	2%
Turn Type	Perm			custom		Perm	custom			Perm		
Protected Phases		4!			8!			2!			6!	
Permitted Phases	4!			2!		8	4!			6!		
Actuated Green, G (s)		14.3			14.3	14.3	14.3	14.5		14.5	14.5	
Effective Green, g (s)		14.3			14.3	14.3	14.3	14.5		14.5	14.5	
Actuated g/C Ratio		0.36			0.36	0.36	0.36	0.36		0.36	0.36	
Clearance Time (s)		5.7			5.7	5.7	5.7	5.5		5.5	5.5	
Lane Grp Cap (vph)		583			472	566	214	634		276	674	
v/s Ratio Prot								0.21			c0.49	
v/s Ratio Perm		0.01			c0.11	0.01	0.07			0.12		
v/c Ratio		0.03			0.31	0.02	0.18	0.59		0.32	1.35	
Uniform Delay, d1		8.3			9.3	8.3	8.8	10.3		9.2	12.8	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			1.7	0.1	1.9	4.0		3.1	165.8	
Delay (s)		8.4			11.0	8.4	10.7	14.3		12.3	178.6	
Level of Service		A			B	A	B	B		B	F	
Approach Delay (s)		8.4			10.5			14.0			163.7	
Approach LOS		A			B			B			F	

Intersection Summary

HCM Average Control Delay	102.1	HCM Level of Service	F
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	11.2
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 9: Dixie Hwy & Leroux Rd.

11/17/2009

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lanes	1>	0	0	<1	1>	0
Volume (veh/h)	196	17	0	686	6	3
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.82	0.63	0.25	0.67	0.42	0.50
Hourly flow rate (vph)	239	27	0	1024	14	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			266		1276	253
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			266		1276	253
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		92	99
cM capacity (veh/h)			1298		184	786
Direction, Lane #	NB 1	SB 1	SW 1			
Volume Total	266	1024	20			
Volume Left	0	0	14			
Volume Right	27	0	6			
cSH	1700	1298	238			
Volume to Capacity	0.16	0.00	0.09			
Queue Length 95th (ft)	0	0	7			
Control Delay (s)	0.0	0.0	21.6			
Lane LOS			C			
Approach Delay (s)	0.0	0.0	21.6			
Approach LOS			C			
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			46.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 10: Toll Rd. & Leroux Rd.

11/17/2009

Movement	NWL	NWR	NET	NER	SWL	SWT
Lanes	1>	0	1>	0	0	<1
Volume (veh/h)	3	0	16	4	0	16
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.50	0.92	0.70	0.75	0.92	0.50
Hourly flow rate (vph)	6	0	23	5	0	32
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	58	26			28	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	58	26			28	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	950	1050			1585	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	6	28	32			
Volume Left	6	0	0			
Volume Right	0	5	0			
cSH	950	1700	1585			
Volume to Capacity	0.01	0.02	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	8.8	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.8	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			13.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
 11: Enrico Fermi Dr. & N Dixie Hwy

11/17/2009

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	1	1	1	1	1	1
Volume (vph)	456	320	175	12	11	248
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	5.8	5.8	5.8	5.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	1.00	0.85	1.00	0.85	1.00	1.00
Fl _t Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Fl _t Permitted	0.95	1.00	1.00	1.00	0.59	1.00
Satd. Flow (perm)	1770	1583	1863	1583	1099	1863
Peak-hour factor, PHF	0.58	0.87	0.82	0.50	0.58	0.87
Adj. Flow (vph)	786	368	213	24	19	285
RTOR Reduction (vph)	0	174	0	16	0	0
Lane Group Flow (vph)	786	194	213	8	19	285
Turn Type		Perm		Perm	Perm	
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Actuated Green, G (s)	42.9	42.9	26.8	26.8	26.8	26.8
Effective Green, g (s)	42.9	42.9	26.8	26.8	26.8	26.8
Actuated g/C Ratio	0.53	0.53	0.33	0.33	0.33	0.33
Clearance Time (s)	5.7	5.7	5.8	5.8	5.8	5.8
Vehicle Extension (s)	4.0	4.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	935	836	615	522	363	615
v/s Ratio Prot	c0.44		0.11			c0.15
v/s Ratio Perm		0.12		0.01	0.02	
v/c Ratio	0.84	0.23	0.35	0.02	0.05	0.46
Uniform Delay, d ₁	16.2	10.3	20.6	18.3	18.5	21.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d ₂	7.2	0.2	1.5	0.1	0.3	2.5
Delay (s)	23.4	10.5	22.1	18.4	18.8	24.0
Level of Service	C	B	C	B	B	C
Approach Delay (s)	19.3		21.7			23.7
Approach LOS	B		C			C
Intersection Summary						
HCM Average Control Delay			20.4		HCM Level of Service	C
HCM Volume to Capacity ratio			0.70			
Actuated Cycle Length (s)			81.2		Sum of lost time (s)	11.5
Intersection Capacity Utilization			47.9%		ICU Level of Service	A
Analysis Period (min)			15			
c	Critical Lane Group					

HCM Unsignalized Intersection Capacity Analysis
 12: Enrico Fermi Dr. & Leroux Rd.

11/17/2009

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lanes	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0	
Volume (veh/h)	1	20	1	0	794	0	1	0	0	0	1	1	
Sign Control	Free		Free		Stop		Stop						
Grade	0%		0%		0%		0%						
Peak Hour Factor	0.25	0.60	0.25	0.92	0.79	0.92	0.25	0.92	0.92	0.92	0.25	0.25	
Hourly flow rate (vph)	4	33	4	0	1005	0	4	0	0	0	4	4	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type		None		None									
Median storage veh													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	1005			37			1054	1048	35	1048	1050	1005	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	1005			37			1054	1048	35	1048	1050	1005	
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2	
tC, 2 stage (s)													
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3	
p0 queue free %	99			100			98	100	100	100	98	99	
cM capacity (veh/h)	689			1573			197	226	1037	205	226	293	
Direction, Lane #													
	SE 1	NW 1	NE 1	SW 1									
Volume Total	41	1005	4	8									
Volume Left	4	0	4	0									
Volume Right	4	0	0	4									
cSH	689	1573	197	255									
Volume to Capacity	0.01	0.00	0.02	0.03									
Queue Length 95th (ft)	0	0	2	2									
Control Delay (s)	1.0	0.0	23.6	19.6									
Lane LOS	A		C	C									
Approach Delay (s)	1.0	0.0	23.6	19.6									
Approach LOS			C	C									
Intersection Summary													
Average Delay			0.3										
Intersection Capacity Utilization			51.8%		ICU Level of Service						A		
Analysis Period (min)			15										

HCM Unsignalized Intersection Capacity Analysis
 13: Post Rd. & N. Dixie Hwy

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
Volume (veh/h)	42	9	6	10	9	8	31	422	17	8	246	51
Sign Control	Stop		Stop		Free		Free		Free		Free	
Grade	0%		0%		0%		0%		0%		0%	
Peak Hour Factor	0.63	0.89	0.60	0.56	0.67	0.44	0.63	0.89	0.60	0.44	0.98	0.63
Hourly flow rate (vph)	67	10	10	18	13	18	49	474	28	18	251	81
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	939	929	291	930	955	488	332			502		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	939	929	291	930	955	488	332			502		
tC, single (s)	7.1	6.5	6.3	7.1	6.6	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.1	3.3	2.2			2.2		
p0 queue free %	69	96	99	92	94	97	96			98		
cM capacity (veh/h)	216	253	734	227	236	573	1227			1062		
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	87	49	552	350								
Volume Left	67	18	49	18								
Volume Right	10	18	28	81								
cSH	240	296	1227	1062								
Volume to Capacity	0.36	0.17	0.04	0.02								
Queue Length 95th (ft)	39	15	3	1								
Control Delay (s)	28.3	19.6	1.1	0.6								
Lane LOS	D	C	A	A								
Approach Delay (s)	28.3	19.6	1.1	0.6								
Approach LOS	D	C										
Intersection Summary												
Average Delay			4.1									
Intersection Capacity Utilization			50.5%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

1: Dixie Hwy & I-75 NB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2	0	0	2	1	0	<1	1	0	0	0
Volume (vph)	175	411	0	0	536	133	78	1	526	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	5.9			5.9	5.9		6.0	6.0			
Lane Util. Factor	1.00	0.95			0.95	1.00		1.00	1.00			
Flt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	1770	3539			3539	1583		1777	1583			
Flt Permitted	0.38	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	700	3539			3539	1583		1777	1583			
Peak-hour factor, PHF	0.88	0.85	0.92	0.92	0.84	0.62	0.72	0.25	0.73	0.92	0.92	0.92
Adj. Flow (vph)	199	484	0	0	638	215	108	4	721	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	115	0	0	176	0	0	0
Lane Group Flow (vph)	199	484	0	0	638	100	0	112	545	0	0	0
Turn Type	Perm			Perm			Perm		Prot			
Protected Phases	2			6			8		8			
Permitted Phases	2						6		8			
Actuated Green, G (s)	32.6	32.6			32.6	32.6		25.5	25.5			
Effective Green, g (s)	32.6	32.6			32.6	32.6		25.5	25.5			
Actuated g/C Ratio	0.47	0.47			0.47	0.47		0.36	0.36			
Clearance Time (s)	5.9	5.9			5.9	5.9		6.0	6.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0		4.0	4.0			
Lane Grp Cap (vph)	326	1648			1648	737		647	577			
v/s Ratio Prot		0.14			0.18				c0.34			
v/s Ratio Perm	c0.28					0.06		0.06				
v/c Ratio	0.61	0.29			0.39	0.14		0.17	0.94			
Uniform Delay, d1	14.0	11.6			12.2	10.7		15.1	21.6			
Progression Factor	0.78	0.80			1.00	1.00		1.00	1.00			
Incremental Delay, d2	8.2	0.5			0.7	0.4		0.2	24.5			
Delay (s)	19.1	9.8			12.9	11.0		15.3	46.1			
Level of Service	B	A			B	B		B	D			
Approach Delay (s)		12.5			12.4			41.9			0.0	
Approach LOS		B			B			D			A	
Intersection Summary												
HCM Average Control Delay			22.8				HCM Level of Service		C			
HCM Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			70.0				Sum of lost time (s)		11.9			
Intersection Capacity Utilization			53.8%				ICU Level of Service		A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: Dixie Hwy & I-75 SB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	2	1	1	2	0	0	0	0	0	<1	1
Volume (vph)	0	442	123	177	433	0	0	0	0	77	0	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.9	5.9	5.9	5.9						6.0	6.0
Lane Util. Factor		0.95	1.00	1.00	0.95						1.00	1.00
Fr _t		1.00	0.85	1.00	1.00						1.00	0.85
Fl _t Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3539	1583	1770	3539						1770	1583
Fl _t Permitted		1.00	1.00	0.48	1.00						0.95	1.00
Satd. Flow (perm)		3539	1583	890	3539						1770	1583
Peak-hour factor, PHF	0.92	0.92	0.81	0.78	0.82	0.92	0.92	0.92	0.92	0.71	0.92	0.98
Adj. Flow (vph)	0	480	152	227	528	0	0	0	0	108	0	262
RTOR Reduction (vph)	0	0	50	0	0	0	0	0	0	0	0	220
Lane Group Flow (vph)	0	480	102	227	528	0	0	0	0	0	108	42
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Actuated Green, G (s)		47.0	47.0	47.0	47.0						11.1	11.1
Effective Green, g (s)		47.0	47.0	47.0	47.0						11.1	11.1
Actuated g/C Ratio		0.67	0.67	0.67	0.67						0.16	0.16
Clearance Time (s)		5.9	5.9	5.9	5.9						6.0	6.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0						4.0	4.0
Lane Grp Cap (vph)		2376	1063	598	2376						281	251
v/s Ratio Prot		0.14			0.15							
v/s Ratio Perm			0.06	c0.26							0.06	0.03
v/c Ratio		0.20	0.10	0.38	0.22						0.38	0.17
Uniform Delay, d ₁		4.4	4.0	5.1	4.4						26.4	25.4
Progression Factor		1.00	1.00	0.72	0.66						1.00	1.00
Incremental Delay, d ₂		0.2	0.2	1.7	0.2						1.2	0.4
Delay (s)		4.6	4.2	5.4	3.1						27.6	25.9
Level of Service		A	A	A	A						C	C
Approach Delay (s)		4.5			3.8			0.0			26.4	
Approach LOS		A			A			A			C	
Intersection Summary												
HCM Average Control Delay			8.8			HCM Level of Service				A		
HCM Volume to Capacity ratio			0.38									
Actuated Cycle Length (s)			70.0			Sum of lost time (s)			11.9			
Intersection Capacity Utilization			53.8%			ICU Level of Service			A			
Analysis Period (min)			15									
c	Critical Lane Group											

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HCM Signalized Intersection Capacity Analysis

3: Nadeau & I-75 NB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<2	0	0	1	1	0	<1	1	0	0	0
Volume (vph)	321	191	0	0	162	176	58	0	19	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.9			6.0	6.0		5.9	5.9			
Lane Util. Factor		0.95			1.00	1.00		1.00	1.00			
Fr _t		1.00			1.00	0.85		1.00	0.85			
Flt Protected		0.97			1.00	1.00		0.95	1.00			
Satd. Flow (prot)		3308			1863	1583		1504	1455			
Flt Permitted		0.69			1.00	1.00		0.95	1.00			
Satd. Flow (perm)		2364			1863	1583		1504	1455			
Peak-hour factor, PHF	0.93	0.81	0.92	0.92	0.69	0.76	0.75	0.92	0.50	0.92	0.92	0.92
Adj. Flow (vph)	345	236	0	0	235	232	77	0	38	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	84	0	0	34	0	0	0
Lane Group Flow (vph)	0	581	0	0	235	148	0	77	4	0	0	0
Heavy Vehicles (%)	8%	3%	2%	2%	2%	2%	20%	2%	11%	2%	2%	2%
Turn Type	Perm				Perm		Perm	Perm				
Protected Phases	2				6			8				
Permitted Phases	2						6	8				8
Actuated Green, G (s)	30.8				30.7	30.7		5.4	5.4			
Effective Green, g (s)	30.8				30.7	30.7		5.4	5.4			
Actuated g/C Ratio	0.64				0.64	0.64		0.11	0.11			
Clearance Time (s)	5.9				6.0	6.0		5.9	5.9			
Vehicle Extension (s)	3.0				3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)	1517				1192	1012		169	164			
v/s Ratio Prot					0.13							
v/s Ratio Perm	c0.25						0.09	0.05		0.00		
v/c Ratio	0.38				0.20	0.15		0.46	0.03			
Uniform Delay, d1	4.1				3.6	3.4		19.9	19.0			
Progression Factor	1.43				1.00	1.00		1.00	1.00			
Incremental Delay, d2	0.7				0.4	0.3		1.9	0.1			
Delay (s)	6.5				3.9	3.7		21.9	19.0			
Level of Service	A				A	A		C	B			
Approach Delay (s)	6.5				3.8			20.9				0.0
Approach LOS	A				A			C				A
Intersection Summary												
HCM Average Control Delay	6.9				HCM Level of Service				A			
HCM Volume to Capacity ratio	0.39											
Actuated Cycle Length (s)	48.0				Sum of lost time (s)				11.8			
Intersection Capacity Utilization	49.3%				ICU Level of Service				A			
Analysis Period (min)	15											
c Critical Lane Group												

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HCM Signalized Intersection Capacity Analysis
 4: Nadeau & I-75 SB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	1	1	0	<2	0	0	0	0	0	<1	1
Volume (vph)	0	344	70	12	172	0	0	0	0	203	4	227
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.9	5.9		5.9						6.0	6.0
Lane Util. Factor		1.00	1.00		0.95						1.00	1.00
Fr _t		1.00	0.85		1.00						1.00	0.85
Fl _t Protected		1.00	1.00		1.00						0.95	1.00
Satd. Flow (prot)		1863	1583		3528						1776	1583
Fl _t Permitted		1.00	1.00		0.93						0.95	1.00
Satd. Flow (perm)		1863	1583		3277						1776	1583
Peak-hour factor, PHF	0.92	0.94	0.86	0.83	0.87	0.92	0.92	0.92	0.92	0.75	0.50	0.81
Adj. Flow (vph)	0	366	81	14	198	0	0	0	0	271	8	280
RTOR Reduction (vph)	0	0	41	0	0	0	0	0	0	0	0	208
Lane Group Flow (vph)	0	366	40	0	212	0	0	0	0	0	279	72
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Actuated Green, G (s)		23.7	23.7		23.7						12.4	12.4
Effective Green, g (s)		23.7	23.7		23.7						12.4	12.4
Actuated g/C Ratio		0.49	0.49		0.49						0.26	0.26
Clearance Time (s)		5.9	5.9		5.9						6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0						3.0	3.0
Lane Grp Cap (vph)		920	782		1618						459	409
v/s Ratio Prot		c0.20										
v/s Ratio Perm			0.03		0.06						0.16	0.05
v/c Ratio		0.40	0.05		0.13						0.61	0.18
Uniform Delay, d ₁		7.7	6.3		6.6						15.7	13.8
Progression Factor		1.00	1.00		1.38						1.00	1.00
Incremental Delay, d ₂		1.3	0.1		0.2						2.3	0.2
Delay (s)		8.9	6.4		9.2						17.9	14.0
Level of Service		A	A		A						B	B
Approach Delay (s)		8.5			9.2			0.0			16.0	
Approach LOS		A			A			A			B	
Intersection Summary												
HCM Average Control Delay			12.1			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			48.0			Sum of lost time (s)			11.9			
Intersection Capacity Utilization			43.0%			ICU Level of Service			A			
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

5: Swan Creek Rd. & I-75 NB Ramps

11/17/2009

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	1	1	0	<1	1	1
Volume (vph)	474	160	217	310	23	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00
Fr _t	1.00	0.85		1.00	1.00	0.85
Fl _t Protected	1.00	1.00		0.98	0.95	1.00
Satd. Flow (prot)	1827	1538		1700	1641	1357
Fl _t Permitted	1.00	1.00		0.49	0.95	1.00
Satd. Flow (perm)	1827	1538		858	1641	1357
Peak-hour factor, PHF	0.71	0.80	0.83	0.90	0.88	0.70
Adj. Flow (vph)	668	200	261	344	26	321
RTOR Reduction (vph)	0	64	0	0	0	231
Lane Group Flow (vph)	668	136	0	605	26	90
Heavy Vehicles (%)	4%	5%	6%	12%	10%	19%
Turn Type		Perm	Perm			Perm
Protected Phases	6			2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	47.6	47.6		47.6	9.9	9.9
Effective Green, g (s)	47.6	47.6		47.6	9.9	9.9
Actuated g/C Ratio	0.68	0.68		0.68	0.14	0.14
Clearance Time (s)	6.5	6.5		6.5	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	1242	1046		583	232	192
v/s Ratio Prot	0.37				0.02	
v/s Ratio Perm		0.09		c0.71		c0.07
v/c Ratio	0.54	0.13		1.04	0.11	0.47
Uniform Delay, d ₁	5.7	3.9		11.2	26.2	27.6
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d ₂	1.7	0.3		47.4	0.2	1.8
Delay (s)	7.3	4.2		58.6	26.4	29.4
Level of Service	A	A		E	C	C
Approach Delay (s)	6.6			58.6	29.2	
Approach LOS	A			E	C	

Intersection Summary

HCM Average Control Delay	28.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	74.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: Swan Creek Rd. & I-75 SB Ramps

11/17/2009

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	0	<1	1	0	<1	1	0	<1	1	0	<1>	0
Volume (vph)	139	179	6	0	298	46	68	1	323	18	4	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5	6.5		6.5	6.5		6.0	6.0		6.0	
Lane Util. Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Fr _t		1.00	0.85		1.00	0.85		1.00	0.85		0.99	
Fl _t Protected		0.98	1.00		1.00	1.00		0.95	1.00		0.96	
Satd. Flow (prot)		1731	1615		1810	1583		1763	1404		1805	
Fl _t Permitted		0.72	1.00		1.00	1.00		0.95	1.00		0.96	
Satd. Flow (perm)		1275	1615		1810	1583		1763	1404		1805	
Peak-hour factor, PHF	0.92	0.87	0.63	0.25	0.94	0.83	0.76	0.25	0.82	0.53	0.75	0.25
Adj. Flow (vph)	151	206	10	0	317	55	89	4	394	34	5	4
RTOR Reduction (vph)	0	0	5	0	0	28	0	0	337	0	4	0
Lane Group Flow (vph)	0	357	5	0	317	28	0	93	57	0	39	0
Heavy Vehicles (%)	15%	2%	0%	0%	5%	2%	3%	0%	15%	0%	0%	0%
Turn Type	Perm		Perm	Perm		Perm	Split		Perm	Split		
Protected Phases		2			6		4	4		8	8	
Permitted Phases	2		2	6		6			4			
Actuated Green, G (s)		30.0	30.0		30.0	30.0		8.7	8.7		2.8	
Effective Green, g (s)		30.0	30.0		30.0	30.0		8.7	8.7		2.8	
Actuated g/C Ratio		0.50	0.50		0.50	0.50		0.14	0.14		0.05	
Clearance Time (s)		6.5	6.5		6.5	6.5		6.0	6.0		6.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0	3.0		3.0	
Lane Grp Cap (vph)		638	808		905	792		256	204		84	
v/s Ratio Prot					0.18			c0.05			c0.02	
v/s Ratio Perm		c0.28	0.00			0.02			0.04			
v/c Ratio		0.56	0.01		0.35	0.03		0.36	0.28		0.47	
Uniform Delay, d ₁		10.4	7.5		9.1	7.6		23.2	22.9		27.9	
Progression Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d ₂		3.5	0.0		1.1	0.1		0.9	0.8		4.1	
Delay (s)		13.9	7.5		10.2	7.7		24.0	23.6		31.9	
Level of Service		B	A		B	A		C	C		C	
Approach Delay (s)		13.8			9.8			23.7			31.9	
Approach LOS		B			A			C			C	

Intersection Summary

HCM Average Control Delay	17.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	18.5
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Stoney Creek Rd. & Dixie Hwy

11/17/2009

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	1	1	1	1	1>	0
Volume (vph)	31	106	187	1109	348	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1641	1583	1770	1863	1839	
Flt Permitted	0.95	1.00	0.42	1.00	1.00	
Satd. Flow (perm)	1641	1583	784	1863	1839	
Peak-hour factor, PHF	0.42	0.52	0.56	0.77	0.65	0.50
Adj. Flow (vph)	74	204	334	1440	535	56
RTOR Reduction (vph)	0	188	0	0	4	0
Lane Group Flow (vph)	74	16	334	1440	587	0
Heavy Vehicles (%)	10%	2%	2%	2%	2%	2%
Turn Type		Perm	Perm			
Protected Phases	4			2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	7.0	7.0	71.0	71.0	71.0	
Effective Green, g (s)	7.0	7.0	71.0	71.0	71.0	
Actuated g/C Ratio	0.08	0.08	0.79	0.79	0.79	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	128	123	618	1470	1451	
v/s Ratio Prot	c0.05			c0.77	0.32	
v/s Ratio Perm		0.01	0.43			
v/c Ratio	0.58	0.13	0.54	0.98	0.40	
Uniform Delay, d1	40.1	38.7	3.5	8.8	2.9	
Progression Factor	1.00	1.00	1.00	1.00	0.48	
Incremental Delay, d2	6.2	0.5	3.4	19.1	0.8	
Delay (s)	46.3	39.1	6.9	27.9	2.2	
Level of Service	D	D	A	C	A	
Approach Delay (s)	41.0			24.0	2.2	
Approach LOS	D			C	A	
Intersection Summary						
HCM Average Control Delay			20.9		HCM Level of Service	C
HCM Volume to Capacity ratio			0.94			
Actuated Cycle Length (s)			90.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			74.2%		ICU Level of Service	D
Analysis Period (min)			15			
c Critical Lane Group						

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HCM Signalized Intersection Capacity Analysis
 8: Pointe Aux Peaux Rd. & Dixie Hwy

11/17/2009

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations	0	<1>	0	0	<1	1	1	1>	0	1	1>	0	
Volume (vph)	9	0	25	153	6	118	7	1012	32	16	173	1	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		5.7			5.7	5.7	5.5	5.5		5.5	5.5		
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00		
Flt		0.90			1.00	0.85	1.00	0.99		1.00	1.00		
Flt Protected		0.99			0.95	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (prot)		1653			1777	1583	1770	1852		1770	1862		
Flt Permitted		0.86			0.70	1.00	0.60	1.00		0.06	1.00		
Satd. Flow (perm)		1444			1295	1583	1116	1852		116	1862		
Peak-hour factor, PHF	0.69	0.92	0.64	0.77	0.92	0.73	0.38	0.82	0.68	0.50	0.67	0.92	
Adj. Flow (vph)	13	0	39	199	7	162	18	1234	47	32	258	1	
RTOR Reduction (vph)	0	33	0	0	0	94	0	1	0	0	0	0	
Lane Group Flow (vph)	0	19	0	0	206	68	18	1280	0	32	259	0	
Turn Type	Perm			Perm		Perm	Perm			Perm			
Protected Phases		4			8			2				6	
Permitted Phases	4			8		8	2			6			
Actuated Green, G (s)		14.3			14.3	14.3	64.5	64.5		64.5	64.5		
Effective Green, g (s)		14.3			14.3	14.3	64.5	64.5		64.5	64.5		
Actuated g/C Ratio		0.16			0.16	0.16	0.72	0.72		0.72	0.72		
Clearance Time (s)		5.7			5.7	5.7	5.5	5.5		5.5	5.5		
Vehicle Extension (s)		4.0			4.0	4.0	3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)		229			206	252	800	1327		83	1334		
v/s Ratio Prot								c0.69			0.14		
v/s Ratio Perm		0.01			c0.16	0.04	0.02			0.28			
v/c Ratio		0.08			1.00	0.27	0.02	0.96		0.39	0.19		
Uniform Delay, d1		32.3			37.8	33.3	3.7	11.7		5.0	4.2		
Progression Factor		1.00			1.00	1.00	0.68	0.51		1.25	0.92		
Incremental Delay, d2		0.2			62.7	0.8	0.0	7.6		12.9	0.3		
Delay (s)		32.5			100.6	34.0	2.5	13.5		19.2	4.2		
Level of Service		C			F	C	A	B		B	A		
Approach Delay (s)		32.5			71.3			13.3			5.8		
Approach LOS		C			E			B			A		
Intersection Summary													
HCM Average Control Delay			23.3									HCM Level of Service	C
HCM Volume to Capacity ratio			0.97										
Actuated Cycle Length (s)			90.0									Sum of lost time (s)	11.2
Intersection Capacity Utilization			86.0%									ICU Level of Service	E
Analysis Period (min)			15										
c	Critical Lane Group												

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HCM Unsignalized Intersection Capacity Analysis
 9: Dixie Hwy & Leroux Rd.

11/17/2009

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lanes	1>	0	0	<1	1>	0
Volume (veh/h)	1137	4	1	169	6	4
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.85	0.38	0.25	0.89	0.31	0.38
Hourly flow rate (vph)	1338	11	4	190	19	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1348		1541	1343
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1348		1541	1343
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		85	94
cM capacity (veh/h)			511		126	186
Direction, Lane #	NB 1	SB 1	SW 1			
Volume Total	1348	194	30			
Volume Left	0	4	19			
Volume Right	11	0	11			
cSH	1700	511	142			
Volume to Capacity	0.79	0.01	0.21			
Queue Length 95th (ft)	0	1	19			
Control Delay (s)	0.0	0.4	37.0			
Lane LOS		A	E			
Approach Delay (s)	0.0	0.4	37.0			
Approach LOS			E			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			70.1%	ICU Level of Service	C	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 10: Toll Rd. & Leroux Rd.

11/17/2009

Movement	NWL	NWR	NET	NER	SWL	SWT
Lanes	1>	0	1>	0	0	<1
Volume (veh/h)	5	0	4	1	0	5
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.33	0.92	0.75	0.25	0.92	0.33
Hourly flow rate (vph)	15	0	5	4	0	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	22	7			9	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	22	7			9	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			100	
cM capacity (veh/h)	994	1075			1610	

Direction, Lane #	NW 1	NE 1	SW 1
Volume Total	15	9	15
Volume Left	15	0	0
Volume Right	0	4	0
cSH	994	1700	1610
Volume to Capacity	0.02	0.01	0.00
Queue Length 95th (ft)	1	0	0
Control Delay (s)	8.7	0.0	0.0
Lane LOS	A		
Approach Delay (s)	8.7	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay		3.3	
Intersection Capacity Utilization		13.3%	ICU Level of Service A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis
 11: Enrico Fermi Dr. & Dixie Hwy

11/17/2009

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	1	1	1	1	1	1
Volume (vph)	83	81	94	1033	714	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	5.8	4.0	5.8	5.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	1.00	0.85	1.00	0.85	1.00	1.00
Fl _t Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1671	1583	1863	1583	1770	1827
Fl _t Permitted	0.95	1.00	1.00	1.00	0.66	1.00
Satd. Flow (perm)	1671	1583	1863	1583	1238	1827
Peak-hour factor, PHF	0.81	0.69	0.65	0.90	0.95	0.71
Adj. Flow (vph)	102	117	145	1148	752	127
RTOR Reduction (vph)	0	101	0	0	0	0
Lane Group Flow (vph)	102	16	145	1148	752	127
Heavy Vehicles (%)	8%	2%	2%	2%	2%	4%
Turn Type		Perm		Free	pm+pt	
Protected Phases	8		2		1	6
Permitted Phases		8		Free	6	
Actuated Green, G (s)	12.5	12.5	46.0	90.0	66.0	66.0
Effective Green, g (s)	12.5	12.5	46.0	90.0	66.0	66.0
Actuated g/C Ratio	0.14	0.14	0.51	1.00	0.73	0.73
Clearance Time (s)	5.7	5.7	5.8		5.8	5.8
Vehicle Extension (s)	4.0	4.0	3.0		3.0	3.0
Lane Grp Cap (vph)	232	220	952	1583	992	1340
v/s Ratio Prot	0.06		0.08		0.12	0.07
v/s Ratio Perm		0.01		c0.73	0.44	
v/c Ratio	0.44	0.07	0.15	0.73	0.76	0.09
Uniform Delay, d ₁	35.5	33.7	11.7	0.0	8.2	3.4
Progression Factor	1.00	1.00	0.86	1.00	1.00	1.00
Incremental Delay, d ₂	1.8	0.2	0.1	1.3	3.4	0.1
Delay (s)	37.4	33.9	10.2	1.3	11.5	3.6
Level of Service	D	C	B	A	B	A
Approach Delay (s)	35.5		2.3			10.4
Approach LOS	D		A			B

Intersection Summary

HCM Average Control Delay	8.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 12: Enrico Fermi Dr. & Leroux Rd.

11/17/2009

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lanes	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
Volume (veh/h)	0	1736	0	0	151	0	0	3	0	0	0	0
Sign Control	Free		Free		Stop		Stop					
Grade	0%		0%		0%		0%					
Peak Hour Factor	0.92	0.80	0.92	0.92	0.92	0.92	0.92	0.50	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	2170	0	0	164	0	0	6	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	164			2170			2334	2334	2170	2337	2334	164
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	164			2170			2334	2334	2170	2337	2334	164
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	84	100	100	100	100
cM capacity (veh/h)	1414			246			26	37	59	22	37	880
Direction, Lane #	SE 1	NW 1	NE 1	SW 1								
Volume Total	2170	164	6	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1414	246	37	1700								
Volume to Capacity	0.00	0.00	0.16	0.00								
Queue Length 95th (ft)	0	0	13	0								
Control Delay (s)	0.0	0.0	121.1	0.0								
Lane LOS			F	A								
Approach Delay (s)	0.0	0.0	121.1	0.0								
Approach LOS			F	A								
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			101.4%	ICU Level of Service		G						
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 13: Post Rd. & Dixie Hwy

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
Volume (veh/h)	41	3	60	19	11	11	8	185	9	3	740	92
Sign Control	Stop		Stop		Free		Free					
Grade	0%		0%		0%		0%					
Peak Hour Factor	0.43	0.75	0.79	0.63	0.50	0.63	0.42	0.76	0.50	0.25	0.85	0.50
Hourly flow rate (vph)	95	4	76	30	22	17	19	243	18	12	871	184
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1306	1286	963	1355	1369	252	1055			261		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1306	1286	963	1355	1369	252	1055			261		
tC, single (s)	7.1	6.5	6.2	7.1	6.6	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.1	3.3	2.2			2.2		
p0 queue free %	16	97	76	67	84	98	97			99		
cM capacity (veh/h)	113	158	310	91	136	779	660			1303		
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	175	70	280	1067								
Volume Left	95	30	19	12								
Volume Right	76	17	18	184								
cSH	158	135	660	1303								
Volume to Capacity	1.11	0.52	0.03	0.01								
Queue Length 95th (ft)	232	61	2	1								
Control Delay (s)	162.5	57.1	1.1	0.3								
Lane LOS	F	F	A	A								
Approach Delay (s)	162.5	57.1	1.1	0.3								
Approach LOS	F	F										
Intersection Summary												
Average Delay			20.8									
Intersection Capacity Utilization			59.6%	ICU Level of Service			B					
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

1: N. Dixie Hwy. &

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2	0	0	2	1	0	<1	1	0	0	0
Volume (vph)	186	506	0	0	1041	147	81	3	213	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	5.9			5.9	5.9		6.0	6.0			
Lane Util. Factor	1.00	0.95			0.95	1.00		1.00	1.00			
Fr _t	1.00	1.00			1.00	0.85		1.00	0.85			
Fl _t Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	1770	3539			3539	1583		1779	1583			
Fl _t Permitted	0.23	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	436	3539			3539	1583		1779	1583			
Peak-hour factor, PHF	0.71	0.79	0.92	0.92	0.93	0.79	0.78	0.50	0.82	0.92	0.92	0.92
Adj. Flow (vph)	262	641	0	0	1119	186	104	6	260	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	46	0	0	227	0	0	0
Lane Group Flow (vph)	262	641	0	0	1119	140	0	110	33	0	0	0
Turn Type	Perm					Perm	Perm		Perm			
Protected Phases		2			6			8				
Permitted Phases	2					6	8		8			
Actuated Green, G (s)	75.5	75.5			75.5	75.5		12.6	12.6			
Effective Green, g (s)	75.5	75.5			75.5	75.5		12.6	12.6			
Actuated g/C Ratio	0.76	0.76			0.76	0.76		0.13	0.13			
Clearance Time (s)	5.9	5.9			5.9	5.9		6.0	6.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0		4.0	4.0			
Lane Grp Cap (vph)	329	2672			2672	1195		224	199			
v/s Ratio Prot		0.18			0.32							
v/s Ratio Perm	c0.60					0.09		0.06	0.02			
v/c Ratio	0.80	0.24			0.42	0.12		0.49	0.16			
Uniform Delay, d ₁	7.5	3.7			4.4	3.3		40.7	39.0			
Progression Factor	1.39	0.12			1.00	1.00		1.00	1.00			
Incremental Delay, d ₂	16.4	0.2			0.5	0.2		2.3	0.5			
Delay (s)	26.9	0.6			4.9	3.5		43.0	39.5			
Level of Service	C	A			A	A		D	D			
Approach Delay (s)		8.2			4.7			40.6			0.0	
Approach LOS		A			A			D			A	
Intersection Summary												
HCM Average Control Delay			11.1				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)		11.9			
Intersection Capacity Utilization			66.6%				ICU Level of Service			C		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

2: N. Dixie Hwy. &

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	2	1	1	2	0	0	0	0	0	<1	1
Volume (vph)	0	591	112	535	576	0	0	0	0	96	0	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.9	5.9	5.9	5.9						6.0	6.0
Lane Util. Factor		0.95	1.00	1.00	0.95						1.00	1.00
Fr _t		1.00	0.85	1.00	1.00						1.00	0.85
Fl _t Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3539	1583	1770	3539						1770	1583
Fl _t Permitted		1.00	1.00	0.30	1.00						0.95	1.00
Satd. Flow (perm)		3539	1583	557	3539						1770	1583
Peak-hour factor, PHF	0.92	0.89	0.86	0.79	0.78	0.92	0.92	0.92	0.92	0.85	0.92	0.79
Adj. Flow (vph)	0	664	130	677	738	0	0	0	0	113	0	323
RTOR Reduction (vph)	0	0	86	0	0	0	0	0	0	0	0	263
Lane Group Flow (vph)	0	664	44	677	738	0	0	0	0	0	113	60
Turn Type			Perm	pm+pt						Perm		Perm
Protected Phases		2		1	6						4	
Permitted Phases			2	6						4		4
Actuated Green, G (s)		34.0	34.0	76.0	76.0						12.1	12.1
Effective Green, g (s)		34.0	34.0	76.0	76.0						12.1	12.1
Actuated g/C Ratio		0.34	0.34	0.76	0.76						0.12	0.12
Clearance Time (s)		5.9	5.9	5.9	5.9						6.0	6.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0						4.0	4.0
Lane Grp Cap (vph)		1203	538	861	2690						214	192
v/s Ratio Prot		0.19		c0.28	0.21							
v/s Ratio Perm			0.03	c0.31							0.06	0.04
v/c Ratio		0.55	0.08	0.79	0.27						0.53	0.31
Uniform Delay, d ₁		26.8	22.4	14.0	3.6						41.3	40.2
Progression Factor		1.00	1.00	0.88	0.80						1.00	1.00
Incremental Delay, d ₂		1.8	0.3	4.5	0.2						3.0	1.3
Delay (s)		28.6	22.7	16.8	3.2						44.3	41.4
Level of Service		C	C	B	A						D	D
Approach Delay (s)		27.7			9.7			0.0			42.2	
Approach LOS		C			A			A			D	
Intersection Summary												
HCM Average Control Delay			20.4			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)		11.9				
Intersection Capacity Utilization			66.6%			ICU Level of Service				C		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

3: Nadeau & I-75 NB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<2	0	0	1	1	0	<1	1	0	0	0
Volume (vph)	314	315	0	0	187	231	66	1	12	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.9	6.9		6.9	6.9			
Lane Util. Factor		0.95			1.00	1.00		1.00	1.00			
Frt		1.00			1.00	0.85		1.00	0.85			
Flt Protected		0.97			1.00	1.00		0.95	1.00			
Satd. Flow (prot)		3329			1863	1583		1587	1468			
Flt Permitted		0.71			1.00	1.00		0.95	1.00			
Satd. Flow (perm)		2422			1863	1583		1587	1468			
Peak-hour factor, PHF	0.81	0.91	0.92	0.25	0.78	0.75	0.86	0.25	0.86	0.92	0.92	0.92
Adj. Flow (vph)	388	346	0	0	240	308	77	4	14	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	141	0	0	12	0	0	0
Lane Group Flow (vph)	0	734	0	0	240	167	0	81	2	0	0	0
Heavy Vehicles (%)	8%	3%	2%	2%	2%	2%	15%	0%	10%	2%	2%	2%
Turn Type	Perm			Perm			Perm		Perm			
Protected Phases	2			6			8					
Permitted Phases	2						6		8		8	
Actuated Green, G (s)	27.0			26.1			26.1		8.1		8.1	
Effective Green, g (s)	27.0			26.1			26.1		8.1		8.1	
Actuated g/C Ratio	0.56			0.54			0.54		0.17		0.17	
Clearance Time (s)	6.0			6.9			6.9		6.9		6.9	
Vehicle Extension (s)	3.0			3.0			3.0		3.0		3.0	
Lane Grp Cap (vph)	1362			1013			861		268		248	
v/s Ratio Prot				0.13								
v/s Ratio Perm	c0.30						0.11		0.05		0.00	
v/c Ratio	0.54			0.24			0.19		0.30		0.01	
Uniform Delay, d1	6.6			5.7			5.6		17.5		16.6	
Progression Factor	0.99			1.00			1.00		1.00		1.00	
Incremental Delay, d2	1.4			0.6			0.5		2.9		0.1	
Delay (s)	8.0			6.3			6.1		20.4		16.7	
Level of Service	A			A			A		C		B	
Approach Delay (s)	8.0			6.2					19.8		0.0	
Approach LOS	A			A					B		A	
Intersection Summary												
HCM Average Control Delay	8.1			HCM Level of Service			A					
HCM Volume to Capacity ratio	0.48											
Actuated Cycle Length (s)	48.0			Sum of lost time (s)			12.9					
Intersection Capacity Utilization	54.5%			ICU Level of Service			A					
Analysis Period (min)	15											

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

4: Nadeau & I-75 SB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	1	1	0	<2	0	0	0	0	0	<1	1
Volume (vph)	0	408	102	30	271	0	0	0	0	152	4	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.9	5.9		5.9						6.0	6.0
Lane Util. Factor		1.00	1.00		0.95						1.00	1.00
Fr _t		1.00	0.85		1.00						1.00	0.85
Fl _t Protected		1.00	1.00		0.99						0.95	1.00
Satd. Flow (prot)		1863	1583		3513						1777	1583
Fl _t Permitted		1.00	1.00		0.85						0.95	1.00
Satd. Flow (perm)		1863	1583		2999						1777	1583
Peak-hour factor, PHF	0.92	0.90	0.71	0.56	0.88	0.92	0.92	0.92	0.92	0.77	0.50	0.94
Adj. Flow (vph)	0	453	144	54	308	0	0	0	0	197	8	351
RTOR Reduction (vph)	0	0	70	0	0	0	0	0	0	0	0	268
Lane Group Flow (vph)	0	453	74	0	362	0	0	0	0	0	205	83
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Actuated Green, G (s)		24.8	24.8		24.8						11.3	11.3
Effective Green, g (s)		24.8	24.8		24.8						11.3	11.3
Actuated g/C Ratio		0.52	0.52		0.52						0.24	0.24
Clearance Time (s)		5.9	5.9		5.9						6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0						3.0	3.0
Lane Grp Cap (vph)		963	818		1549						418	373
v/s Ratio Prot		c0.24										
v/s Ratio Perm			0.05		0.12						0.12	0.05
v/c Ratio		0.47	0.09		0.23						0.49	0.22
Uniform Delay, d ₁		7.4	5.9		6.4						15.9	14.8
Progression Factor		1.00	1.00		0.73						1.00	1.00
Incremental Delay, d ₂		1.6	0.2		0.3						0.9	0.3
Delay (s)		9.1	6.1		5.0						16.8	15.1
Level of Service		A	A		A						B	B
Approach Delay (s)		8.3			5.0			0.0			15.7	
Approach LOS		A			A			A			B	

Intersection Summary

HCM Average Control Delay	10.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	48.0	Sum of lost time (s)	11.9
Intersection Capacity Utilization	49.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

5: Swan Creek Rd. & I-75 NB Ramps

11/17/2009

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	1	1	1	1	1	1
Volume (vph)	371	112	334	404	47	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	1.00	0.85	1.00	1.00	1.00	0.85
Fl _t Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1863	1583	1770	1845	1687	1538
Fl _t Permitted	1.00	1.00	0.47	1.00	0.95	1.00
Satd. Flow (perm)	1863	1583	884	1845	1687	1538
Peak-hour factor, PHF	0.95	0.77	0.64	0.89	0.79	0.90
Adj. Flow (vph)	391	145	522	454	59	197
RTOR Reduction (vph)	0	70	0	0	0	177
Lane Group Flow (vph)	391	75	522	454	59	20
Heavy Vehicles (%)	2%	2%	2%	3%	7%	5%
Turn Type		Perm	pm+pt			Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	46.4	46.4	68.4	68.4	9.1	9.1
Effective Green, g (s)	46.4	46.4	68.4	68.4	9.1	9.1
Actuated g/C Ratio	0.52	0.52	0.76	0.76	0.10	0.10
Clearance Time (s)	6.5	6.5	6.5	6.5	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	960	816	824	1402	171	156
v/s Ratio Prot	0.21		c0.11	0.25	c0.03	
v/s Ratio Perm		0.05	c0.37			0.01
v/c Ratio	0.41	0.09	0.63	0.32	0.35	0.13
Uniform Delay, d ₁	13.4	11.1	8.7	3.4	37.7	36.8
Progression Factor	1.07	1.54	1.00	1.00	1.00	1.00
Incremental Delay, d ₂	1.2	0.2	1.6	0.6	1.2	0.4
Delay (s)	15.5	17.3	10.3	4.1	38.9	37.2
Level of Service	B	B	B	A	D	D
Approach Delay (s)	16.0			7.4	37.6	
Approach LOS	B			A	D	
Intersection Summary						
HCM Average Control Delay			14.4		HCM Level of Service	B
HCM Volume to Capacity ratio			0.59			
Actuated Cycle Length (s)			90.0		Sum of lost time (s)	12.5
Intersection Capacity Utilization			59.7%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

6: Swan Creek Rd. & I-75 SB Ramps

11/17/2009

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations	0	<1	1	0	<1	1	0	<1	1	0	<1>	0	
Volume (vph)	235	215	11	2	244	38	175	9	197	16	3	3	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.5	6.5		6.5	6.5		6.0	6.0		6.0		
Lane Util. Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00		
Fr _t		1.00	0.85		1.00	0.85		1.00	0.85		0.98		
Fl _t Protected		0.97	1.00		1.00	1.00		0.96	1.00		0.97		
Satd. Flow (prot)		1788	1615		1861	1568		1765	1583		1799		
Fl _t Permitted		0.68	1.00		0.99	1.00		0.96	1.00		0.97		
Satd. Flow (perm)		1255	1615		1837	1568		1765	1583		1799		
Peak-hour factor, PHF	0.86	0.85	0.63	0.25	0.88	0.76	0.81	0.50	0.78	0.54	0.50	0.50	
Adj. Flow (vph)	273	253	17	8	277	50	216	18	253	30	6	6	
RTOR Reduction (vph)	0	0	7	0	0	21	0	0	210	0	6	0	
Lane Group Flow (vph)	0	526	10	0	285	29	0	234	43	0	36	0	
Heavy Vehicles (%)	5%	2%	0%	0%	2%	3%	3%	2%	2%	0%	0%	0%	
Turn Type	Perm		Perm	Perm		Perm	Split		Perm	Split			
Protected Phases		2			6		4	4		8	8		
Permitted Phases	2		2	6		6			4				
Actuated Green, G (s)		51.9	51.9		51.9	51.9		15.4	15.4		4.2		
Effective Green, g (s)		51.9	51.9		51.9	51.9		15.4	15.4		4.2		
Actuated g/C Ratio		0.58	0.58		0.58	0.58		0.17	0.17		0.05		
Clearance Time (s)		6.5	6.5		6.5	6.5		6.0	6.0		6.0		
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0	3.0		3.0		
Lane Grp Cap (vph)		724	931		1059	904		302	271		84		
v/s Ratio Prot								c0.13			c0.02		
v/s Ratio Perm		c0.42	0.01		0.16	0.02			0.03				
v/c Ratio		0.73	0.01		0.27	0.03		0.77	0.16		0.43		
Uniform Delay, d ₁		13.9	8.1		9.5	8.2		35.6	31.8		41.7		
Progression Factor		0.90	0.65		1.00	1.00		1.00	1.00		1.00		
Incremental Delay, d ₂		6.1	0.0		0.6	0.1		11.7	0.3		3.5		
Delay (s)		18.6	5.3		10.2	8.3		47.4	32.1		45.3		
Level of Service		B	A		B	A		D	C		D		
Approach Delay (s)		18.2			9.9			39.4			45.3		
Approach LOS		B			A			D			D		
Intersection Summary													
HCM Average Control Delay			24.4									HCM Level of Service	C
HCM Volume to Capacity ratio			0.72										
Actuated Cycle Length (s)			90.0									Sum of lost time (s)	18.5
Intersection Capacity Utilization			65.7%									ICU Level of Service	C
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 7: Stoney Creek Rd. & N. Dixie Hwy

11/17/2009

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations	1	1	1	1	1>	0
Volume (vph)	18	105	54	494	1202	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	1.00	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1703	1583	1770	1863	1855	
Flt Permitted	0.95	1.00	0.05	1.00	1.00	
Satd. Flow (perm)	1703	1583	99	1863	1855	
Peak-hour factor, PHF	0.75	0.50	0.67	0.89	0.88	0.75
Adj. Flow (vph)	24	210	81	555	1366	45
RTOR Reduction (vph)	0	81	0	0	1	0
Lane Group Flow (vph)	24	129	81	555	1410	0
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%
Turn Type		Perm	Perm			
Protected Phases	4			2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	11.6	11.6	75.4	75.4	75.4	
Effective Green, g (s)	11.6	11.6	75.4	75.4	75.4	
Actuated g/C Ratio	0.12	0.12	0.75	0.75	0.75	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	198	184	75	1405	1399	
v/s Ratio Prot	0.01			0.30	0.76	
v/s Ratio Perm		c0.08	c0.82			
v/c Ratio	0.12	0.70	1.08	0.40	1.01	
Uniform Delay, d1	39.6	42.5	12.3	4.3	12.3	
Progression Factor	1.00	1.00	1.00	1.00	0.43	
Incremental Delay, d2	0.3	11.0	127.5	0.8	9.2	
Delay (s)	39.9	53.5	139.8	5.1	14.6	
Level of Service	D	D	F	A	B	
Approach Delay (s)	52.1			22.3	14.6	
Approach LOS	D			C	B	
Intersection Summary						
HCM Average Control Delay			20.6		HCM Level of Service	C
HCM Volume to Capacity ratio			1.03			
Actuated Cycle Length (s)			100.0		Sum of lost time (s)	13.0
Intersection Capacity Utilization			82.7%		ICU Level of Service	E
Analysis Period (min)			15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 8: Marshall Field Dr. & Dixie Hwy

11/17/2009

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations	0	<1>	0	0	<1	1	1	1>	0	1	1>	0	
Volume (vph)	2	1	13	132	1	31	25	238	156	119	1069	11	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		5.7			5.7	5.7	5.5	5.5		5.5	5.5		
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00		
Frt		0.90			1.00	0.85	1.00	0.95		1.00	1.00		
Flt Protected		0.99			0.95	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (prot)		1661			1776	1583	1736	1766		1736	1859		
Flt Permitted		0.96			0.71	1.00	0.05	1.00		0.46	1.00		
Satd. Flow (perm)		1605			1317	1583	98	1766		835	1859		
Peak-hour factor, PHF	0.50	0.25	0.50	0.94	0.25	0.72	0.64	0.74	0.92	0.80	0.73	0.50	
Adj. Flow (vph)	4	4	26	140	4	43	39	322	170	149	1464	22	
RTOR Reduction (vph)	0	22	0	0	0	37	0	18	0	0	1	0	
Lane Group Flow (vph)	0	12	0	0	144	6	39	474	0	149	1485	0	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%	2%	
Turn Type	Perm			Perm		Perm	Perm			Perm			
Protected Phases		4			8			2			6		
Permitted Phases	4			8		8	2			6			
Actuated Green, G (s)		14.3			14.3	14.3	74.5	74.5		74.5	74.5		
Effective Green, g (s)		14.3			14.3	14.3	74.5	74.5		74.5	74.5		
Actuated g/C Ratio		0.14			0.14	0.14	0.74	0.74		0.74	0.74		
Clearance Time (s)		5.7			5.7	5.7	5.5	5.5		5.5	5.5		
Vehicle Extension (s)		4.0			4.0	4.0	3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)		230			188	226	73	1316		622	1385		
v/s Ratio Prot								0.27			c0.80		
v/s Ratio Perm		0.01			c0.11	0.00	0.40			0.18			
v/c Ratio		0.05			0.77	0.03	0.53	0.36		0.24	1.07		
Uniform Delay, d1		37.0			41.2	36.9	5.4	4.4		4.0	12.8		
Progression Factor		1.00			1.00	1.00	0.78	0.65		1.15	0.90		
Incremental Delay, d2		0.1			17.8	0.1	23.9	0.7		0.6	42.0		
Delay (s)		37.1			59.0	36.9	28.1	3.6		5.1	53.4		
Level of Service		D			E	D	C	A		A	D		
Approach Delay (s)		37.1			54.0			5.4			49.0		
Approach LOS		D			D			A			D		
Intersection Summary													
HCM Average Control Delay			39.5									HCM Level of Service	D
HCM Volume to Capacity ratio			1.02										
Actuated Cycle Length (s)			100.0									Sum of lost time (s)	11.2
Intersection Capacity Utilization			93.2%									ICU Level of Service	F
Analysis Period (min)			15										
c Critical Lane Group													

HCM Unsignalized Intersection Capacity Analysis

9: Dixie Hwy & Leroux Rd.

11/17/2009

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lanes	1>	0	0	<1	1>	0
Volume (veh/h)	250	16	0	1145	6	3
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.82	0.63	0.25	0.67	0.42	0.50
Hourly flow rate (vph)	305	25	0	1709	14	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh	2		2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			330	2027		318
vC1, stage 1 conf vol					318	
vC2, stage 2 conf vol					1709	
vCu, unblocked vol			330	2027		318
tC, single (s)			4.1	6.4		6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2	3.5		3.3
p0 queue free %			100	91		99
cM capacity (veh/h)			1229	155		723
Direction, Lane #						
	NB 1	SB 1	SW 1			
Volume Total	330	1709	20			
Volume Left	0	0	14			
Volume Right	25	0	6			
cSH	1700	1229	202			
Volume to Capacity	0.19	0.00	0.10			
Queue Length 95th (ft)	0	0	8			
Control Delay (s)	0.0	0.0	24.8			
Lane LOS			C			
Approach Delay (s)	0.0	0.0	24.8			
Approach LOS			C			
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			70.3%	ICU Level of Service	C	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 10: Toll Rd. & Leroux Rd.

11/17/2009

Movement	NWL	NWR	NET	NER	SWL	SWT
Lanes	1>	0	1>	0	0	<1
Volume (veh/h)	3	0	15	4	0	15
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.50	0.92	0.70	0.75	0.92	0.50
Hourly flow rate (vph)	6	0	21	5	0	30
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	54	24			27	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	54	24			27	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	954	1052			1587	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	6	27	30			
Volume Left	6	0	0			
Volume Right	0	5	0			
cSH	954	1700	1587			
Volume to Capacity	0.01	0.02	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	8.8	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.8	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization		13.3%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis
 11: Enrico Fermi Dr. & N Dixie Hwy

11/17/2009

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	1	1	1	1	1	1
Volume (vph)	924	646	171	70	69	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	5.8	4.0	5.8	5.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	1.00	0.85	1.00	0.85	1.00	1.00
Fl _t Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Fl _t Permitted	0.95	1.00	1.00	1.00	0.56	1.00
Satd. Flow (perm)	1770	1583	1863	1583	1038	1863
Peak-hour factor, PHF	0.90	0.87	0.82	0.90	0.90	0.87
Adj. Flow (vph)	1027	743	209	78	77	279
RTOR Reduction (vph)	0	274	0	0	0	0
Lane Group Flow (vph)	1027	469	209	78	77	279
Turn Type		Perm		Free	pm+pt	
Protected Phases	8		2		1	6
Permitted Phases		8		Free	6	
Actuated Green, G (s)	49.3	49.3	27.6	100.0	39.2	39.2
Effective Green, g (s)	49.3	49.3	27.6	100.0	39.2	39.2
Actuated g/C Ratio	0.49	0.49	0.28	1.00	0.39	0.39
Clearance Time (s)	5.7	5.7	5.8		5.8	5.8
Vehicle Extension (s)	4.0	4.0	3.0		3.0	3.0
Lane Grp Cap (vph)	873	780	514	1583	449	730
v/s Ratio Prot	c0.58		0.11		0.01	c0.15
v/s Ratio Perm		0.30		0.05	0.06	
v/c Ratio	1.18	0.60	0.41	0.05	0.17	0.38
Uniform Delay, d ₁	25.4	18.3	29.5	0.0	22.3	21.7
Progression Factor	1.00	1.00	1.19	1.00	1.00	1.00
Incremental Delay, d ₂	91.3	1.5	2.3	0.1	0.2	1.5
Delay (s)	116.7	19.8	37.3	0.1	22.5	23.3
Level of Service	F	B	D	A	C	C
Approach Delay (s)	76.0		27.2			23.1
Approach LOS	E		C			C
Intersection Summary						
HCM Average Control Delay			62.4		HCM Level of Service	E
HCM Volume to Capacity ratio			0.82			
Actuated Cycle Length (s)			100.0		Sum of lost time (s)	11.5
Intersection Capacity Utilization			79.4%		ICU Level of Service	D
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
 12: Enrico Fermi Dr. & Leroux Rd.

11/17/2009

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lanes	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
Volume (veh/h)	1	136	1	0	1588	0	1	0	0	0	1	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.60	0.25	0.92	0.79	0.92	0.25	0.92	0.92	0.92	0.25	0.25
Hourly flow rate (vph)	4	227	4	0	2010	0	4	0	0	0	4	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2010			231			2253	2247	229	2247	2249	2010
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2010			231			2253	2247	229	2247	2249	2010
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			84	100	100	100	90	95
cM capacity (veh/h)	284			1337			25	41	811	29	41	74
Direction, Lane #	SE 1	NW 1	NE 1	SW 1								
Volume Total	235	2010	4	8								
Volume Left	4	0	4	0								
Volume Right	4	0	0	4								
cSH	284	1337	25	53								
Volume to Capacity	0.01	0.00	0.16	0.15								
Queue Length 95th (ft)	1	0	12	12								
Control Delay (s)	0.6	0.0	171.0	84.9								
Lane LOS	A		F	F								
Approach Delay (s)	0.6	0.0	171.0	84.9								
Approach LOS			F	F								
Intersection Summary												
Average Delay			0.7									
Intersection Capacity Utilization			93.6%	ICU Level of Service		F						
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 13: Post Rd. & N. Dixie Hwy

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
Volume (veh/h)	41	9	7	11	9	8	39	726	25	8	302	51
Sign Control	Stop		Stop		Free		Free					
Grade	0%		0%		0%		0%					
Peak Hour Factor	0.63	0.89	0.60	0.56	0.67	0.44	0.63	0.89	0.60	0.44	0.98	0.63
Hourly flow rate (vph)	65	10	12	20	13	18	62	816	42	18	308	81
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type						None			None			
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1370	1366	349	1362	1386	837	389				857	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1370	1366	349	1362	1386	837	389				857	
tC, single (s)	7.1	6.5	6.3	7.1	6.6	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.1	3.3	2.2				2.2	
p0 queue free %	36	93	98	82	89	95	95				98	
cM capacity (veh/h)	102	136	681	109	127	362	1169				783	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	87	51	919	407								
Volume Left	65	20	62	18								
Volume Right	12	18	42	81								
cSH	119	153	1169	783								
Volume to Capacity	0.73	0.34	0.05	0.02								
Queue Length 95th (ft)	101	34	4	2								
Control Delay (s)	91.5	40.0	1.4	0.7								
Lane LOS	F	E	A	A								
Approach Delay (s)	91.5	40.0	1.4	0.7								
Approach LOS	F	E										
Intersection Summary												
Average Delay			7.9									
Intersection Capacity Utilization			71.5%		ICU Level of Service			C				
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

1: N. Dixie Hwy. &

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2	0	0	2	1	0	<1	1	0	0	0
Volume (vph)	179	303	0	0	507	136	79	1	266	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	5.9			5.9	5.9		6.0	6.0			
Lane Util. Factor	1.00	0.95			0.95	1.00		1.00	1.00			
Fr _t	1.00	1.00			1.00	0.85		1.00	0.85			
Fl _t Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	1770	3539			3539	1583		1777	1583			
Fl _t Permitted	0.42	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	789	3539			3539	1583		1777	1583			
Peak-hour factor, PHF	0.88	0.85	0.92	0.92	0.84	0.62	0.72	0.25	0.73	0.92	0.92	0.92
Adj. Flow (vph)	203	356	0	0	604	219	110	4	364	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	78	0	0	297	0	0	0
Lane Group Flow (vph)	203	356	0	0	604	141	0	114	67	0	0	0
Turn Type	Perm				Perm		Perm			Perm		
Protected Phases	2				6			8				
Permitted Phases	2						6	8			8	
Actuated Green, G (s)	45.2	45.2			45.2	45.2		12.9	12.9			
Effective Green, g (s)	45.2	45.2			45.2	45.2		12.9	12.9			
Actuated g/C Ratio	0.65	0.65			0.65	0.65		0.18	0.18			
Clearance Time (s)	5.9	5.9			5.9	5.9		6.0	6.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0		4.0	4.0			
Lane Grp Cap (vph)	509	2285			2285	1022		327	292			
v/s Ratio Prot		0.10			0.17							
v/s Ratio Perm	c0.26					0.09		0.06	0.04			
v/c Ratio	0.40	0.16			0.26	0.14		0.35	0.23			
Uniform Delay, d ₁	5.9	4.9			5.3	4.8		24.9	24.3			
Progression Factor	0.77	0.74			1.00	1.00		1.00	1.00			
Incremental Delay, d ₂	2.3	0.1			0.3	0.3		0.9	0.6			
Delay (s)	6.9	3.8			5.6	5.1		25.8	24.9			
Level of Service	A	A			A	A		C	C			
Approach Delay (s)		4.9			5.5			25.1			0.0	
Approach LOS		A			A			C			A	
Intersection Summary												
HCM Average Control Delay			10.3				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.39									
Actuated Cycle Length (s)			70.0				Sum of lost time (s)		11.9			
Intersection Capacity Utilization			47.1%				ICU Level of Service		A			
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

2: N. Dixie Hwy. & I-75 SB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	2	1	1	2	0	0	0	0	0	<1	1
Volume (vph)	0	399	126	150	433	0	0	0	0	78	0	262
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.9	5.9	5.9	5.9						6.0	6.0
Lane Util. Factor		0.95	1.00	1.00	0.95						1.00	1.00
Fr _t		1.00	0.85	1.00	1.00						1.00	0.85
Fl _t Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3539	1583	1770	3539						1770	1583
Fl _t Permitted		1.00	1.00	0.50	1.00						0.95	1.00
Satd. Flow (perm)		3539	1583	931	3539						1770	1583
Peak-hour factor, PHF	0.92	0.92	0.81	0.78	0.82	0.92	0.92	0.92	0.92	0.71	0.92	0.98
Adj. Flow (vph)	0	434	156	192	528	0	0	0	0	110	0	267
RTOR Reduction (vph)	0	0	51	0	0	0	0	0	0	0	0	225
Lane Group Flow (vph)	0	434	105	192	528	0	0	0	0	0	110	42
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Actuated Green, G (s)		47.0	47.0	47.0	47.0						11.1	11.1
Effective Green, g (s)		47.0	47.0	47.0	47.0						11.1	11.1
Actuated g/C Ratio		0.67	0.67	0.67	0.67						0.16	0.16
Clearance Time (s)		5.9	5.9	5.9	5.9						6.0	6.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0						4.0	4.0
Lane Grp Cap (vph)		2376	1063	625	2376						281	251
v/s Ratio Prot		0.12			0.15							
v/s Ratio Perm			0.07	c0.21							0.06	0.03
v/c Ratio		0.18	0.10	0.31	0.22						0.39	0.17
Uniform Delay, d ₁		4.3	4.0	4.8	4.4						26.4	25.5
Progression Factor		1.00	1.00	0.80	0.81						1.00	1.00
Incremental Delay, d ₂		0.2	0.2	1.2	0.2						1.2	0.4
Delay (s)		4.5	4.2	5.1	3.8						27.7	25.9
Level of Service		A	A	A	A						C	C
Approach Delay (s)		4.4			4.1			0.0			26.4	
Approach LOS		A			A			A			C	
Intersection Summary												
HCM Average Control Delay			9.2			HCM Level of Service				A		
HCM Volume to Capacity ratio			0.32									
Actuated Cycle Length (s)			70.0			Sum of lost time (s)			11.9			
Intersection Capacity Utilization			47.1%			ICU Level of Service			A			
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

3: Nadeau & I-75 NB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<2	0	0	1	1	0	<1	1	0	0	0
Volume (vph)	327	169	0	0	163	166	59	0	21	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0		4.0	4.0			
Lane Util. Factor		0.95			1.00	1.00		1.00	1.00			
Fr _t		1.00			1.00	0.85		1.00	0.85			
Flt Protected		0.97			1.00	1.00		0.95	1.00			
Satd. Flow (prot)		3298			1863	1583		1504	1455			
Flt Permitted		0.67			1.00	1.00		0.95	1.00			
Satd. Flow (perm)		2269			1863	1583		1504	1455			
Peak-hour factor, PHF	0.93	0.81	0.92	0.92	0.69	0.76	0.75	0.92	0.50	0.92	0.92	0.92
Adj. Flow (vph)	352	209	0	0	236	218	79	0	42	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	142	0	0	20	0	0	0
Lane Group Flow (vph)	0	561	0	0	236	76	0	79	22	0	0	0
Heavy Vehicles (%)	8%	3%	2%	2%	2%	2%	20%	2%	11%	2%	2%	2%
Turn Type	Perm					Perm	Perm		Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)		20.9			20.9	20.9		31.1	31.1			
Effective Green, g (s)		20.9			20.9	20.9		31.1	31.1			
Actuated g/C Ratio		0.35			0.35	0.35		0.52	0.52			
Clearance Time (s)		4.0			4.0	4.0		4.0	4.0			
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)		790			649	551		780	754			
v/s Ratio Prot					0.13							
v/s Ratio Perm		c0.25				0.05		0.05	0.01			
v/c Ratio		1.03dl			0.36	0.14		0.10	0.03			
Uniform Delay, d1		16.9			14.6	13.4		7.3	7.1			
Progression Factor		1.00			1.00	1.00		1.00	1.00			
Incremental Delay, d2		3.0			0.3	0.1		0.3	0.1			
Delay (s)		19.9			14.9	13.5		7.6	7.1			
Level of Service		B			B	B		A	A			
Approach Delay (s)		19.9			14.2			7.4			0.0	
Approach LOS		B			B			A			A	

Intersection Summary

HCM Average Control Delay	16.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 4: Nadeau & I-75 SB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	1	1	0	<2	0	0	0	0	0	<1	1
Volume (vph)	0	343	72	12	173	0	0	0	0	93	4	232
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.9	5.9		5.9						6.0	6.0
Lane Util. Factor		1.00	1.00		0.95						1.00	1.00
Fr _t		1.00	0.85		1.00						1.00	0.85
Fl _t Protected		1.00	1.00		1.00						0.96	1.00
Satd. Flow (prot)		1863	1583		3528						1779	1583
Fl _t Permitted		1.00	1.00		0.92						0.96	1.00
Satd. Flow (perm)		1863	1583		3251						1779	1583
Peak-hour factor, PHF	0.92	0.94	0.86	0.83	0.87	0.92	0.92	0.92	0.92	0.75	0.50	0.81
Adj. Flow (vph)	0	365	84	14	199	0	0	0	0	124	8	286
RTOR Reduction (vph)	0	0	49	0	0	0	0	0	0	0	0	225
Lane Group Flow (vph)	0	365	35	0	213	0	0	0	0	0	132	61
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Actuated Green, G (s)		13.3	13.3		13.3						6.8	6.8
Effective Green, g (s)		13.3	13.3		13.3						6.8	6.8
Actuated g/C Ratio		0.42	0.42		0.42						0.21	0.21
Clearance Time (s)		5.9	5.9		5.9						6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0						3.0	3.0
Lane Grp Cap (vph)		774	658		1351						378	336
v/s Ratio Prot		c0.20										
v/s Ratio Perm			0.02		0.07						0.07	0.04
v/c Ratio		0.47	0.05		0.16						0.35	0.18
Uniform Delay, d ₁		6.8	5.6		5.8						10.7	10.3
Progression Factor		1.00	1.00		1.00						1.00	1.00
Incremental Delay, d ₂		0.5	0.0		0.1						0.6	0.3
Delay (s)		7.3	5.6		5.9						11.3	10.6
Level of Service		A	A		A						B	B
Approach Delay (s)		6.9			5.9			0.0			10.8	
Approach LOS		A			A			A			B	
Intersection Summary												
HCM Average Control Delay			8.2		HCM Level of Service			A				
HCM Volume to Capacity ratio			0.43									
Actuated Cycle Length (s)			32.0		Sum of lost time (s)			11.9				
Intersection Capacity Utilization			37.3%		ICU Level of Service			A				
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

5: Swan Creek Rd. & I-75 NB Ramps

11/17/2009

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	1	1	0	<1	1	1
Volume (vph)	280	164	185	305	23	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00
Fr _t	1.00	0.85		1.00	1.00	0.85
Fl _t Protected	1.00	1.00		0.98	0.95	1.00
Satd. Flow (prot)	1827	1538		1700	1641	1357
Fl _t Permitted	1.00	1.00		0.72	0.95	1.00
Satd. Flow (perm)	1827	1538		1243	1641	1357
Peak-hour factor, PHF	0.71	0.80	0.83	0.90	0.88	0.70
Adj. Flow (vph)	394	205	223	339	26	221
RTOR Reduction (vph)	0	54	0	0	0	192
Lane Group Flow (vph)	394	151	0	562	26	29
Heavy Vehicles (%)	4%	5%	6%	12%	10%	19%
Turn Type		Perm	Perm			Perm
Protected Phases	6			2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	44.2	44.2		44.2	7.8	7.8
Effective Green, g (s)	44.2	44.2		44.2	7.8	7.8
Actuated g/C Ratio	0.74	0.74		0.74	0.13	0.13
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	1346	1133		916	213	176
v/s Ratio Prot	0.22				0.02	
v/s Ratio Perm		0.10		c0.45		c0.02
v/c Ratio	0.29	0.13		0.61	0.12	0.16
Uniform Delay, d ₁	2.7	2.3		3.8	23.1	23.2
Progression Factor	0.85	0.89		1.00	1.00	1.00
Incremental Delay, d ₂	0.5	0.2		3.1	0.3	0.4
Delay (s)	2.8	2.3		6.9	23.3	23.6
Level of Service	A	A		A	C	C
Approach Delay (s)	2.6			6.9	23.6	
Approach LOS	A			A	C	

Intersection Summary

HCM Average Control Delay	8.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 6: Swan Creek Rd. & I-75 SB Ramps

11/17/2009

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	0	<1	1	0	<1	1	0	<1	1	0	<1>	0
Volume (vph)	133	180	6	0	298	47	70	1	134	19	4	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0		4.0	4.0		4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Fr _t		1.00	0.85		1.00	0.85		1.00	0.85		0.99	
Fl _t Protected		0.98	1.00		1.00	1.00		0.95	1.00		0.96	
Satd. Flow (prot)		1734	1615		1810	1583		1762	1404		1805	
Fl _t Permitted		0.76	1.00		1.00	1.00		0.70	1.00		0.73	
Satd. Flow (perm)		1349	1615		1810	1583		1296	1404		1365	
Peak-hour factor, PHF	0.92	0.87	0.63	0.25	0.94	0.83	0.76	0.25	0.82	0.53	0.75	0.25
Adj. Flow (vph)	145	207	10	0	317	57	92	4	163	36	5	4
RTOR Reduction (vph)	0	0	3	0	0	16	0	0	139	0	3	0
Lane Group Flow (vph)	0	352	7	0	317	41	0	96	24	0	42	0
Heavy Vehicles (%)	15%	2%	0%	0%	5%	2%	3%	0%	15%	0%	0%	0%
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		
Protected Phases		2			6			4			8	
Permitted Phases	2		2	6		6	4		4	8		
Actuated Green, G (s)		43.3	43.3		43.3	43.3		8.7	8.7		8.7	
Effective Green, g (s)		43.3	43.3		43.3	43.3		8.7	8.7		8.7	
Actuated g/C Ratio		0.72	0.72		0.72	0.72		0.14	0.14		0.14	
Clearance Time (s)		4.0	4.0		4.0	4.0		4.0	4.0		4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0	3.0		3.0	
Lane Grp Cap (vph)		974	1165		1306	1142		188	204		198	
v/s Ratio Prot					0.18							
v/s Ratio Perm		c0.26	0.00			0.03		c0.07	0.02		0.03	
v/c Ratio		0.36	0.01		0.24	0.04		0.51	0.12		0.21	
Uniform Delay, d ₁		3.1	2.3		2.8	2.4		23.7	22.3		22.6	
Progression Factor		1.52	1.70		1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d ₂		0.9	0.0		0.4	0.1		2.3	0.3		0.5	
Delay (s)		5.7	4.0		3.3	2.4		26.0	22.6		23.2	
Level of Service		A	A		A	A		C	C		C	
Approach Delay (s)		5.6			3.1			23.8			23.2	
Approach LOS		A			A			C			C	

Intersection Summary

HCM Average Control Delay	10.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	50.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

7: Stoney Creek Rd. & N. Dixie Hwy

11/17/2009

Movement	SEL	SER	NEL	NET	SWT	SWR
Lanes	1>	0	0	<1	1>	0
Volume (veh/h)	17	109	191	687	298	26
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.42	0.52	0.56	0.77	0.65	0.50
Hourly flow rate (vph)	40	210	341	892	458	52
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
				TWLTL	TWLTL	
Median storage veh				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2059	484	510			
vC1, stage 1 conf vol	484					
vC2, stage 2 conf vol	1574					
vCu, unblocked vol	2059	484	510			
tC, single (s)	6.5	6.2	4.1			
tC, 2 stage (s)	5.5					
tF (s)	3.6	3.3	2.2			
p0 queue free %	65	64	68			
cM capacity (veh/h)	117	582	1055			
Direction, Lane #						
	SE 1	NE 1	SW 1			
Volume Total	250	1233	510			
Volume Left	40	341	0			
Volume Right	210	0	52			
cSH	354	1055	1700			
Volume to Capacity	0.71	0.32	0.30			
Queue Length 95th (ft)	129	35	0			
Control Delay (s)	36.2	7.7	0.0			
Lane LOS	E	A				
Approach Delay (s)	36.2	7.7	0.0			
Approach LOS	E					
Intersection Summary						
Average Delay			9.3			
Intersection Capacity Utilization		81.7%		ICU Level of Service		D
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
 8: Marshall Field Dr. & Dixie Hwy

11/17/2009

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations	0	<1>	0	0	<1	1	1	1>	0	1	1>	0	
Volume (vph)	5	0	25	156	6	68	7	573	33	10	115	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		5.7			5.7	5.7	5.5	5.5		5.5	5.5		
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00		
Frt		0.89			1.00	0.85	1.00	0.99		1.00	1.00		
Flt Protected		0.99			0.95	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (prot)		1637			1777	1583	1770	1844		1770	1863		
Flt Permitted		0.94			0.70	1.00	0.65	1.00		0.26	1.00		
Satd. Flow (perm)		1557			1303	1583	1208	1844		479	1863		
Peak-hour factor, PHF	0.69	0.92	0.64	0.77	0.92	0.73	0.38	0.82	0.68	0.50	0.67	0.92	
Adj. Flow (vph)	7	0	39	203	7	93	18	699	49	20	172	0	
RTOR Reduction (vph)	0	30	0	0	0	72	0	3	0	0	0	0	
Lane Group Flow (vph)	0	16	0	0	210	21	18	745	0	20	172	0	
Turn Type	Perm			Perm		Perm	Perm			Perm			
Protected Phases		4			8			2				6	
Permitted Phases	4			8		8	2			6			
Actuated Green, G (s)		16.1			16.1	16.1	42.7	42.7		42.7	42.7		
Effective Green, g (s)		16.1			16.1	16.1	42.7	42.7		42.7	42.7		
Actuated g/C Ratio		0.23			0.23	0.23	0.61	0.61		0.61	0.61		
Clearance Time (s)		5.7			5.7	5.7	5.5	5.5		5.5	5.5		
Vehicle Extension (s)		4.0			4.0	4.0	3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)		358			300	364	737	1125		292	1136		
v/s Ratio Prot								c0.40				0.09	
v/s Ratio Perm		0.01			c0.16	0.01	0.01			0.04			
v/c Ratio		0.04			0.70	0.06	0.02	0.66		0.07	0.15		
Uniform Delay, d1		21.0			24.7	21.0	5.4	8.9		5.6	5.9		
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.03	1.07		
Incremental Delay, d2		0.1			7.7	0.1	0.1	3.1		0.5	0.3		
Delay (s)		21.0			32.4	21.1	5.5	12.0		6.2	6.5		
Level of Service		C			C	C	A	B		A	A		
Approach Delay (s)		21.0			29.0			11.8			6.5		
Approach LOS		C			C			B			A		
Intersection Summary													
HCM Average Control Delay			15.4									HCM Level of Service	B
HCM Volume to Capacity ratio			0.67										
Actuated Cycle Length (s)			70.0									Sum of lost time (s)	11.2
Intersection Capacity Utilization			62.9%									ICU Level of Service	B
Analysis Period (min)			15										
c	Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 9: Dixie Hwy & Leroux Rd.

11/17/2009

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lanes	1>	0	0	<1	1>	0
Volume (veh/h)	644	4	1	106	6	4
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.85	0.38	0.25	0.89	0.31	0.38
Hourly flow rate (vph)	758	11	4	119	19	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh	2		2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			768	890		763
vC1, stage 1 conf vol				763		
vC2, stage 2 conf vol				127		
vCu, unblocked vol			768	890		763
tC, single (s)			4.1	6.4		6.2
tC, 2 stage (s)				5.4		
tF (s)			2.2	3.5		3.3
p0 queue free %			100	96		97
cM capacity (veh/h)			846	442		404
Direction, Lane #	NB 1	SB 1	SW 1			
Volume Total	768	123	30			
Volume Left	0	4	19			
Volume Right	11	0	11			
cSH	1700	846	428			
Volume to Capacity	0.45	0.00	0.07			
Queue Length 95th (ft)	0	0	6			
Control Delay (s)	0.0	0.3	14.0			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.3	14.0			
Approach LOS			B			
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			44.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 10: Toll Rd. & Leroux Rd.

11/17/2009

Movement	NWL	NWR	NET	NER	SWL	SWT
Lanes	1>	0	1>	0	0	<1
Volume (veh/h)	5	0	4	1	0	5
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.33	0.92	0.75	0.25	0.92	0.33
Hourly flow rate (vph)	15	0	5	4	0	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	22	7			9	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	22	7			9	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			100	
cM capacity (veh/h)	994	1075			1610	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	15	9	15			
Volume Left	15	0	0			
Volume Right	0	4	0			
cSH	994	1700	1610			
Volume to Capacity	0.02	0.01	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.7	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.7	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.3			
Intersection Capacity Utilization			13.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
 11: Enrico Fermi Dr. & N Dixie Hwy

11/17/2009

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	1	1	1	1	1	1
Volume (vph)	18	15	96	532	366	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	5.8	4.0	5.8	5.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	1.00	0.85	1.00	0.85	1.00	1.00
Fl _t Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1504	1425	1676	1425	1593	1644
Fl _t Permitted	0.95	1.00	1.00	1.00	0.66	1.00
Satd. Flow (perm)	1504	1425	1676	1425	1111	1644
Peak-hour factor, PHF	0.81	0.69	0.65	0.77	0.95	0.71
Adj. Flow (vph)	22	22	148	691	385	127
RTOR Reduction (vph)	0	20	0	0	0	0
Lane Group Flow (vph)	22	2	148	691	385	127
Heavy Vehicles (%)	8%	2%	2%	2%	2%	4%
Turn Type		Perm		Free	pm+pt	
Protected Phases	8		2		1	6
Permitted Phases		8		Free	6	
Actuated Green, G (s)	5.0	5.0	24.5	70.0	53.5	53.5
Effective Green, g (s)	5.0	5.0	24.5	70.0	53.5	53.5
Actuated g/C Ratio	0.07	0.07	0.35	1.00	0.76	0.76
Clearance Time (s)	5.7	5.7	5.8		5.8	5.8
Vehicle Extension (s)	4.0	4.0	3.0		3.0	3.0
Lane Grp Cap (vph)	107	102	587	1425	1009	1256
v/s Ratio Prot	0.01		0.09		0.13	0.08
v/s Ratio Perm		0.00		c0.48	0.17	
v/c Ratio	0.21	0.02	0.25	0.48	0.38	0.10
Uniform Delay, d ₁	30.6	30.2	16.2	0.0	3.0	2.1
Progression Factor	1.00	1.00	0.84	1.00	1.00	1.00
Incremental Delay, d ₂	1.3	0.1	0.9	1.0	0.2	0.2
Delay (s)	31.9	30.3	14.5	1.0	3.2	2.3
Level of Service	C	C	B	A	A	A
Approach Delay (s)	31.1		3.4			3.0
Approach LOS	C		A			A

Intersection Summary

HCM Average Control Delay	4.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	44.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 12: Enrico Fermi Dr. & Leroux Rd.

11/17/2009

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lanes	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
Volume (veh/h)	0	887	0	0	20	0	0	3	0	0	0	0
Sign Control	Free		Free		Stop		Stop					
Grade	0%		0%		0%		0%					
Peak Hour Factor	0.92	0.80	0.92	0.92	0.92	0.92	0.92	0.50	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1109	0	0	22	0	0	6	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	22			1109			1130	1130	1109	1133	1130	22
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	22			1109			1130	1130	1109	1133	1130	22
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	97	100	100	100	100
cM capacity (veh/h)	1594			630			181	204	255	176	204	1055
Direction, Lane #	SE 1	NW 1	NE 1	SW 1								
Volume Total	1109	22	6	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1594	630	204	1700								
Volume to Capacity	0.00	0.00	0.03	0.00								
Queue Length 95th (ft)	0	0	2	0								
Control Delay (s)	0.0	0.0	23.2	0.0								
Lane LOS			C	A								
Approach Delay (s)	0.0	0.0	23.2	0.0								
Approach LOS			C	A								
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			56.7%	ICU Level of Service	B							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 13: Post Rd. & N. Dixie Hwy

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
Volume (veh/h)	42	4	52	10	11	11	6	126	7	3	410	92
Sign Control	Stop		Stop		Free		Free					
Grade	0%		0%		0%		0%					
Peak Hour Factor	0.43	0.75	0.79	0.63	0.50	0.63	0.42	0.76	0.50	0.25	0.85	0.50
Hourly flow rate (vph)	98	5	66	16	22	17	14	166	14	12	482	184
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	828	807	574	868	892	173	666			180		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	828	807	574	868	892	173	666			180		
tC, single (s)	7.1	6.5	6.2	7.1	6.6	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.1	3.3	2.2			2.2		
p0 queue free %	63	98	87	93	92	98	98			99		
cM capacity (veh/h)	260	308	518	231	266	863	923			1396		
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	169	55	194	678								
Volume Left	98	16	14	12								
Volume Right	66	17	14	184								
cSH	325	322	923	1396								
Volume to Capacity	0.52	0.17	0.02	0.01								
Queue Length 95th (ft)	71	15	1	1								
Control Delay (s)	27.4	18.5	0.8	0.2								
Lane LOS	D	C	A	A								
Approach Delay (s)	27.4	18.5	0.8	0.2								
Approach LOS	D	C										
Intersection Summary												
Average Delay			5.4									
Intersection Capacity Utilization			43.5%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

1: N. Dixie Hwy. &

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2	0	0	2	1	0	<1	1	0	0	0
Volume (vph)	190	479	0	0	760	150	83	3	191	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	5.9			5.9	5.9		6.0	6.0			
Lane Util. Factor	1.00	0.95			0.95	1.00		1.00	1.00			
Fr _t	1.00	1.00			1.00	0.85		1.00	0.85			
Fl _t Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	1770	3539			3539	1583		1779	1583			
Fl _t Permitted	0.33	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	618	3539			3539	1583		1779	1583			
Peak-hour factor, PHF	0.71	0.79	0.92	0.92	0.93	0.79	0.78	0.50	0.82	0.92	0.92	0.92
Adj. Flow (vph)	268	606	0	0	817	190	106	6	233	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	65	0	0	193	0	0	0
Lane Group Flow (vph)	268	606	0	0	817	125	0	112	40	0	0	0
Turn Type	Perm					Perm	Perm		Perm			
Protected Phases	2				6			8				
Permitted Phases	2					6	8		8			
Actuated Green, G (s)	46.2	46.2			46.2	46.2		11.9	11.9			
Effective Green, g (s)	46.2	46.2			46.2	46.2		11.9	11.9			
Actuated g/C Ratio	0.66	0.66			0.66	0.66		0.17	0.17			
Clearance Time (s)	5.9	5.9			5.9	5.9		6.0	6.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0		4.0	4.0			
Lane Grp Cap (vph)	408	2336			2336	1045		302	269			
v/s Ratio Prot		0.17			0.23							
v/s Ratio Perm	c0.43					0.08		0.06	0.03			
v/c Ratio	0.66	0.26			0.35	0.12		0.37	0.15			
Uniform Delay, d ₁	7.1	4.9			5.3	4.4		25.7	24.7			
Progression Factor	0.92	0.77			1.00	1.00		1.00	1.00			
Incremental Delay, d ₂	7.9	0.3			0.4	0.2		1.1	0.3			
Delay (s)	14.5	4.0			5.7	4.6		26.8	25.1			
Level of Service	B	A			A	A		C	C			
Approach Delay (s)		7.2			5.5			25.6			0.0	
Approach LOS		A			A			C			A	
Intersection Summary												
HCM Average Control Delay			9.3				HCM Level of Service			A		
HCM Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			70.0				Sum of lost time (s)		11.9			
Intersection Capacity Utilization			54.7%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: N. Dixie Hwy. & I-75 SB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	2	1	1	2	0	0	0	0	0	<1	1
Volume (vph)	0	595	114	294	538	0	0	0	0	98	0	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.9	5.9	5.9	5.9						6.0	6.0
Lane Util. Factor		0.95	1.00	1.00	0.95						1.00	1.00
Fr _t		1.00	0.85	1.00	1.00						1.00	0.85
Fl _t Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3539	1583	1770	3539						1770	1583
Fl _t Permitted		1.00	1.00	0.40	1.00						0.95	1.00
Satd. Flow (perm)		3539	1583	738	3539						1770	1583
Peak-hour factor, PHF	0.92	0.89	0.86	0.79	0.78	0.92	0.92	0.92	0.92	0.85	0.92	0.79
Adj. Flow (vph)	0	669	133	372	690	0	0	0	0	115	0	329
RTOR Reduction (vph)	0	0	47	0	0	0	0	0	0	0	0	177
Lane Group Flow (vph)	0	669	86	372	690	0	0	0	0	0	115	152
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Actuated Green, G (s)		45.1	45.1	45.1	45.1						13.0	13.0
Effective Green, g (s)		45.1	45.1	45.1	45.1						13.0	13.0
Actuated g/C Ratio		0.64	0.64	0.64	0.64						0.19	0.19
Clearance Time (s)		5.9	5.9	5.9	5.9						6.0	6.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0						4.0	4.0
Lane Grp Cap (vph)		2280	1020	475	2280						329	294
v/s Ratio Prot		0.19			0.19							
v/s Ratio Perm			0.05	c0.50							0.06	c0.10
v/c Ratio		0.29	0.08	0.78	0.30						0.35	0.52
Uniform Delay, d ₁		5.5	4.7	8.9	5.5						24.8	25.7
Progression Factor		1.00	1.00	0.97	0.83						1.00	1.00
Incremental Delay, d ₂		0.3	0.2	11.9	0.3						0.9	2.0
Delay (s)		5.8	4.8	20.5	4.9						25.7	27.7
Level of Service		A	A	C	A						C	C
Approach Delay (s)		5.6			10.4			0.0			27.2	
Approach LOS		A			B			A			C	
Intersection Summary												
HCM Average Control Delay			12.0			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			70.0			Sum of lost time (s)			11.9			
Intersection Capacity Utilization			54.7%			ICU Level of Service			A			
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

3: Nadeau & I-75 NB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<2	0	0	1	1	0	<1	1	0	0	0
Volume (vph)	296	283	0	0	153	84	62	1	11	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0		4.0	4.0			
Lane Util. Factor		0.95			1.00	1.00		1.00	1.00			
Flt		1.00			1.00	0.85		1.00	0.85			
Flt Protected		0.97			1.00	1.00		0.95	1.00			
Satd. Flow (prot)		3326			1863	1583		1588	1468			
Flt Permitted		0.72			1.00	1.00		0.95	1.00			
Satd. Flow (perm)		2452			1863	1583		1588	1468			
Peak-hour factor, PHF	0.81	0.91	0.92	0.25	0.78	0.75	0.86	0.25	0.86	0.92	0.92	0.92
Adj. Flow (vph)	365	311	0	0	196	112	72	4	13	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	68	0	0	7	0	0	0
Lane Group Flow (vph)	0	676	0	0	196	44	0	76	6	0	0	0
Heavy Vehicles (%)	8%	3%	2%	2%	2%	2%	15%	0%	10%	2%	2%	2%
Turn Type	Perm					Perm	Perm		Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)		23.5			23.5	23.5		28.5	28.5			
Effective Green, g (s)		23.5			23.5	23.5		28.5	28.5			
Actuated g/C Ratio		0.39			0.39	0.39		0.48	0.48			
Clearance Time (s)		4.0			4.0	4.0		4.0	4.0			
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)		960			730	620		754	697			
v/s Ratio Prot					0.11							
v/s Ratio Perm		c0.28				0.03		0.05	0.00			
v/c Ratio		0.85dl			0.27	0.07		0.10	0.01			
Uniform Delay, d1		15.3			12.4	11.4		8.7	8.3			
Progression Factor		1.00			1.00	1.00		1.00	1.00			
Incremental Delay, d2		2.4			0.2	0.0		0.3	0.0			
Delay (s)		17.7			12.6	11.5		9.0	8.3			
Level of Service		B			B	B		A	A			
Approach Delay (s)		17.7			12.2			8.9			0.0	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM Average Control Delay			15.4				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.37									
Actuated Cycle Length (s)			60.0				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			38.0%				ICU Level of Service			A		
Analysis Period (min)			15									
dl Defacto Left Lane. Recode with 1 though lane as a left lane.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

4: Nadeau & I-75 SB Ramps

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	1	1	0	<2	0	0	0	0	0	<1	1
Volume (vph)	0	382	96	28	233	0	0	0	0	132	3	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.9	5.9		5.9						6.0	6.0
Lane Util. Factor		1.00	1.00		0.95						1.00	1.00
Fr _t		1.00	0.85		1.00						1.00	0.85
Fl _t Protected		1.00	1.00		0.99						0.95	1.00
Satd. Flow (prot)		1863	1583		3511						1777	1583
Fl _t Permitted		1.00	1.00		0.84						0.95	1.00
Satd. Flow (perm)		1863	1583		2967						1777	1583
Peak-hour factor, PHF	0.92	0.90	0.71	0.56	0.88	0.92	0.92	0.92	0.92	0.77	0.50	0.94
Adj. Flow (vph)	0	424	135	50	265	0	0	0	0	171	6	331
RTOR Reduction (vph)	0	0	82	0	0	0	0	0	0	0	0	239
Lane Group Flow (vph)	0	424	53	0	315	0	0	0	0	0	177	92
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		2			6						4	
Permitted Phases			2	6						4		4
Actuated Green, G (s)		14.2	14.2		14.2						10.1	10.1
Effective Green, g (s)		14.2	14.2		14.2						10.1	10.1
Actuated g/C Ratio		0.39	0.39		0.39						0.28	0.28
Clearance Time (s)		5.9	5.9		5.9						6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0						3.0	3.0
Lane Grp Cap (vph)		731	621		1164						496	442
v/s Ratio Prot		c0.23										
v/s Ratio Perm			0.03		0.11						0.10	0.06
v/c Ratio		0.58	0.09		0.27						0.36	0.21
Uniform Delay, d ₁		8.7	6.9		7.5						10.4	10.0
Progression Factor		1.00	1.00		1.00						1.00	1.00
Incremental Delay, d ₂		1.2	0.1		0.1						0.4	0.2
Delay (s)		9.8	7.0		7.6						10.9	10.2
Level of Service		A	A		A						B	B
Approach Delay (s)		9.1			7.6			0.0			10.5	
Approach LOS		A			A			A			B	

Intersection Summary

HCM Average Control Delay	9.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	36.2	Sum of lost time (s)	11.9
Intersection Capacity Utilization	45.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 5: Swan Creek Rd. & I-75 NB Ramps

11/17/2009

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	1	1	0	<1	1	1
Volume (vph)	345	114	147	335	48	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00
Fr _t	1.00	0.85		1.00	1.00	0.85
Fl _t Protected	1.00	1.00		0.98	0.95	1.00
Satd. Flow (prot)	1863	1583		1817	1687	1538
Fl _t Permitted	1.00	1.00		0.74	0.95	1.00
Satd. Flow (perm)	1863	1583		1363	1687	1538
Peak-hour factor, PHF	0.95	0.77	0.64	0.89	0.79	0.90
Adj. Flow (vph)	363	148	230	376	61	190
RTOR Reduction (vph)	0	39	0	0	0	165
Lane Group Flow (vph)	363	109	0	606	61	25
Heavy Vehicles (%)	2%	2%	2%	3%	7%	5%
Turn Type		Perm	Perm			Perm
Protected Phases	6			2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	44.1	44.1		44.1	7.9	7.9
Effective Green, g (s)	44.1	44.1		44.1	7.9	7.9
Actuated g/C Ratio	0.74	0.74		0.74	0.13	0.13
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	1369	1164		1002	222	203
v/s Ratio Prot	0.19				c0.04	
v/s Ratio Perm		0.07		c0.44		0.02
v/c Ratio	0.27	0.09		0.60	0.27	0.12
Uniform Delay, d ₁	2.6	2.3		3.8	23.5	23.0
Progression Factor	0.83	0.43		1.00	1.00	1.00
Incremental Delay, d ₂	0.5	0.2		2.7	0.7	0.3
Delay (s)	2.6	1.1		6.5	24.1	23.3
Level of Service	A	A		A	C	C
Approach Delay (s)	2.2			6.5	23.5	
Approach LOS	A			A	C	

Intersection Summary

HCM Average Control Delay	8.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 6: Swan Creek Rd. & I-75 SB Ramps

11/17/2009

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	0	<1	1	0	<1	1	0	<1	1	0	<1>	0
Volume (vph)	170	211	11	3	246	39	179	9	170	17	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0		4.0	4.0		4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Fr _t		1.00	0.85		1.00	0.85		1.00	0.85		0.98	
Fl _t Protected		0.98	1.00		1.00	1.00		0.96	1.00		0.97	
Satd. Flow (prot)		1799	1615		1860	1568		1764	1583		1799	
Fl _t Permitted		0.74	1.00		0.98	1.00		0.71	1.00		0.75	
Satd. Flow (perm)		1355	1615		1832	1568		1312	1583		1403	
Peak-hour factor, PHF	0.86	0.85	0.63	0.25	0.88	0.76	0.81	0.50	0.78	0.54	0.50	0.50
Adj. Flow (vph)	198	248	17	12	280	51	221	18	218	31	6	6
RTOR Reduction (vph)	0	0	7	0	0	20	0	0	162	0	4	0
Lane Group Flow (vph)	0	446	10	0	292	31	0	239	56	0	39	0
Heavy Vehicles (%)	5%	2%	0%	0%	2%	3%	3%	2%	2%	0%	0%	0%
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		
Protected Phases		2			6			4			8	
Permitted Phases	2		2	6		6	4		4	8		
Actuated Green, G (s)		36.7	36.7		36.7	36.7		15.3	15.3		15.3	
Effective Green, g (s)		36.7	36.7		36.7	36.7		15.3	15.3		15.3	
Actuated g/C Ratio		0.61	0.61		0.61	0.61		0.26	0.26		0.26	
Clearance Time (s)		4.0	4.0		4.0	4.0		4.0	4.0		4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0	3.0		3.0	
Lane Grp Cap (vph)		829	988		1121	959		335	404		358	
v/s Ratio Prot												
v/s Ratio Perm		c0.33	0.01		0.16	0.02		c0.18	0.04		0.03	
v/c Ratio		0.54	0.01		0.26	0.03		0.71	0.14		0.11	
Uniform Delay, d1		6.7	4.6		5.4	4.6		20.4	17.3		17.1	
Progression Factor		0.88	1.11		1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2		2.2	0.0		0.6	0.1		7.0	0.2		0.1	
Delay (s)		8.2	5.1		5.9	4.7		27.4	17.4		17.3	
Level of Service		A	A		A	A		C	B		B	
Approach Delay (s)		8.0			5.8			22.6			17.3	
Approach LOS		A			A			C			B	

Intersection Summary

HCM Average Control Delay	12.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

7: Stoney Creek Rd. & N. Dixie Hwy

11/17/2009

Movement	SEL	SER	NEL	NET	SWT	SWR
Lanes	1>	0	0	<1	1>	0
Volume (veh/h)	17	108	56	455	811	22
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.50	0.67	0.89	0.88	0.75
Hourly flow rate (vph)	23	216	84	511	922	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
				TWLTL	TWLTL	
Median storage veh				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1615	936	951			
vC1, stage 1 conf vol	936					
vC2, stage 2 conf vol	678					
vCu, unblocked vol	1615	936	951			
tC, single (s)	6.5	6.2	4.1			
tC, 2 stage (s)	5.5					
tF (s)	3.6	3.3	2.2			
p0 queue free %	92	33	88			
cM capacity (veh/h)	294	321	722			
Direction, Lane #						
	SE 1	NE 1	SW 1			
Volume Total	239	595	951			
Volume Left	23	84	0			
Volume Right	216	0	29			
cSH	319	722	1700			
Volume to Capacity	0.75	0.12	0.56			
Queue Length 95th (ft)	143	10	0			
Control Delay (s)	43.5	3.0	0.0			
Lane LOS	E	A				
Approach Delay (s)	43.5	3.0	0.0			
Approach LOS	E					
Intersection Summary						
Average Delay			6.8			
Intersection Capacity Utilization			85.2%	ICU Level of Service		E
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

8: Pointe Aux Peaux Rd. & Dixie Hwy

11/17/2009

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	0	<1>	0	0	<1	1	1	1>	0	1	1>	0
Volume (vph)	1	1	13	135	1	25	25	191	164	71	653	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7			5.7	5.7	5.7	5.5		5.5	5.5	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.89			1.00	0.85	1.00	0.94		1.00	1.00	
Flt Protected		1.00			0.95	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1653			1776	1583	1736	1749		1736	1858	
Flt Permitted		0.98			0.71	1.00	0.33	1.00		0.42	1.00	
Satd. Flow (perm)		1630			1320	1583	599	1749		760	1858	
Peak-hour factor, PHF	0.50	0.25	0.50	0.94	0.25	0.72	0.64	0.74	0.92	0.80	0.73	0.50
Adj. Flow (vph)	2	4	26	144	4	35	39	258	178	89	895	14
RTOR Reduction (vph)	0	17	0	0	0	22	0	62	0	0	1	0
Lane Group Flow (vph)	0	15	0	0	148	13	39	374	0	89	908	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%	2%
Turn Type	Perm			custom		Perm	custom			Perm		
Protected Phases		4!			8!			2!			6!	
Permitted Phases	4!			2!		8	4!			6!		
Actuated Green, G (s)		14.3			14.3	14.3	14.3	14.5		14.5	14.5	
Effective Green, g (s)		14.3			14.3	14.3	14.3	14.5		14.5	14.5	
Actuated g/C Ratio		0.36			0.36	0.36	0.36	0.36		0.36	0.36	
Clearance Time (s)		5.7			5.7	5.7	5.7	5.5		5.5	5.5	
Lane Grp Cap (vph)		583			472	566	214	634		276	674	
v/s Ratio Prot								0.21			c0.49	
v/s Ratio Perm		0.01			c0.11	0.01	0.07			0.12		
v/c Ratio		0.03			0.31	0.02	0.18	0.59		0.32	1.35	
Uniform Delay, d1		8.3			9.3	8.3	8.8	10.3		9.2	12.8	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			1.7	0.1	1.9	4.0		3.1	165.8	
Delay (s)		8.4			11.0	8.4	10.7	14.3		12.3	178.6	
Level of Service		A			B	A	B	B		B	F	
Approach Delay (s)		8.4			10.5			14.0			163.7	
Approach LOS		A			B			B			F	

Intersection Summary

HCM Average Control Delay	102.1	HCM Level of Service	F
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	11.2
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 9: Dixie Hwy & Leroux Rd.

11/17/2009

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lanes	1>	0	0	<1	1>	0
Volume (veh/h)	196	17	0	686	6	3
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.82	0.63	0.25	0.67	0.42	0.50
Hourly flow rate (vph)	239	27	0	1024	14	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			266		1276	253
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			266		1276	253
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		92	99
cM capacity (veh/h)			1298		184	786
Direction, Lane #	NB 1	SB 1	SW 1			
Volume Total	266	1024	20			
Volume Left	0	0	14			
Volume Right	27	0	6			
cSH	1700	1298	238			
Volume to Capacity	0.16	0.00	0.09			
Queue Length 95th (ft)	0	0	7			
Control Delay (s)	0.0	0.0	21.6			
Lane LOS			C			
Approach Delay (s)	0.0	0.0	21.6			
Approach LOS			C			
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			46.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 10: Toll Rd. & Leroux Rd.

11/17/2009

Movement	NWL	NWR	NET	NER	SWL	SWT
Lanes	1>	0	1>	0	0	<1
Volume (veh/h)	3	0	16	4	0	16
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.50	0.92	0.70	0.75	0.92	0.50
Hourly flow rate (vph)	6	0	23	5	0	32
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	58	26			28	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	58	26			28	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	950	1050			1585	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	6	28	32			
Volume Left	6	0	0			
Volume Right	0	5	0			
cSH	950	1700	1585			
Volume to Capacity	0.01	0.02	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	8.8	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.8	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			13.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
 11: Enrico Fermi Dr. & N Dixie Hwy

11/17/2009

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	1	1	1	1	1	1
Volume (vph)	456	320	175	12	11	248
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7	5.8	5.8	5.8	5.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	1.00	0.85	1.00	0.85	1.00	1.00
Fl _t Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Fl _t Permitted	0.95	1.00	1.00	1.00	0.59	1.00
Satd. Flow (perm)	1770	1583	1863	1583	1099	1863
Peak-hour factor, PHF	0.58	0.87	0.82	0.50	0.58	0.87
Adj. Flow (vph)	786	368	213	24	19	285
RTOR Reduction (vph)	0	174	0	16	0	0
Lane Group Flow (vph)	786	194	213	8	19	285
Turn Type		Perm		Perm	Perm	
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Actuated Green, G (s)	42.9	42.9	26.8	26.8	26.8	26.8
Effective Green, g (s)	42.9	42.9	26.8	26.8	26.8	26.8
Actuated g/C Ratio	0.53	0.53	0.33	0.33	0.33	0.33
Clearance Time (s)	5.7	5.7	5.8	5.8	5.8	5.8
Vehicle Extension (s)	4.0	4.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	935	836	615	522	363	615
v/s Ratio Prot	c0.44		0.11			c0.15
v/s Ratio Perm		0.12		0.01	0.02	
v/c Ratio	0.84	0.23	0.35	0.02	0.05	0.46
Uniform Delay, d ₁	16.2	10.3	20.6	18.3	18.5	21.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d ₂	7.2	0.2	1.5	0.1	0.3	2.5
Delay (s)	23.4	10.5	22.1	18.4	18.8	24.0
Level of Service	C	B	C	B	B	C
Approach Delay (s)	19.3		21.7			23.7
Approach LOS	B		C			C
Intersection Summary						
HCM Average Control Delay			20.4		HCM Level of Service	C
HCM Volume to Capacity ratio			0.70			
Actuated Cycle Length (s)			81.2		Sum of lost time (s)	11.5
Intersection Capacity Utilization			47.9%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
 12: Enrico Fermi Dr. & Leroux Rd.

11/17/2009

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lanes	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0	
Volume (veh/h)	1	20	1	0	794	0	1	0	0	0	1	1	
Sign Control	Free		Free		Stop		Stop						
Grade	0%		0%		0%		0%						
Peak Hour Factor	0.25	0.60	0.25	0.92	0.79	0.92	0.25	0.92	0.92	0.92	0.25	0.25	
Hourly flow rate (vph)	4	33	4	0	1005	0	4	0	0	0	4	4	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None				None								
Median storage veh													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	1005			37			1054	1048	35	1048	1050	1005	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	1005			37			1054	1048	35	1048	1050	1005	
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2	
tC, 2 stage (s)													
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3	
p0 queue free %	99			100			98	100	100	100	98	99	
cM capacity (veh/h)	689			1573			197	226	1037	205	226	293	
Direction, Lane #	SE 1	NW 1	NE 1	SW 1									
Volume Total	41	1005	4	8									
Volume Left	4	0	4	0									
Volume Right	4	0	0	4									
cSH	689	1573	197	255									
Volume to Capacity	0.01	0.00	0.02	0.03									
Queue Length 95th (ft)	0	0	2	2									
Control Delay (s)	1.0	0.0	23.6	19.6									
Lane LOS	A		C	C									
Approach Delay (s)	1.0	0.0	23.6	19.6									
Approach LOS			C	C									
Intersection Summary													
Average Delay			0.3										
Intersection Capacity Utilization			51.8%		ICU Level of Service						A		
Analysis Period (min)			15										

HCM Unsignalized Intersection Capacity Analysis
 13: Post Rd. & N. Dixie Hwy

11/17/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
Volume (veh/h)	42	9	6	10	9	8	31	422	17	8	246	51
Sign Control	Stop		Stop		Free		Free		Free		Free	
Grade	0%		0%		0%		0%		0%		0%	
Peak Hour Factor	0.63	0.89	0.60	0.56	0.67	0.44	0.63	0.89	0.60	0.44	0.98	0.63
Hourly flow rate (vph)	67	10	10	18	13	18	49	474	28	18	251	81
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	939	929	291	930	955	488	332			502		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	939	929	291	930	955	488	332			502		
tC, single (s)	7.1	6.5	6.3	7.1	6.6	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.1	3.3	2.2			2.2		
p0 queue free %	69	96	99	92	94	97	96			98		
cM capacity (veh/h)	216	253	734	227	236	573	1227			1062		
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	87	49	552	350								
Volume Left	67	18	49	18								
Volume Right	10	18	28	81								
cSH	240	296	1227	1062								
Volume to Capacity	0.36	0.17	0.04	0.02								
Queue Length 95th (ft)	39	15	3	1								
Control Delay (s)	28.3	19.6	1.1	0.6								
Lane LOS	D	C	A	A								
Approach Delay (s)	28.3	19.6	1.1	0.6								
Approach LOS	D	C										
Intersection Summary												
Average Delay			4.1									
Intersection Capacity Utilization			50.5%	ICU Level of Service	A							
Analysis Period (min)			15									






APPENDIX H

SIGNAL WARRANT ASSESSMENT

SIGNAL WARRANTS

Traffic Signal Warrant Analyses
General

Table 1 summarized the intersections in the study area evaluated for signal warrants in accordance with the Michigan Manual of Uniform Traffic Control Devices (MMUTCD), traffic scenarios studied and provides details pertaining to operational deficiency that precipitated the evaluation for signalization as a remediation.

<p align="center">Table 1 Intersections Evaluated for Signal Warrants</p>		
Intersection	Traffic Conditions Analyzed	Purpose
<p>1</p> <p>I-75 & Nadeau Road Northbound On/Off Ramps (East Ramps)</p> 	<p>a. Existing b. 2017 Construction c. 2020 Fermi 3 Operations</p>	<ul style="list-style-type: none"> • Currently, the existing traffic is noting congestion in the AM and PM peak hours. The 2017 peak construction traffic compounds this conditions. The 2020 Fermi 3 operations continue to notes poor levels of service (LOS). • The primary movement of concern is the northbound left turn. While the project does not add traffic to this movement, the increases in conflicting traffic eastbound and westbound reduce the available gaps for the northbound movement and results in reduced levels of service. • It should be noted that the west ramps are currently signalized
<p>2</p> <p>I-75 & Swan Creek Road Southbound On/Off Ramps (West Ramps)</p> 	<p>a. 2017 Construction b. 2020 Fermi 3 Operations</p>	<ul style="list-style-type: none"> • Current operations are marginally adequate at a LOS D. Project traffic under 2017 reduces the northbound left turn to a LOS F • The primary movement of concern is the southbound movement from the public road that aligns with the on/off ramps. While the project does not add traffic to this movement, the increases in conflicting traffic eastbound and westbound reduce the available gaps for the northbound movement and results in reduced levels of service. • Under the Fermi 3 traffic (2020) LOS returns to D. The signal is not required to address Fermi 3 operations, however, is evaluated under these conditions to determine if the temporary signal (for construction) should or could remain for the Fermi 3 permanent operations.
<p>3</p> <p>I-75 & Swan Creek Road Northbound On/Off Ramps (East Ramps)</p> 	<p>a. 2017 Construction b. 2020 Fermi 3 Operations</p>	<ul style="list-style-type: none"> • Current operations are marginally adequate at a LOS D. Project traffic under 2017 reduces the northbound left turn to a LOS F • The primary movement of concern is the northbound left turn. While the project does not add traffic to this movement, the increases in conflicting traffic eastbound and westbound reduce the available gaps for the northbound movement and results in reduced levels of service. • Under the Fermi 3 traffic (2020) LOS returns to D. The signal is not required to address Fermi 3 operations, however, is evaluated under these conditions to determine if the temporary signal (for construction) should or could remain for the Fermi 3 permanent operations.
<p>4</p> <p>N. Dixie Highway & Stoney Creek</p> 	<p>a. 2017 Construction b. 2020 Fermi 3 Operations</p>	<ul style="list-style-type: none"> • Current operations are acceptable at a LOS C. Project traffic under 2017 reduces the northbound left turn to a LOS F with a LOS E remaining in 2020 • The increases in traffic on N. Dixie Hwy. Results in reduced available gaps for traffic to access N. Dixie Hwy • It should be noted that there is a high school located on Stoney Creek Road approximately 1,500 feet west of N. Dixie Hwy.
<p>5</p> <p>N. Dixie Highway & Post</p> 	<p>a. 2017 Construction b. 2020 Fermi 3 Operations</p>	<ul style="list-style-type: none"> • Noted poor levels of service under construction conditions • Post Road is relatively low volume and, although N. Dixie Hwy carries substantial volumes, it is unlikely that the major street and minor street volume requirements for warrant will both be met.

Warrants were conducted based on the projected traffic volumes for the peak construction period (2017) and Fermi 3 operations (2020).

Signal warrants criteria include:

- For all these intersections, the 70% factor for threshold volume was applied since all the major streets exceeded 40 mph speed.
- Right turn movement reduction was also used as per engineering judgment and based on site-specific traffic characteristics at all the intersections for a right turn reduction of 25%.

MMUTCD warrants that were reviewed included:

Warrant 1 – Eight Hour Vehicular Volume Warrant.

This is the most accepted warrant because it is a comprehensive analysis of the most heavily traveled hours. This warrant requires that eight hour of traffic on the major road (both approaches) and on the minor road (highest approach) meets or exceeds the required threshold volumes. This warrant is MDOT's preferred signal warrant criteria. The warrant analyses are provided in the pages following.

Warrant 3 – Peak Hour Vehicular Volume

This warrant provides an analysis based on intersections that may have only intermittent peaks such as occurs with this site in which there are large inbound traffic peaks and large outbound traffic peaks. This analysis includes a graphical application of the major road (both approaches) and the minor road (highest approach) and further provides for the peak hour analysis of delay and traffic volumes. The results of this warrant are provided in the pages following.

MMUTCD warrants that were not considered for evaluation included:

Warrant 2 – Four Hour Warrant

This warrant could have application; however, the Warrant Peak Hour Volume Warrant would better test for the concentrated traffic peaks expected for this site

Warrant 4 – Pedestrian Volumes

Is considered not applicable as there is negligible, if any, pedestrian activity in the project area.

Warrant 5 – School Crossing

Is considered not applicable as school transportation is provided.

Warrant 6 – Coordinated Signal System

Is considered not applicable as there are not closely spaced signals necessary for this application.

Warrant 7 – Crash Experience






Is considered not applicable as the crash analysis did not note any intersection with 5 or more crashes correctable by signalization at any of the study area intersections.

Warrant 8 – Roadway Network

Is considered not applicable as the application does not fulfill the intention of traffic flow on a major roadway network.

Summary and Results

Table 2 shows the results of the Warrant 1 Conditions A and B (8-hour warrant) and Warrant 3 Peak Hour Volume Warrant. It should be noted that the recommendations for signalization are based on planning level analyses for projected traffic conditions. The warrants should be reviewed during construction operations and Fermi 3 operations to assure the traffic projection assumptions were valid and the warrant is still met. Signal requests at the I-75 ramps will require review and approval by the Michigan Department of Transportation (MDOT). Signals on surface roads will require review and approval by the Monroe County Road Commission (MCRC).

Table 2 Summary of Signal Warrants							
Intersection	2017 Construction			2020 Fermi 3 Operations			Recommendation
	Warrant 1		Warrant 3	Warrant 1		Warrant 3	
	Condition A	Condition B		Condition A	Condition B		
I-75 NB On/Off & Nadeau Road 	No	No	No	No	No	No	Warrant is not met, however, the intersection should be monitor for future signal need
I-75 SB On/Off & Swan Creek Road 	No (Warrant was very close with 7 of 8 hours meeting)	No	Yes	No (Only 5 of 8 hours met)	No	Yes	Consider for signalization for construction (based on Warrant 3) and possibly retain signal post construction pending MDOT approval
I-75 NB On/Off & Swan Creek Road 	No	Yes	Yes	No	No	Yes	Consider for signalization for construction (Warrants 1A and 3) and possibly retain signal post construction (Warrant 3 only) pending MDOT approval
N. Dixie Hwy & Stoney Creek Road 	No	No	Yes	No	No	Yes	Consider for permanent signalization pending MRCR approval.
N. Dixie Hwy & Post Road 	No	No	No	No	No	No	Does not warrant for signalization unless construction route options change to utilize Post Road

**MMUTCD Warrant 1 Conditions A and B
Eight Hour Volume Warrant**

MMUTCD Warrant 3 Peak Hour Volume Warrant

Volume Delay Test and Graphical Application Test 1a.

I-75 & Nadeau Road NB On/Off Ramps (East)

Michigan MUTCD Peak Hour Vehicular Volume Signal Warrant

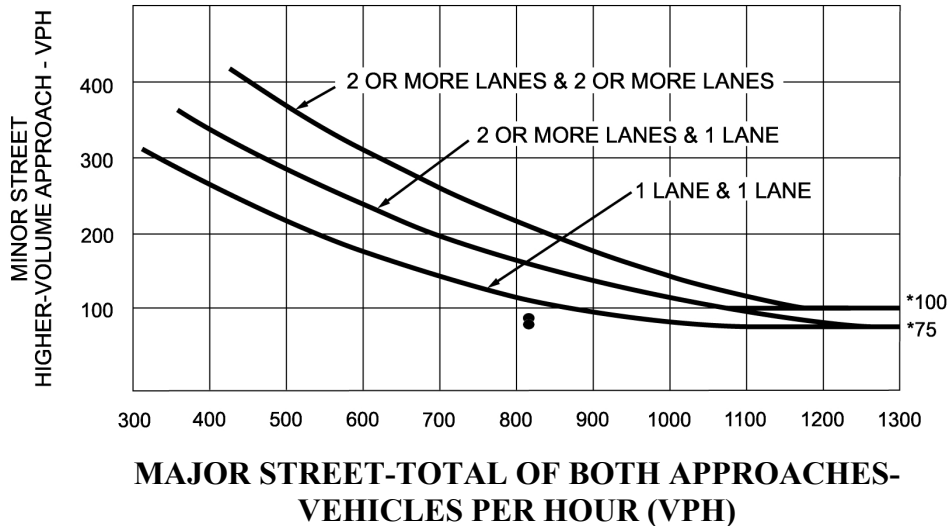
INTERSECTION OF: Nadeau Road (Major – 2 Lanes) and Northbound On/Off Ramps (Minor – 2 Lanes),
Monroe County, Michigan

DATE: 10/8/2009
PREPARED BY: BCR
FOR THE YEAR: 2009 Existing Condition

	2009 <u>With Right Turn Reduction</u>	2009 <u>Without right Turn Reduction</u>
Major Street (Both Approaches)	816	816
Minor Street (Single Approach)	69	74
Meets Signal Warrant?	NO	NO

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



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

70% FACTOR IS USED FOR 85 PERCENTILE SPEED EXCEEDING 40 MPH ON THE MAJOR APPROACH

REDUCTION IN RT TURN VOLUME WAS APPLIED TO BOTH MAJOR& MINOR STREET.

Site Dr. #2 and Carpenter – 2008 Build Phase 1

Michigan MUTCD Peak Hour Vehicular Volume Signal Warrant

INTERSECTION OF: Carpenter Road (Major – 3 Lanes) and Site Dr. #2 (Minor – 2 Lanes), York
Township, Washtenaw County, Michigan

DATE: 04/30/2007
 PREPARED BY: BCR/MSG
 FOR THE YEAR: 2008 Build – Phase 1

	2008				
Major Street (Both Approaches)	1147				
Minor Street (Single Approach)	518				
Meets Signal Warrant? (Check One)	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">X</td> <td style="width: 50%; text-align: center;">Yes</td> </tr> <tr> <td style="width: 50%;"></td> <td style="width: 50%; text-align: center;">No</td> </tr> </table>	X	Yes		No
X	Yes				
	No				

70% FACTOR IS USED FOR 85 PERCENTILE SPEED EXCEEDING 40 MPH ON THE MAJOR APPROACH.

REDUCTION IN RT TURN VOLUME WAS APPLIED TO MINOR STREET.

1b.

I-75 & Nadeau Road NB On/Off Ramps (East)

Michigan MUTCD Peak Hour Vehicular Volume Signal Warrant

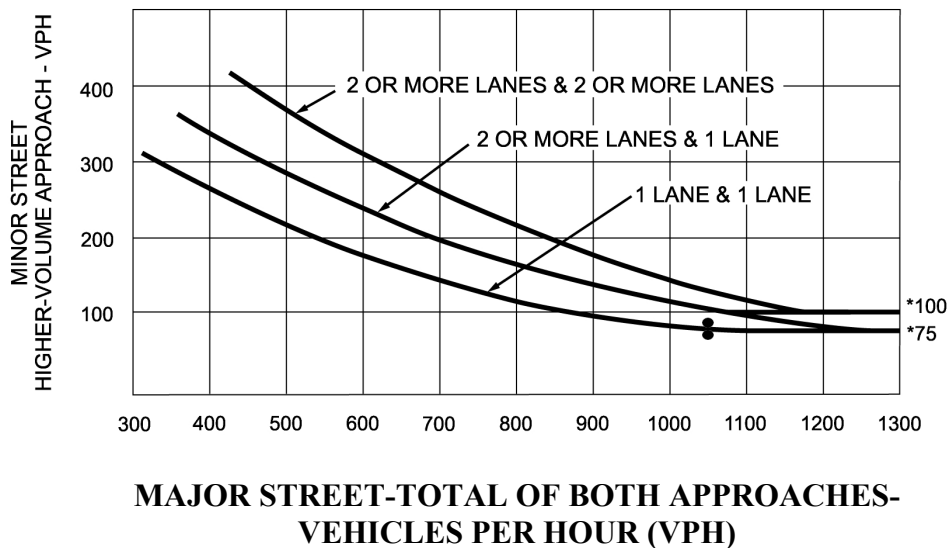
INTERSECTION OF: Nadeau Road (Major – 2 Lanes) and Northbound On/Off Ramps (Minor – 2 Lanes),
Monroe County, Michigan

DATE: 10/8/2009
 PREPARED BY: BCR
 FOR THE YEAR: 2017 Construction

	2009 <u>With</u> Right Turn Reduction	2009 <u>Without</u> Right Turn Reduction
Major Street (Both Approaches)	1047	1047
Minor Street (Single Approach)	73	79
Meets Signal Warrant?	NO	NO

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



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

70% FACTOR IS USED FOR 85 PERCENTILE SPEED EXCEEDING 40 MPH ON THE MAJOR APPROACH.

REDUCTION IN RT TURN VOLUME WAS APPLIED TO MINOR STREET.

1c.

I-75 & Nadeau Road NB On/Off Ramps (East)

Michigan MUTCD Peak Hour Vehicular Volume Signal Warrant

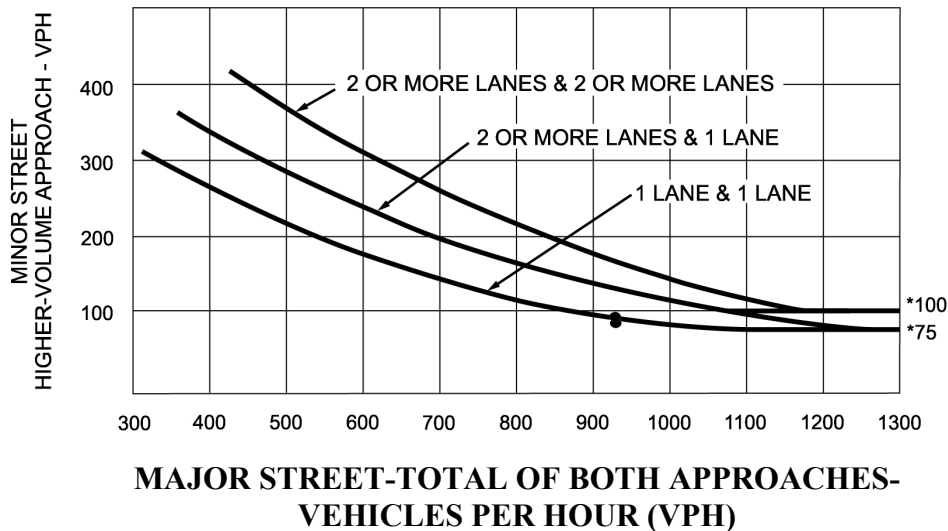
INTERSECTION OF: Nadeau Road (Major – 2 Lanes) and Northbound On/Off Ramps (Minor – 2 Lanes),
Monroe County, Michigan

DATE: 10/8/2009
 PREPARED BY: BCR
 FOR THE YEAR: 2020 Fermi 3 Operations

	2009 <u>With</u> Right Turn Reduction	2009 <u>Without</u> Right Turn Reduction
Major Street (Both Approaches)	939	939
Minor Street (Single Approach)	75	82
Meets Signal Warrant?	NO	NO

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



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

70% FACTOR IS USED FOR 85 PERCENTILE SPEED EXCEEDING 40 MPH ON THE MAJOR APPROACH.

REDUCTION IN RT TURN VOLUME WAS APPLIED TO BOTH MAJOR& MINOR STREET.

2a.

I-75 & Swan Creek Road SB On/Off Ramps (West)

Michigan MUTCD Peak Hour Vehicular Volume Signal Warrant

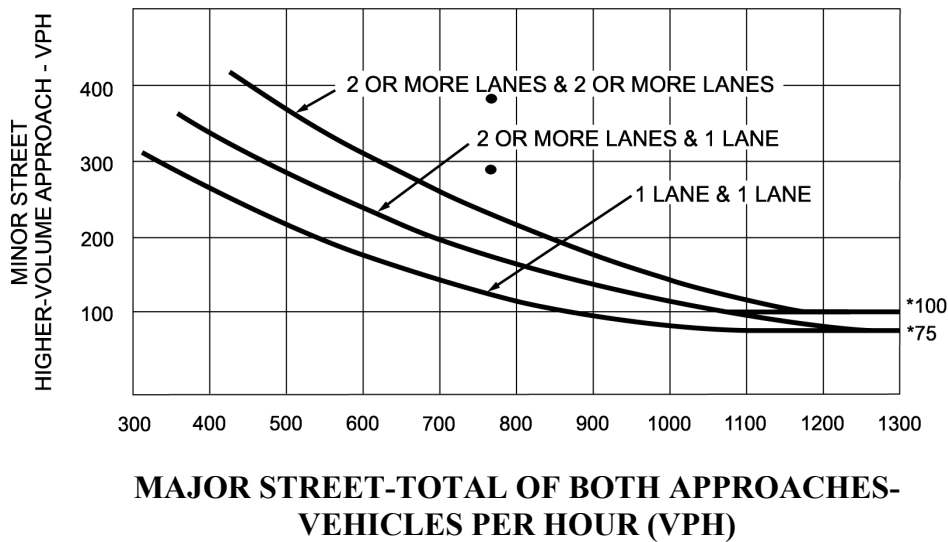
INTERSECTION OF: Swan Creek Road (Major – 2 Lane) and Southbound On/Off Ramps (Minor – 2 Lane), Monroe County, Michigan

DATE: 10/8/2009
 PREPARED BY: BCR
 FOR THE YEAR: 2017 Construction

	2009 <u>With</u> Right Turn Reduction	2009 <u>Without</u> Right Turn Reduction
Major Street (Both Approaches)	745	745
Minor Street (Single Approach)	283	381
Meets Signal Warrant?	YES	YES

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



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

70% FACTOR IS USED FOR 85 PERCENTILE SPEED EXCEEDING 40 MPH ON THE MAJOR APPROACH

REDUCTION IN RT TURN VOLUME WAS APPLIED TO MINOR STREET.

2b.

I-75 & Swan Creek Road SB On/Off Ramps (West) Michigan MUTCD Peak Hour Vehicular Volume Signal Warrant

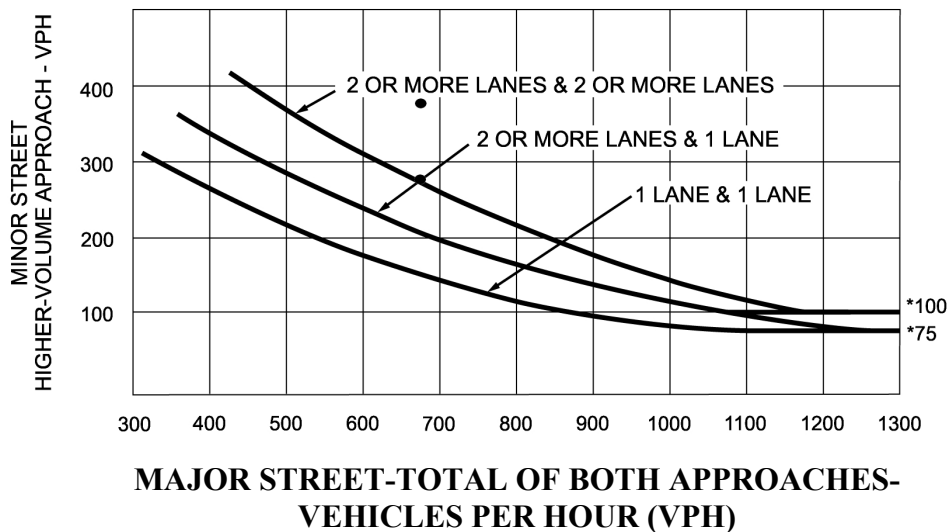
INTERSECTION OF: Swan Creek Road (Major – 2 Lane) and Southbound On/Off Ramps (Minor – 2 Lane), Monroe County, Michigan

DATE: 10/8/2009
PREPARED BY: BCR
FOR THE YEAR: 2020 Fermi 3 Operations

	2009 <u>With</u> Right Turn Reduction	2009 <u>Without</u> Right Turn Reduction
Major Street (Both Approaches)	680	680
Minor Street (Single Approach)	273	358
Meets Signal Warrant?	YES	YES

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



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

70% FACTOR IS USED FOR 85 PERCENTILE SPEED EXCEEDING 40 MPH ON THE MAJOR APPROACH

REDUCTION IN RT TURN VOLUME WAS APPLIED TO MINOR STREET.

3a.

I-75 & Swan Creek Road NB On/Off Ramps (East) Michigan MUTCD Peak Hour Vehicular Volume Signal Warrant

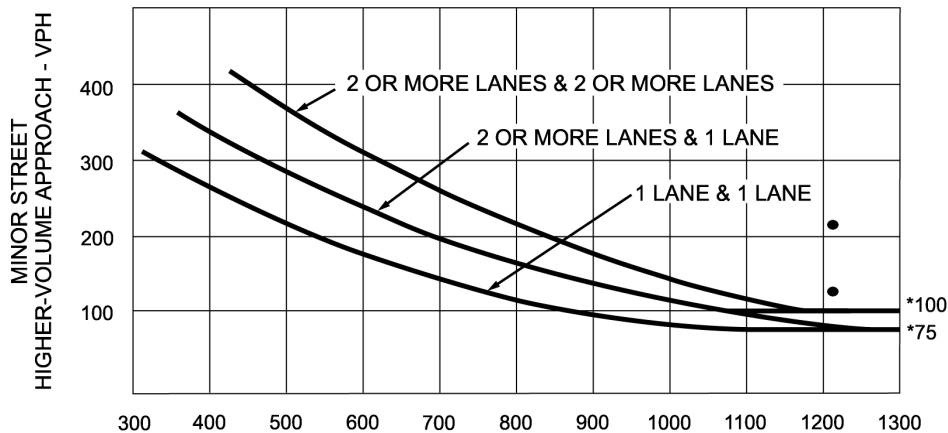
INTERSECTION OF: Swan Creek Road (Major – 1 Lane) and Northbound On/Off Ramps (Minor – 2 Lane), Monroe County, Michigan

DATE: 10/8/2009
 PREPARED BY: BCR
 FOR THE YEAR: 2017 Construction

	2009 <u>With</u> Right Turn Reduction	2009 <u>Without</u> Right Turn Reduction
Major Street (Both Approaches)	1221	1221
Minor Street (Single Approach)	136	224
Meets Signal Warrant?	YES	YES

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



MAJOR STREET-TOTAL OF BOTH APPROACHES- VEHICLES PER HOUR (VPH)

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

70% FACTOR IS USED FOR 85 PERCENTILE SPEED EXCEEDING 40 MPH ON THE MAJOR APPROACH

REDUCTION IN RT TURN VOLUME WAS APPLIED TO MINOR STREET.

3b.

I-75 & Swan Creek Road NB On/Off Ramps (East) Michigan MUTCD Peak Hour Vehicular Volume Signal Warrant

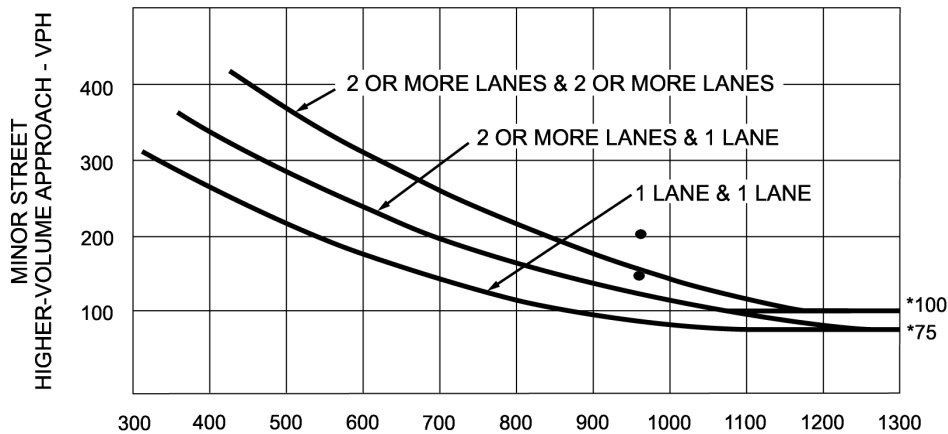
INTERSECTION OF: Swan Creek Road (Major – 1 Lane) and Northbound On/Off Ramps (Minor – 2 Lane), Monroe County, Michigan

DATE: 10/8/2009
 PREPARED BY: BCR
 FOR THE YEAR: 2020 Fermi 3 Operations

	2009 <u>With</u> Right Turn Reduction	2009 <u>Without</u> Right Turn Reduction
Major Street (Both Approaches)	941	941
Minor Street (Single Approach)	134	219
Meets Signal Warrant?	NO	YES

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



MAJOR STREET-TOTAL OF BOTH APPROACHES- VEHICLES PER HOUR (VPH)

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

70% FACTOR IS USED FOR 85 PERCENTILE SPEED EXCEEDING 40 MPH ON THE MAJOR APPROACH

REDUCTION IN RT TURN VOLUME WAS APPLIED TO MINOR STREET.

4a.

N. Dixie Highway & Stoney Creek

Michigan MUTCD Peak Hour Vehicular Volume Signal Warrant

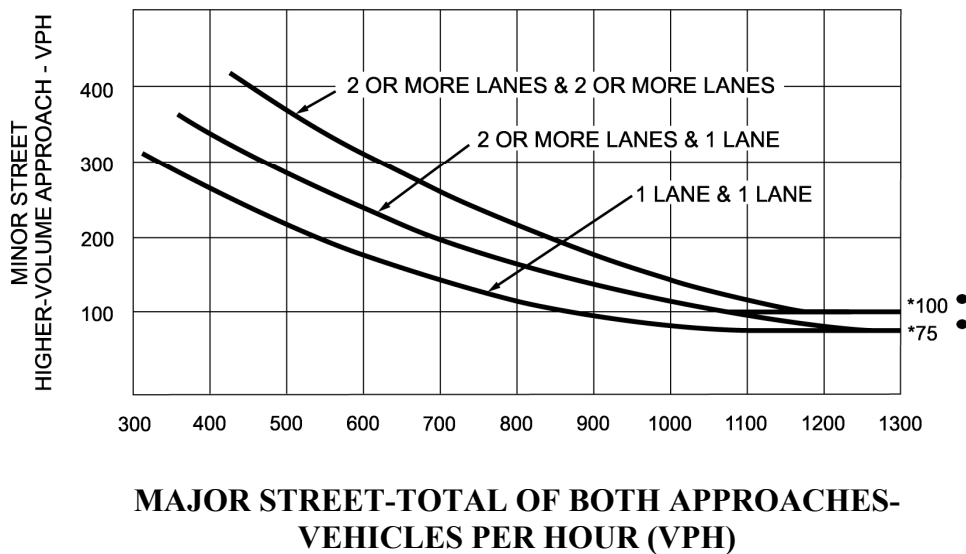
INTERSECTION OF: Dixie Highway (Major – 1 Lane) and Stoney Creek (Minor – 1 Lane), Monroe County, Michigan

DATE: 10/8/2009
 PREPARED BY: BCR
 FOR THE YEAR: 2017 Construction

	2009 <u>With</u> Right Turn Reduction	2009 <u>Without</u> Right Turn Reduction
Major Street (Both Approaches)	1784	1784
Minor Street (Single Approach)	91	123
Meets Signal Warrant?	YES	YES

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



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

70% FACTOR IS USED FOR 85 PERCENTILE SPEED EXCEEDING 40 MPH ON THE MAJOR APPROACH

REDUCTION IN RT TURN VOLUME WAS APPLIED TO MINOR STREET.

4b.

N. Dixie Highway & Stoney Creek

Michigan MUTCD Peak Hour Vehicular Volume Signal Warrant

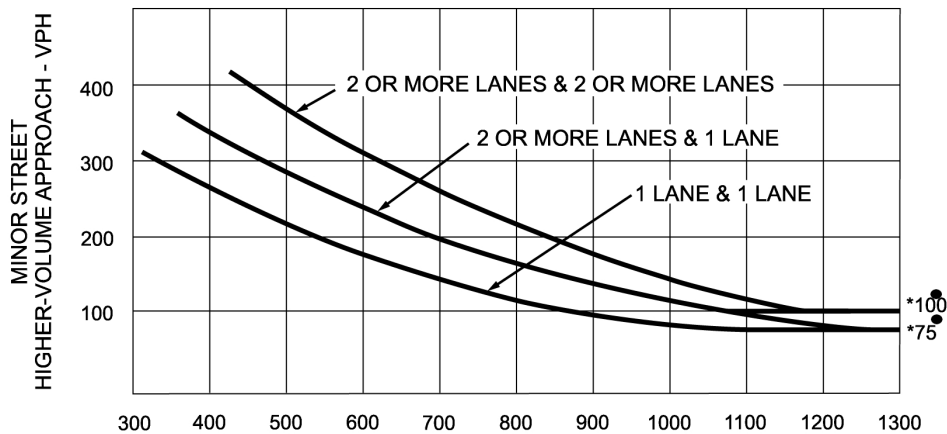
INTERSECTION OF: Dixie Highway (Major – 1 Lane) and Stoney Creek (Minor – 1 Lane), Monroe County, Michigan

DATE: 10/8/2009
 PREPARED BY: BCR
 FOR THE YEAR: 2020 Fermi 3 Operations

	2009 <u>With</u> Right Turn Reduction	2009 <u>Without</u> Right Turn Reduction
Major Street (Both Approaches)	1344	1344
Minor Street (Single Approach)	98	125
Meets Signal Warrant?	YES	YES

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



MAJOR STREET-TOTAL OF BOTH APPROACHES- VEHICLES PER HOUR (VPH)

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

70% FACTOR IS USED FOR 85 PERCENTILE SPEED EXCEEDING 40 MPH ON THE MAJOR APPROACH

REDUCTION IN RT TURN VOLUME WAS APPLIED TO BOTH MAJOR& MINOR STREET.

5a.

Dixie Highway & Post Road

Michigan MUTCD Peak Hour Vehicular Volume Signal Warrant

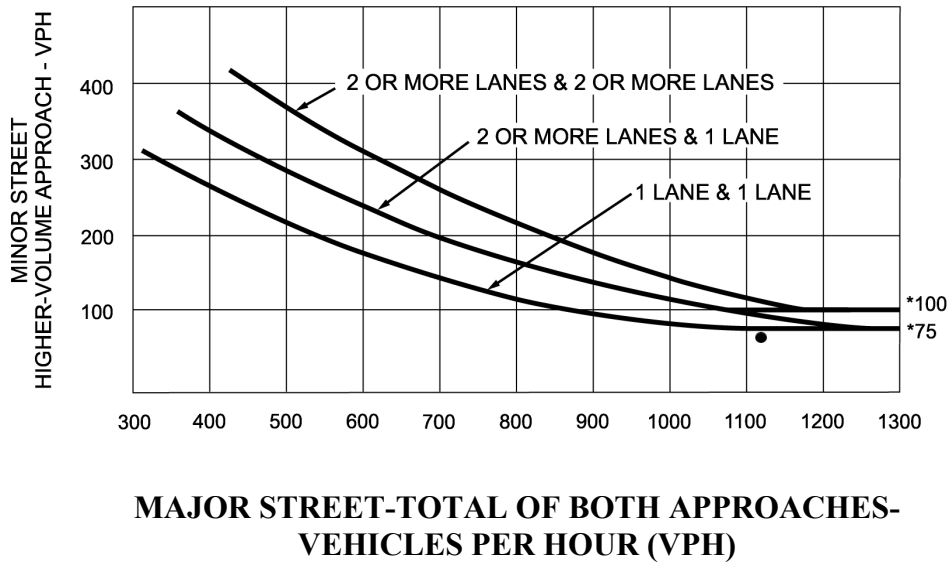
INTERSECTION OF: Dixie Highway (Major – 1 Lane) and Post Road (Minor – 1 Lane), Monroe County, Michigan

DATE: 10/8/2009
 PREPARED BY: BCR
 FOR THE YEAR: 2017 Construction

	2009 <u>With</u> Right Turn Reduction	2009 <u>Without</u> Right Turn Reduction
Major Street (Both Approaches)	1151	1151
Minor Street (Single Approach)	56	57
Meets Signal Warrant?	NO	NO

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



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

70% FACTOR IS USED FOR 85 PERCENTILE SPEED EXCEEDING 40 MPH ON THE MAJOR APPROACH

5b.

Dixie Highway & Post Road

Michigan MUTCD Peak Hour Vehicular Volume Signal Warrant

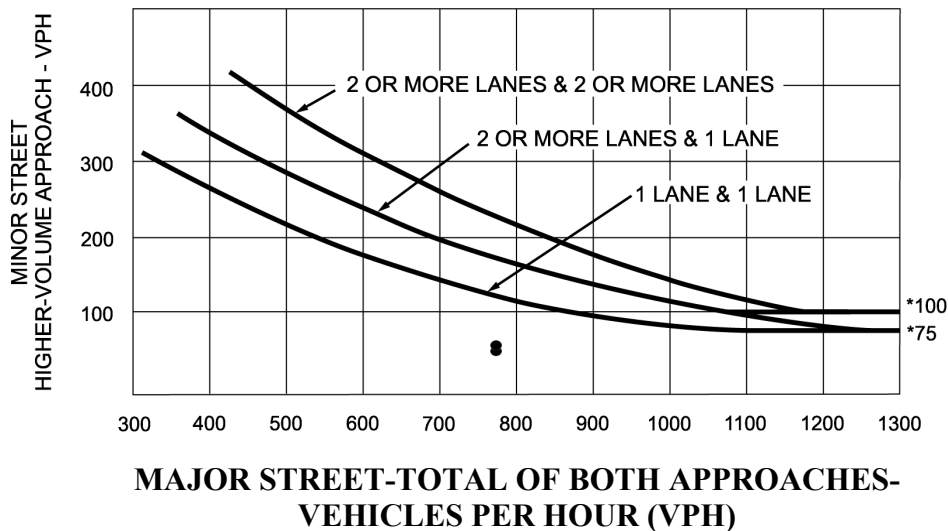
INTERSECTION OF: Dixie Highway (Major – 1 Lane) and Post Road (Minor – 1 Lane), Monroe County,
Michigan

DATE: 10/8/2009
 PREPARED BY: BCR
 FOR THE YEAR: 2020 Fermi 3 Operations

	2009 <u>With</u> Right Turn Reduction	2009 <u>Without</u> Right Turn Reduction
Major Street (Both Approaches)	775	775
Minor Street (Single Approach)	56	57
Meets Signal Warrant?	NO	NO

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



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

70% FACTOR IS USED FOR 85 PERCENTILE SPEED EXCEEDING 40 MPH ON THE MAJOR APPROACH.

RIGHT TURN LANE AND RIGHT TURN VOLUMES WERE EXCLUDED.