SIGNAL WARRANT STUDY

SR 326 at NW 77th Street
Section 36180-001 – MP: 0.207
Marion County

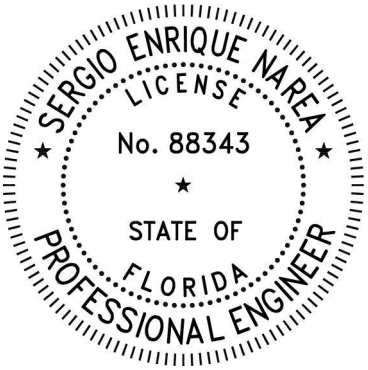
Prepared for:

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT 5 TRAFFIC OPERATIONS
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April 2024



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Sergio E Narea

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TABLE OF CONTENTS

EXECUTIVE SUMMARY **1**

INTRODUCTION **2**

EXISTING CONDITIONS **3**

- **TRAFFIC VOLUMES** 9
- **COLLISION DATA** 10
- **INTERSECTION DELAY** 14

QUALITATIVE ASSESSMENT **15**

- **OPERATIONS** 15
- **SAFETY** 16
- **MAINTENANCE** 16

SIGNAL WARRANT ANALYSIS **18**

IMPROVEMENT RECOMMENDATIONS **20**

APPENDIX **22**

LIST OF FIGURES

FIGURE 1 GENERAL LOCATION MAP 2
FIGURE 2 GENERAL LOCATION AERIAL 3
FIGURE 3 EXISTING CONDITION DIAGRAM 5
FIGURE 4 SUMMARY OF PEAK-HOUR TURNING MOVEMENTS 9
FIGURE 5 COLLISION DIAGRAM 13
FIGURE 6 IMPROVEMENT DIAGRAM 21

LIST OF TABLES

TABLE 1 EXISTING CONDITIONS 4
TABLE 2 SUMMARY OF COLLISION DATA 12
TABLE 3 SUMMARY OF DELAY STUDIES 14
TABLE 4 SUMMARY OF SIGNAL WARRANTS 18

EXECUTIVE SUMMARY

A Traffic Signal Warrant Study was conducted for the intersection of SR 326 at NW 77th Street located in Ocala (Marion County), Florida to determine if a traffic signal should be installed.

Based on the results of the traffic signal warrant analysis, a review of crash history, field observations, engineering judgement, and other considerations, it is recommended that a traffic signal not be installed at the intersection of SR 326 and NW 77th Street. A traffic signal at this location would result in an increase in high speed rear end crashes on SR 326 and an increase in delay to right-turning drivers from NE 77th Avenue. The following maintenance improvements are recommended for the intersection:

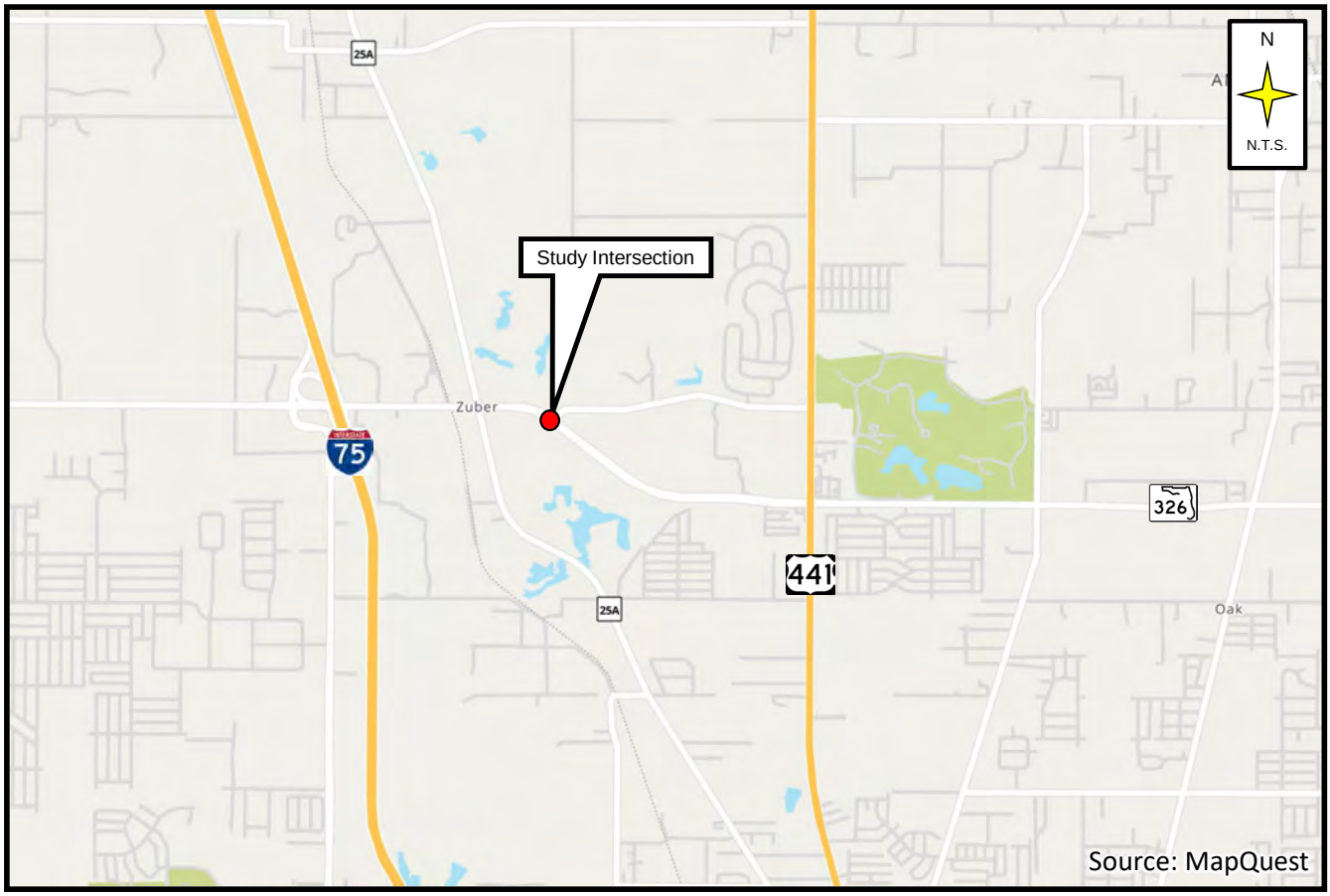
- Relocate the stop bar pavement marking on the southbound approach to be 12 feet from the edge of the westbound travel lane on SR 326.
- Raise the STOP sign on southbound NW 77th Street to meet FDOT Design Standards.
- Provide gore striping and RPMs along the northwest corner to better guide semi-trucks through the turn and to provide the drivers a vibratory warning of off-tracking.
- Replace the REDUCED SPEED AHEAD sign with a Reduced Speed Limit Ahead (W3-5) sign and install an additional sign in the median.
- East of the intersection, install a single signpost in the median (adjacent to the existing speed limit signs), with 45 mph (westbound) and 55 mph (eastbound) speed limit signs.
- Add “NW 77th Street” street name plaque on the T-intersection (W2-4) warning sign located east of the intersection (for westbound drivers).
- Update the street termination sign layout to match FDM Exhibit 230-12, Figure 2.
- Recommend the local agency install a STOP AHEAD (W3-1) sign in advance of the horizontal curve for southbound drivers approaching SR 326.

INTRODUCTION

Stanley Consultants, Inc. was retained on behalf of the Florida Department of Transportation (FDOT) to conduct a Traffic Signal Warrant Study at the intersection of SR 326 at NW 77th Street located in Ocala (Marion County), Florida. A location map of the study intersection is shown below as ***Figure 1***.

The study was initiated following a request from FDOT to study crashes at the intersection. The analysis methods used in completing this study are consistent with the Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD), FDOT Manual on Uniform Traffic Studies (MUTS), FDOT Traffic Engineering Manual (TEM), and engineering judgment. This report documents existing conditions, vehicle / pedestrian / bicycle counts, crash analysis, delay analysis, qualitative assessment, signal warrant analysis, and recommendations.

Figure 1
General Location Map



EXISTING CONDITIONS

SR 326 is an east/west arterial roadway that extends from SE County Road 326, through the study intersection, to SR 40. At the study intersection, SR 326 is a four-lane divided roadway with a 42-foot grass median, paved shoulders and no curb and gutter. NW 77th Street extends northeast 1.39 miles from SR 326 to US 441 and is a two-lane undivided collector with no curb and gutter and services a few residential parcels and a quarry. A general location aerial is shown below in ***Figure 2***.

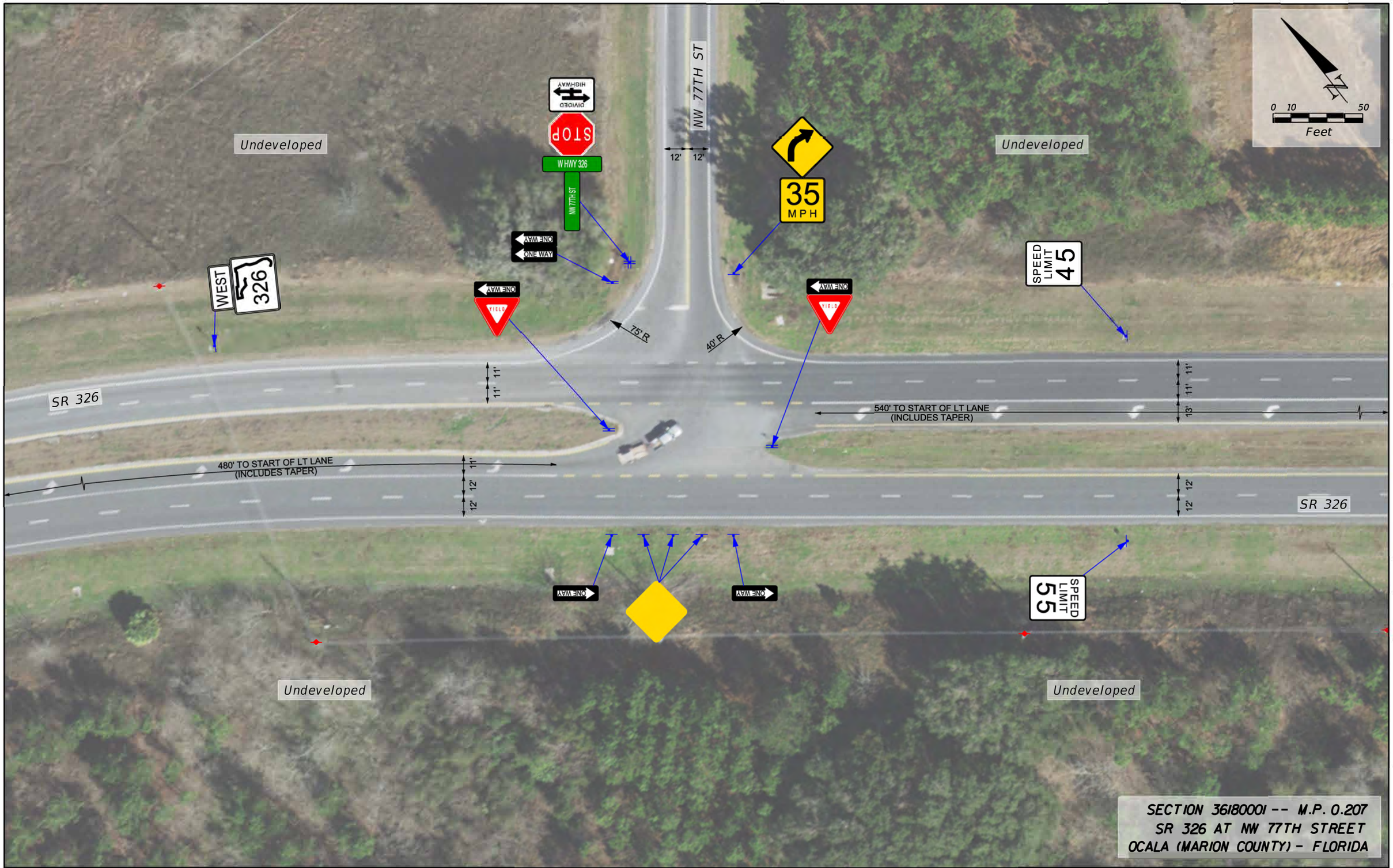
Figure 2
General Location Aerial



Table 1 on the following page summarizes the existing conditions for the study location. An existing conditions diagram (***Figure 3***) and photographs of the study location are included within this study.

Table 1
Existing Conditions

Feature	Description
Main Street	• SR 326
Side Street	• NW 77th Street
Area Location	• Ocala (Marion County), Florida
Adjacent Land Uses	• Southwest: Undeveloped • Southeast: Undeveloped • Northwest: Undeveloped • Northeast: Undeveloped
Traffic Control	• One-way STOP-sign controlled with SR 326 having the right-of-way
Adjacent Signalized Intersections	• North: US 441 – 1.390 miles • South: N/A • East: US 441 – 1.467 miles • West: NW Gainesville Road – 0.410 miles
SR 326	• Cross Section: Four-lane divided roadway with a 42-foot grass median and paved shoulders • Access: Class 3 • FDOT Context Classification: C2-Rural • Posted Speed Limit: 45 mph (55-mph section begins just east of the intersection) • AADT (year 2022): 11,100 vehicles per day (vpd) (Site #361002) • Eastbound Approach Lanes: One left-turn lane and two through lanes • Westbound Approach Lanes: One U-turn lane, one through lane, and one shared through/right-turn lane • Pedestrian Crossings: None • Sidewalks: None • Utilities: Overhead power lines along the south side of the roadway that transitions to the north side of the road west of the study intersection • Street Lighting: None
NW 77th Street	• Cross Section: Two-lane undivided collector with grass shoulders • Posted Speed Limit: 55 mph • Southbound Approach Lanes: One shared left-turn/right-turn lane • Pedestrian Crossings: None • Sidewalks: None • Utilities: Overhead utilities along the west side of the roadway • Street Lighting: None



Utility Pole
Traffic Sign
Luminaire

Symbols:

Traffic Controller Cabinet
Ditch Bottom Inlet
Signal Pole
Pedestrian Signal Pole
Mitered End Section

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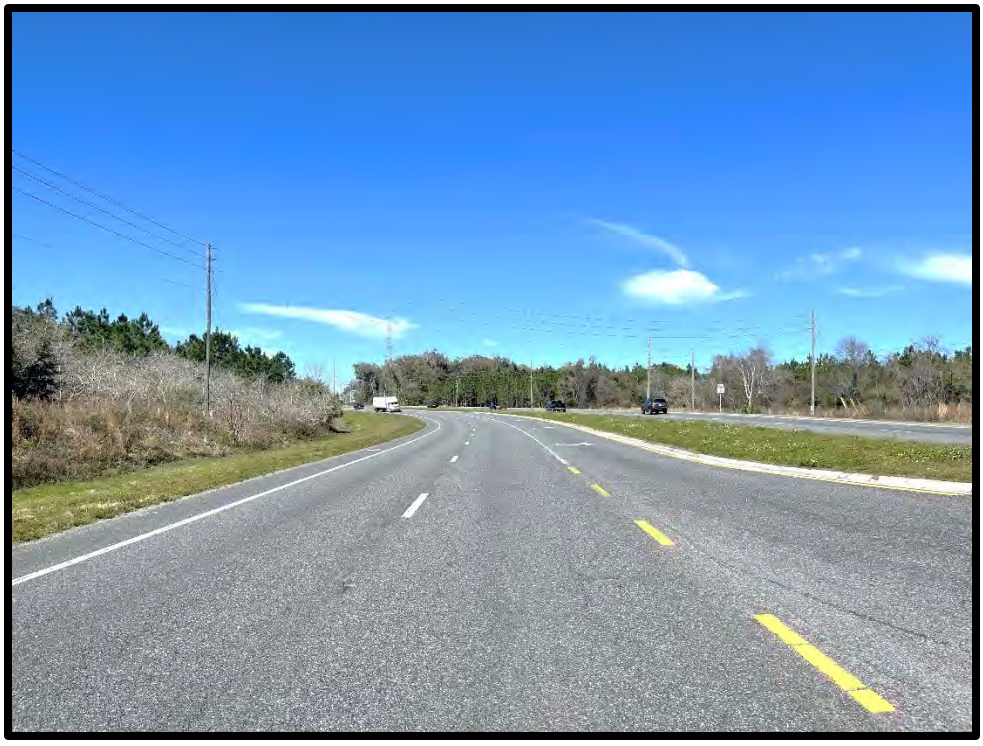
FIGURE 3
EXISTING CONDITIONS DIAGRAM

PAGE NO.
5

Eastbound Approach Photographs
SR 326 at NW 77th Street



Looking East Towards Intersection



Looking West Away from Intersection

Westbound Approach Photographs
SR 326 at NW 77th Street

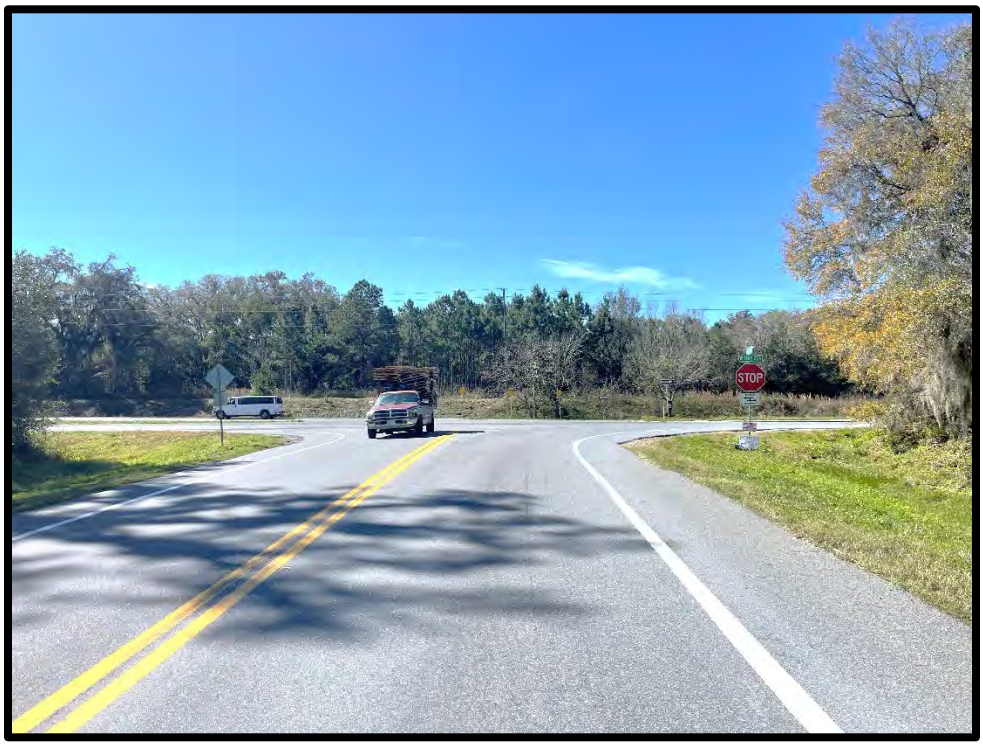


Looking West Towards Intersection



Looking East Away from Intersection

Southbound Approach Photographs
SR 326 at NW 77th Street



Looking South Towards Intersection



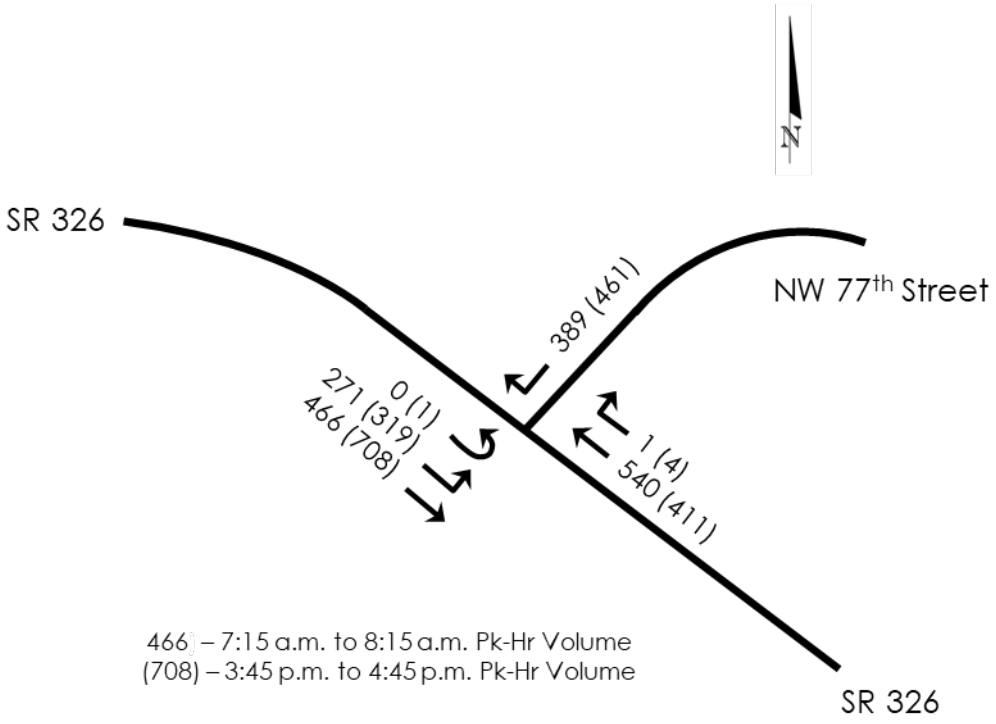
Looking North Away from Intersection

Traffic Volumes

Twenty-four-hour approach counts were conducted at the study intersection on all three approaches. According to these counts, the intersection had a daily traffic volume of 31,009 vehicles that entered the intersection consisting of 16,382 eastbound vehicles, 6,498 westbound vehicles, and 8,129 southbound vehicles.

Based on a review of the twenty-four-hour count data, eight hours of manual turning movement counts were collected from 7:00 to 10:00 a.m., 11:00 a.m. to 1:00 p.m., and 3:00 to 6:00 p.m. on a weekday (included in the ***Appendix***). The NW 77th Street intersection morning peak hour occurred from 7:15 to 8:15 a.m. while the afternoon peak hour occurred from 3:45 to 4:45 p.m. As summarized below in ***Figure 4***, 1,667 and 1,904 vehicles were counted entering the intersection during the morning and afternoon peak hours, respectively, with the following characteristics:

Figure 4
Summary of Peak-Hour Turning Movements



- During the eight hours of manually collected turning movement counts, heavy trucks, which include single unit trucks such as delivery trucks (Class 5 to 7) and tractor-trailer trucks (Class 8 to 15), accounted for approximately 15.8% of the traffic passing through the intersection.
- During the eight hours of manually collected turning movement counts one pedestrian and no bicyclists were observed traversing the intersection.

Summaries of vehicle, pedestrian, and bicycle movements, approach count data, and manually collected turning movement count data are provided in the ***Appendix***.

Collision Data

Crash data for the 36-month period between January 1, 2021, and December 31, 2023, was obtained from the University of Florida's *Signal Four Analytics*. 38 crashes were reported at the intersection consisting of the following crash types:

- 24 rear-end;
- Four off-road;
- Three angle;
- Two left-turn;
- Two sideswipe;
- One head-on;
- One other; and
- One rollover

- The crashes resulted in no fatalities, 18 injuries and $163,200 in estimated property damage.
- 24 crashes occurred during the day and 14 crashes occurred at night.
- 28 crashes occurred under dry pavement conditions and 10 crashes occurred under wet pavement conditions.
- 17 rear-end crashes occurred when at-fault drivers failed to slow/stop for queued vehicles when entering SR 326. Multiple crashes occurred as a result of the lead vehicle starting their turning movement, only to stop past the STOP bar yielding to westbound vehicles. In each of these crashes the trailing driver struck the lead vehicle believing they were entering the traffic stream.
- Three additional southbound rear-end crashes occurred further downstream on NW 77th Street when at-fault drivers failed to slow/stop for queued vehicles exiting the southbound curve on approach to the intersection.
- Four off-road crashes occurred as described below:
    - A westbound driver struck the west median nose after taking an evasive maneuver to avoid a collision with a southbound right-turning vehicle. This crash occurred during the day and under dry pavement conditions.
    - A southbound driver failed to negotiate the curve on approach to the SR 326 going off-road into the ditch east of NW 77th Street. This crash occurred during the day and under wet pavement conditions.
    - An eastbound left-turning driver went off-road in the northeast corner after taking an evasive maneuver to avoid a southbound left-turning vehicle that entered the median failing to yield the right-of-way. This crash occurred during the day and under wet pavement conditions. Possible injuries were sustained in the crash.
    - For unknown reasons, a westbound driver went off-road north of SR 326 just west of NW 77th Street. The crash occurred at night and under dry pavement conditions. The driver of the vehicle left the scene of the crash in which the vehicle was discovered the following morning.
- Three angle crashes occurred as described below:
    - A westbound right-turning driver failed to negotiate the turn striking a southbound vehicle queued at the STOP bar. The crash occurred during the day under dry pavement conditions.
    - A southbound left-turning semi-truck driver failed to yield to an eastbound vehicle. This crash occurred at the night and under dry pavement conditions.
    - A southbound driver (turning movement unknown) failed to yield to a westbound vehicle. This crash occurred at night under wet pavement conditions. Non-incapacitating injuries were sustained in this crash.
- Two left-turn crashes occurred when eastbound left-turning drivers failed to yield to westbound vehicles. Both crashes occurred at night under dry pavement conditions. Non-

incapacitating injuries were sustained within one of these crashes.

- One head-on crash occurred when an eastbound left-turning driver lost control during their turn striking a southbound vehicle queued at the STOP bar. The crash occurred during the day under wet pavement conditions.
- One rollover crash occurred when a southbound right-turning semi-truck driver lost control of their cargo during the turn, ultimately rolling the vehicle. The crash occurred during the day under dry pavement conditions.

There appears to have been a reduction in crash occurrence in the year 2023. It's unknown if other factors (roadway improvements or changes in traffic patterns) caused this reduction.

A detailed collision summary is provided in ***Table 2*** and the collision diagram is provided as ***Figure 5.***

Table 2
Summary of Collision Data

FLORIDA DEPARTMENT OF TRANSPORTATION

COLLISION SUMMARY

Section: 36180001 **State Road:** 326 **County:** Marion

Intersecting route: NW 77th Street **Milepost:** 0.207 **Data by:** TSH

Study period: 1/1/2021 - 12/31/2023 **Date:** 3/6/2024

CRASH	HSMV	DATE	DAY	TIME	FATAL	INJURY	INJURY SEVERITY	PROPERTY DAMAGE	HARMFUL EVENT	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	88453015	02/19/21	Friday	13:16	0	0	1-No Injury	$7,000	Rear-End	Day	Wet	Careless Driving
2	88452420	03/11/21	Thursday	16:14	0	0	1-No Injury	$1,000	Off-Road	Day	Dry	Evasive Maneuver
3	88476908	04/01/21	Thursday	15:11	0	0	1-No Injury	$4,000	Rear-End	Day	Dry	Careless Driving
4	88484151	04/24/21	Saturday	14:37	0	0	1-No Injury	$6,000	Rear-End	Day	Dry	Careless Driving
5	88517230	05/31/21	Monday	22:30	0	0	1-No Injury	$600	Rear-End	Night	Dry	Careless Driving
6	88473404	06/09/21	Wednesday	11:17	0	0	1-No Injury	$200	Side-Swipe	Day	Dry	FTYROW
7	88517261	06/24/21	Thursday	9:25	0	0	1-No Injury	$3,000	Rear-End	Day	Dry	Careless Driving
8	88527142	06/25/21	Friday	10:59	0	2	2-Possible Injury	$400	Rear-End	Day	Dry	Careless Driving
9	88195786	07/07/21	Wednesday	13:45	0	0	1-No Injury	$1,000	Off-Road	Day	Wet	Careless Driving
10	88509660	08/27/21	Friday	15:55	0	0	1-No Injury	$4,000	Head-On	Day	Wet	Careless Driving
11	88168262	09/24/21	Friday	19:35	0	0	1-No Injury	$500	Rear-End	Night	Dry	Careless Driving
12	88580866	10/13/21	Wednesday	13:39	0	4	3-Non-Incapacitating Injury	$9,000	Rear-End	Day	Dry	Careless Driving
13	89565545	10/24/21	Sunday	20:10	0	0	1-No Injury	$3,500	Rear-End	Night	Wet	Careless Driving
14	89571651	11/12/21	Friday	21:49	0	0	1-No Injury	$10,000	Rear-End	Night	Dry	Careless Driving
15	89583659	11/22/21	Monday	11:31	0	0	1-No Injury	$1,300	Rear-End	Day	Dry	Careless Driving
16	24889635	01/16/22	Sunday	7:05	0	2	2-Possible Injury	$20,000	Off-Road	Day	Wet	Evasive Maneuver
17	24902335	02/05/22	Saturday	11:44	0	0	1-No Injury	$1,500	Rear-End	Day	Dry	Careless Driving
18	24923233	04/13/22	Wednesday	19:07	0	0	1-No Injury	$7,000	Rear-End	Night	Dry	Careless Driving
19	24923241	04/22/22	Friday	10:36	0	0	1-No Injury	$0	Rear-End	Day	Dry	Careless Driving
20	24948905	05/15/22	Sunday	19:59	0	0	1-No Injury	$2,500	Side-Swipe	Night	Wet	Lost Control
21	24951462	06/09/22	Thursday	13:55	0	0	1-No Injury	$1,000	Rear-End	Day	Dry	Careless Driving
22	24977957	07/02/22	Saturday	14:12	0	2	3-Non-Incapacitating Injury	$6,500	Rear-End	Day	Wet	Careless Driving
23	24963009	07/07/22	Thursday	15:15	0	0	1-No Injury	$1,200	Rear-End	Day	Dry	Careless Driving
24	24955591	07/10/22	Sunday	15:47	0	0	1-No Injury	$5,000	Rear-End	Day	Dry	Impeding Traffic
25	25001466	09/24/22	Saturday	14:35	0	1	2-Possible Injury	$1,500	Rear-End	Day	Dry	Careless Driving
26	24996219	09/26/22	Monday	23:35	0	1	3-Non-Incapacitating Injury	$7,500	Left-Turn	Night	Dry	FTYROW
27	24942234	09/28/22	Wednesday	8:15	0	0	1-No Injury	$10,000	Other	Day	Wet	Mechanical
28	25020625	10/02/22	Sunday	11:40	0	0	1-No Injury	$3,000	Angle	Day	Dry	Failed to Maintain Single Lane
29	25020664	10/25/22	Tuesday	10:50	0	0	1-No Injury	$10,000	Rollover	Day	Dry	Careless Driving
30	25013826	10/28/22	Friday	0:00	0	0	1-No Injury	$4,000	Rear-End	Night	Wet	Careless Driving
31	25013838	11/09/22	Wednesday	20:05	0	2	2-Possible Injury	$7,000	Rear-End	Night	Dry	Careless Driving
32	25036080	11/28/22	Monday	6:30	0	0	1-No Injury	$5,000	Off-Road	Night	Dry	Careless Driving
33	25007517	12/06/22	Tuesday	7:45	0	0	1-No Injury	$200	Rear-End	Day	Dry	Careless Driving
34	24991527	12/10/22	Saturday	0:35	0	0	1-No Injury	$200	Angle	Night	Dry	FTYROW
35	25059448	01/06/23	Friday	6:40	0	0	1-No Injury	$2,000	Left-Turn	Night	Dry	FTYROW
36	25078782	03/04/23	Saturday	19:15	0	3	3-Non-Incapacitating Injury	$14,000	Angle	Night	Wet	FTYROW
37	89638932	05/23/23	Tuesday	14:25	0	1	2-Possible Injury	$1,100	Rear-End	Day	Dry	Careless Driving
38	89751692	11/27/23	Monday	4:23	0	0	1-No Injury	$1,500	Rear-End	Night	Dry	Careless Driving
TOTAL					**0**	**18**		**$163,200**				

No Injury	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Fatality	Angle	Head-On	Left-Turn	Off-Road	Other	Rear-End	Rollover	Side-Swipe	
29	5	4	0	0	3	1	2	4	1	24	1	2	0
76%	13%	11%	0%	0%	8%	3%	5%	11%	3%	63%	3%	5%	0%

Time of Day		Pavement Conditions		Form Length		Careless Driving	Evasive Maneuver	Failed to Maintain Single Lane	FTYROW	Impeding Traffic	Lost Control	Mechanical		
Day	Night	Dry	Wet	Long	Short									
24	14	28	10	25	13	27	2	1	5	1	1	1	0	0
63%	37%	74%	26%	66%	34%	71%	5%	3%	13%	3%	3%	3%	0%	0%



COLLISION SYMBOLS

- ALL OTHER COLLISIONS
- PEDESTRIAN COLLISION
- BICYCLE COLLISION
- PERSONAL INJURY
- FATALITY
- ANGLE COLLISION
- OFF-ROAD COLLISION
- REAR END COLLISION
- HEAD-ON COLLISION
- SIDE SWIPE COLLISION
- OVERTURNED VEHICLE
- LEFT TURN COLLISION
- BACKED-INTO COLLISION
- RIGHT TURN COLLISION

Symbols:

- Utility Pole
- Traffic Sign
- Luminaire
- Traffic Controller Cabinet
- Ditch Bottom Inlet
- Signal Pole
- Pedestrian Signal Pole
- Mitered End Section

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FIGURE 5
COLLISION DIAGRAM

Intersection Delay

Intersection delay studies were performed for the eastbound left-turn movement and the southbound approach. Procedures from the Manual on Uniform Traffic Studies (MUTS) were applied to determine the summarized results presented in ***Table 3***.

Table 3
Summary of Delay Studies

Movement	Time	Maximum Queue (Veh)	Average Delay per Vehicle (Sec)	Maximum Delay per Vehicle (Sec)	Volume (Veh/Hr)	Total Delay (Veh-Sec)	Total Delay (Veh-Hr)
Eastbound Left-Turn Movement	7:15 - 8:15 AM	8	15.8	96	273	4,325	1.21
	12:00 - 1:00 PM	12	19.3	64	335	6,463	1.80
	3:45 - 4:45 PM	10	24.6	75	324	7,961	2.19
Southbound Approach	7:15 - 8:15 AM	18	44.3	152	388	17193	4.81
	12:00 - 1:00 PM	13	24.5	83	346	8,487	2.37
	3:45 - 4:45 PM	21	44.0	175	461	20,283	5.54

Generally, an average delay in excess of 60 seconds is considered excessive at an unsignalized intersection and what could typically be expected if the intersection were signalized. As shown in ***Table 3***, the average delay ranged from 15.8 to 24.6 seconds per vehicle for the eastbound left-turn movement and from 24.5 to 44.3 seconds for the southbound approach. The maximum delays recorded were 96 seconds for the eastbound left-turn movement and 175 seconds for the southbound approach. A total of 36 eastbound left-turning drivers experienced delay in excess of 60 seconds over the three-hour period, with 26 of these delays occurring in the p.m. peak-hour. Additionally, 223 southbound drivers experienced delays in excess of 60 seconds with 93 of these delays occurring in the a.m. peak-hour, 12 in the mid-day, and 118 in p.m. peak-hour.

QUALITATIVE ASSESSMENT

The intersection of SR 326 at NW 77th Street was observed during the peak hours by a registered Professional Engineer to assess existing operating conditions and to determine if installing a traffic signal would be potentially beneficial. The following conditions were observed:

Operations:
Operations include the efficiency of operation and interaction of motor vehicles, pedestrians, and bicycles at the intersection.

- The study intersection is a T-intersection with NW 77th Street serving as a bypass route for motorists to travel north on US 441, avoiding the SR 326/US 441 intersection.
- The area surrounding the study intersection is comprised mainly of undeveloped land.
- There is a quarry located northeast of the study intersection on the north side of SR 326. A high volume of heavy vehicles, accounting for approximately 16% of total traffic (28% of eastbound lefts and 20% of southbound rights), was observed at the intersection. There were dump trucks observed, possibly associated with quarry activities, however, most heavy vehicles were comprised of semi-trailers bypassing the SR 326/US 441 signalized intersection.
- The posted speed limit through the study intersection is 45 mph and increases to 55 mph 250 feet east of the study intersection. Drivers appeared to be traveling at or above the posted 45 mph speed limit in both directions.
- Eastbound and westbound volumes along SR 326 were directional, with eastbound volumes being higher throughout the 8-hour count period. Approaching traffic in both eastbound and westbound directions was well dispersed, with frequent concurrent gaps.
- The side street volumes are predominantly southbound right-turn volumes, in which drivers were able to complete their turn with little conflicts. During both the a.m. and p.m. peak hours, no southbound left-turns were observed.
- No conflicts or evasive maneuvers were observed with regard to eastbound left-turning vehicles and westbound through vehicles.
- Southbound left-turn volumes were not observed during the field observations which is consistent with the turning movement counts showing only two southbound lefts during the 8-hour period. Southbound right-turn volumes were high, ranging from 314 to 447 vph during the 8-hour count period. Southbound right-turning drivers were also observed stopping past the stop bar before completing their turns while other drivers rolled through the STOP sign when there was no approaching traffic. No conflicts were noted with this as they did not encroach into the SR 326 westbound through lanes. Sight distance appeared adequate from the southbound stop bar and no sight obstructions were observed.
- Eastbound approach volumes were high throughout the day ranging from 714 to 1,051 vph, with 36% being left-turns. Eastbound left-turn volumes experienced a peak of 348 vph during the 12:00 p.m. hour. Maximum queues of five and seven left-turning vehicles were observed, respectively during the morning and afternoon peak hours, with the queue typically clearing in less than 60 seconds. Eastbound left-turn queues quickly dissipated with the consistent large gaps in westbound traffic. No conflicts were observed with the eastbound left-turn movement.
- Westbound approach volumes were moderate throughout the day, ranging from 296 to 542 vph, with 1% being right turns. No conflicts were observed with the westbound right-turn movement and trailing vehicles, as the trailing vehicles in the outside lane were observed slowing down with adequate distance from the right-turning vehicle.

- No pedestrians and one bicyclist were observed during the field observation periods. The bicyclist was observed during the a.m. peak hour traveling eastbound on the paved shoulder on the south side of SR 326.

Safety:
Vehicle, pedestrian, and bicycle safety at the intersection was assessed through review of crash reports, identification of significant crash trends, and correlation to field conditions. The following are observations related to the safety of the intersection based on the field reviews of the intersection:

- No signs of skid marks, broken glass, plastic, or other indication of a crash were observed at the intersection.
- Three angle crashes were reported during the 36-month analysis period; however, none of these involved eastbound left-turning drivers failing to yield to southbound vehicles. The most recent angle crashes were in October 2022, December 2022, and March 2023, which would not indicate an angle crash pattern. Of the three angle crashes, two would be considered correctable by a traffic signal. Additionally, there were two off-road crashes (one involving a westbound driver taking an evasive maneuver to avoid a collision with a southbound right-turning vehicle and one involving an eastbound left-turning driver taking an evasive maneuver to avoid a southbound left-turning vehicle that entered the median failing to yield the right-of-way) that are correctable by a traffic signal.
- Two left-turn collisions were reported during the 36-month analysis period. These crashes occurred at night and under dry pavement conditions when eastbound left-turning drivers failed to yield to westbound vehicles. Non-incapacitating injuries were sustained within one of these crashes. These two crashes would not be considered correctable with the installation of a traffic signal unless protected-only left-turn phasing was provided.
- 24 rear-end crashes occurred with 17 rear-end crashes occurring when at-fault drivers failed to slow/stop for queued vehicles entering SR 326. Many of the crashes noted the lead driver initiated their turn and then stopped when the following driver thought the lead driver was entering the traffic stream on SR 326. The stop bar is faded/word and currently located approximately 30 feet from the travel lane. **It is recommended the stop bar be relocated to 12 feet from the edge of the travel lane.**
- 37% of the crashes for the 36-month period between January 1, 2021, and December 31, 2023, occurred at night. There are no luminaires provided at the intersection. **Consideration should be given to performing a lighting justification analysis at the study intersection.**

Maintenance:
During the various field reviews, the condition of the study intersection's striping and signing were observed. The following are observations based on the various field reviews of the intersection:

- The signs, pavement markings and pavement conditions appeared to be in good condition, with the following exceptions:
    - The STOP sign on southbound NW 77th Street does not meet the "seven (7) feet minimum above the edge of pavement" requirement specified in the MUTCD. **It is recommended to raise the STOP sign on southbound NW 77th Street to meet FDOT Design Standards.**
    - A horizontal curve is present on NW 77th Street just north of the study intersection. **It is recommended that the local agency install a STOP AHEAD (W3-1) sign**

to be placed in advance of the curve to better warn drivers of the approaching intersection and stop condition.

- There is evidence of southbound right-turning heavy trucks (semi's) off-tracking on the northwest corner. Auto Turn was used to evaluate the heavy vehicle turning movement and the existing pavement and radii are appropriate to accommodate the existing heavy truck volumes. **It is recommended gore striping and RPMs be provided along the northwest corner to better guide semi's through the turn and provide drivers a vibratory warning of off-tracking.**
- A single REDUCED SPEED AHEAD sign is provided on the shoulder of the westbound approach to indicate the upcoming the speed change. **It is recommended the REDUCED SPEED AHEAD sign be replaced with a Reduced Speed Limit Ahead (W3-5) sign and an additional sign installed in the median.**
- 45 mph (westbound) and 55 mph (eastbound) speed limit signs are posted approximately 220 feet east of the intersection. **It is recommended a single post be added in the median (adjacent to the existing speed limit signs), with 45 mph (westbound) and 55 mph (eastbound) speed limit signs.**
- A T-intersection (W2-4) warning sign is located east of the intersection (for westbound drivers). **It is recommended a "NW 77th Street" street name plaque be added to this sign assembly.**
- The existing street termination sequence of signs does not meet the guidance provided in FDM Exhibit 230-12, Figure 2. **It is recommended the street termination signs be updated to match FDM Exhibit 230-12, Figure 2.**

SIGNAL WARRANT ANALYSIS

The traffic volumes, geometric conditions, and crash data at the intersection were analyzed, summarized, and then compared with the warrants for the installation of a traffic signal contained within the Manual on Uniform Traffic Control Devices (MUTCD 2009) and Manual on Uniform Traffic Studies (MUTS).

Upon conducting the Signal Warrant Analysis, SR 326 was used as the major street, and the southbound approach of NW 77th Street was used as the minor street. For the purposes of the warrant analysis, the major street was treated as a two-lane approach and the minor street was treated as a one lane approach. Based on the posted speed limit of 45 mph on SR 326, the 70% volume criteria were applied in the analysis.

When considering crash history, during the 12-month period from January 1, 2023, to December 31, 2023, two angle crashes occurred within the intersection that would be considered correctable by a traffic signal. ***Table 4*** below summarizes the results of the warrant analysis for the intersection. The signal warrant analysis worksheets for the study intersection are also provided in the ***Appendix***.

Table 4
Summary of Signal Warrants

Warrant		Applicable	Satisfied	Comments
1A	**Minimum Vehicular Volume**	**Yes**	**Yes-100%**	This warrant is satisfied as the minor street traffic volumes meet the threshold of this warrant for eight hours of an average day.
1B	**Interruption of Continuous Traffic**	**No**	**N/A**	This warrant is not applicable as minor street traffic does not suffer conflict in entering the traffic stream. This warrant would be satisfied as the traffic volumes meet the threshold of the warrant for eight hours of an average day.
2	**Four Hour Vehicular Volume**	**Yes**	**Yes**	This warrant is satisfied as the traffic volumes meet the threshold of this warrant for eight hours (must be met for any four hours of an average day).
3A	**Peak Hour Delay**	**No**	**N/A**	This warrant is not applicable as there is no unusual traffic generator at the intersection.
3B	**Peak Hour Volume**	**No**	**N/A**	This warrant is not applicable.
4	**Pedestrian Volume**	**No**	**N/A**	This warrant is not applicable as no pedestrians were observed or counted crossing the major street.
5	**School Crossing**	**No**	**N/A**	This warrant is not applicable as a school crossing is not present at the study intersection.
6	**Coordinated Signal System**	**No**	**N/A**	This warrant is not satisfied as there was adequate platooning through the study intersection.
7	**Crash Experience**	**Yes**	**No**	This warrant is not met as there were two crashes potentially correctable by the installation of a traffic signal that occurred within any 12-month study period over the past 5 years. No remedial measures have been undertaken at the intersection.
8	**Roadway Network**	**No**	**N/A**	This warrant is not applicable, as NW 77th Street is not considered to be a major roadway.
9	**Railroad Crossing**	**No**	**N/A**	This warrant is not applicable, as there is no railroad crossing near the study intersection.

Based on the signal warrant analysis, Warrants 1A and 2 are currently satisfied for the consideration of the installation of a traffic signal at the intersection of SR 326 at NW 77th Street. While the volume thresholds were met for two warrants, it should be noted that nearly 100% of the approaching southbound volumes are right-turns and right-turning drivers were able to complete their turn with minimal delay and no conflicts. A high level review of the intersection operations revealed the southbound right-turn delay would increase with the installation of a traffic signal. Right-turning volumes would typically be reduced in a signal warrant analysis due to their ability to turn right on red. While 100% of the right-turn volume was used in this signal warrant analysis, using 50% of the right-turn volumes would have resulted in the same warrants being met.

An alternative signal warrant analysis was conducted using the westbound approach of SR 326 as the major street, and the eastbound left-turn movement of SR 326 as the minor street. Based on the alternative signal warrant analysis, Warrant 2 is satisfied; however, the westbound through movements do not meet the threshold for Warrant 1A.

Based on the results of the warrant analysis, a review of crash history, field observations, and engineering judgment, **it is recommended a traffic signal <u>not</u> be installed at the intersection of SR 326 and NW 77th Street.** A traffic signal at this location would result in an increase in high speed rear end crashes on SR 326 and an increase in delay to right-turning drivers from NE 77th Avenue.

IMPROVEMENT RECOMMENDATIONS

Based on the results of the traffic signal warrant analysis, a review of crash history, field observations, engineering judgement, and other considerations, it is recommended that a traffic signal not be installed at the intersection of SR 326 at NW 77th Street in Ocala (Marion County), Florida. A traffic signal at this location would result in an increase in high speed rear end crashes on SR 326 and an increase in delay to right-turning drivers from NE 77th Avenue.

The following maintenance improvements, as shown in ***Figure 6***, are recommended:

- Relocate the stop bar pavement marking on the southbound approach to be 12 feet from the edge of the westbound travel lane on SR 326.
- Raise the STOP sign on southbound NW 77th Street to meet FDOT Design Standards.
- Provide gore striping and RPMs along the northwest corner to better guide semi-trucks through the turn and to provide the drivers a vibratory warning of off-tracking.
- Replace the REDUCED SPEED AHEAD sign with a Reduced Speed Limit Ahead (W3-5) sign and install an additional sign in the median.
- East of the intersection, install a single signpost in the median (adjacent to the existing speed limit signs), with 45 mph (westbound) and 55 mph (eastbound) speed limit signs.
- Add “NW 77th Street” street name plaque on the T-intersection (W2-4) warning sign located east of the intersection (for westbound drivers).
- Update the street termination sign layout to match FDM Exhibit 230-12, Figure 2.
- Recommend the local agency install a STOP AHEAD (W3-1) sign in advance of the horizontal curve for southbound drivers approaching SR 326.

INSTALL A STOP AHEAD (W3-1) SIGN IN ADVANCE OF THE HORIZONTAL CURVE ON NW 77TH STREET (NORTH OF THE INTERSECTION SHOWN)

PERFORM A LIGHTING JUSTIFICATION STUDY

RAISE THE STOP SIGN TO MEET FDOT DESIGN STANDARDS

Undeveloped

REFRESH AND RELOCATE THE STOP BAR. ADD DOUBLE YELLOW LINE STRIPING AS NECESSARY

RELOCATE YIELD SIGN ASSEMBLY AS SHOWN IN FDM EXHIBIT 230-12, FIGURE 2

PROVIDE GORE STRIPING AND RPMS ALONG NW CORNER TO PREVENT OFF-TRACKING

SR 326

NW 77TH ST

REPLACE THE "REDUCED SPEED AHEAD" SIGN (W2-5A) (NOT SHOWN, TO THE EAST OF THE INTERSECTION) WITH A "SPEED ZONE AHEAD" SIGN (W3-5) AND INSTALL AN ADDITIONAL SIGN IN THE MEDIAN

Undeveloped

REMOVE YIELD SIGN TO MATCH FDM EXHIBIT 230-12, FIGURE 2

ADD A "NW 77TH STREET" PLAQUE (W16-8P) ONTO THE ADVANCED SIDE ROAD INTERSECTION WARNING SIGN (NOT SHOWN, TO THE EAST OF THE INTRESECTION)

INSTALL A COMBINED 45-MPH/55-MPH SPEED LIMIT SIGN (R2-1) IN THE MEDIAN

SR 326

RELOCATE OBJECT MARKERS AND ONE-WAY SIGNS AS NECESSARY TO MATCH TYPICAL SIGNING AT 3-LEG STOP CONTROLLED INTERSECTIONS ALONG DIVIDED HIGHWAYS FDM EXHIBIT 230-12, FIGURE 2

Undeveloped

0 10 50
Feet

FDOT MAINTENANCE ITEMS

0700 1 40 -------- SINGLE POST SIGN, INSTALL -------- 2 AS
0700 1 50 ---- SINGLE POST SIGN, RELOCATE -- 4 AS
0700 1 60 ---- SINGLE POST SIGN, REMOVE -- 1 AS
0700 3101 -------- SIGN PANEL, F&I GROUND MOUNT, UP TO 12 SF --------- 2 AS
0700 3501 -------- SIGN PANEL, RELOCATE, UP TO 12 SF --------- 2 AS
0700 3601 -------- SIGN PANEL, REMOVE, UP TO 12 SF --------- 2 AS
0706 1 3 -------- RAISED PAVEMENT MARKER, TYPE B -------- 6 EA
0711 11124 -- 18" WHITE THERMOPLASTIC PAVEMENT MARKINGS -- 40 LF
0711 11125 --- 24" WHITE THERMOPLASTIC PAVEMENT MARKINGS --- 52 LF
0711 16101--- 6" WHITE THERMOPLASTIC PAVEMENT MARKINGS --- 0.02 GM
0711 16201--- THERMOPLASTIC, STANDARD OTHER SURFACES, YELLOW, SOLID, 6" --- 0.01 GM

LOCAL AGENCY RECOMMENDATIONS:

INSTALL STOP AHEAD (W3-1) IN ADVANCE OF THE HORIZONTAL CURVE APPROACHING SR 326

SECTION 36180001 -- M.P. 0.207
SR 326 AT NW 77TH STREET
OCALA (MARION COUNTY) - FLORIDA

Symbols:

- Utility Pole
- Traffic Sign
- Luminaire
- Traffic Controller Cabinet
- Ditch Bottom Inlet
- Signal Pole
- Pedestrian Signal Pole
- Mitered End Section

Stanley Consultants, Inc.
Spring Vista Drive
DeBary, FL 32713

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

FIGURE 6
IMPROVEMENTS DIAGRAM

APPENDIX

	5 YR INV	SLD REV
DATE	01/27/2021	02/05/2021
BY	HNTB	HNTB

BMP	EMP	INV	SLD REV
000.000	001.674	11/29/2023 FDOT	11/29/2023 METRIC
000.000	001.674	01/26/2022 Maintenance	09/28/2022 HNTB

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
02		SR 326	MARION	05	36180001	1 OF 1

SECTION BEGINS
1093' W OF
NW 77 ST

INSIDE URBAN, OUTSIDE CITY
* OCALA
*|<=W HWY 326
*|<SR 326

NW 77 ST 0.207

1002 0.655

NW 19 AVE RD 1.366

UNSIGNED 1.447

SECTION ENDS
SR-25/200/US-301/441

US-301 / US-441 1.674

Study Intersection

ROADWAY FEATURES

LANE WIDTHS ARE AVERAGED

0.000 112.0' - 48.0'
4 - 12.0' RDWY
30.0 CB&VEG MED
2 - 5.0' WARN SHLD1
2 - 12.0' LWN SHLD2

0.207 124.0' - 48.0'
4 - 12.0' RDWY
42.0 VEG MED
4.0' PVD INSHLD1 - LT
4.0' WARN INSHLD1 - RT
2 - 5.0' WARN SHLD1
2 - 12.0' LWN SHLD2

0.359 146.0' - 48.0'
4 - 12.0' RDWY
42.0 VEG MED
4.0' PVD INSHLD1 - LT
4.0' WARN INSHLD1 - RT
2 - 16.0' WARN SHLD1
2 - 12.0' LWN SHLD2

0.454 124.0' - 48.0'
4 - 12.0' RDWY
42.0 VEG MED
4.0' PVD INSHLD1 - LT
4.0' WARN INSHLD1 - RT
2 - 5.0' WARN SHLD1
2 - 12.0' LWN SHLD2

1.455 117.0' - 48.0'
4 - 12.0' RDWY
35.0 VEG MED
4.0' PVD INSHLD1 - LT
4.0' WARN INSHLD1 - RT
2 - 5.0' WARN SHLD1
2 - 12.0' LWN SHLD2

1.556 117.0' - 48.0'
4 - 12.0' RDWY
35.0 TFSP MED
2 - 5.0' WARN SHLD1
2 - 12.0' LWN SHLD2

END MP: 001.674
NET ROADWAY ID LENGTH: 1.674

ROADWAY COMPOSITION

0.000 28/FC-5
28/FC-5

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

PC=0.000
PI=0.092
PT=0.178
Δ=37°35'42.00"
D=4°00'
B=S52°14'30"E

Δ=37°30'39.00"
D=2°00'
PC=0.675
PI=0.860
PT=1.031
B=S89°45'09"E

PC=1.262
PI=1.297
PT=1.332
Δ=7°22'20.00"
D=2°00'
B=S82°22'49"E

Δ=7°10'58.00"
D=2°00'
PC=1.464
PI=1.498
PT=1.532
B=S89°45'00"E

STRUCTURE DESCRIPTION

0.037 1 - 42" X 100' CC
0.040 1 - 42" X 99' CC
0.089 1 - 18" X 88' CC
0.141 1 - 18" X 80' CC
0.192 1 - 18" X 80' CC
0.328 2 - 48" X 404' CC
0.382 1 - 18" X 76' CC
0.547 1 - 18" X 83' CC
0.641 1 - 18" X 74' CC
0.767 1 - 18" X 76' CC
0.805 1 - 18" X 76' CC
0.879 1 - 18" X 86' CC
0.917 1 - 18" X 86' CC
1.033 1 - 18" X 82' CC
1.127 1 - 18" X 75' CC
1.359 1 - 36" X 128' CC - LT
1 - 24" X 87' CC - RT
1.443 1 - 18" X 120' CC
1.465 1 - 36" X 70' CC
1.573 1 - 18" X 132' CC

DISTRICT USE

SIS 0.000 CORRIDOR 1.674 CORRIDOR

FUN CLASS 0.000 URBAN PRIN ART OTHER

SPEED LIMIT 0.000 55MPH 1.336 45MPH

AC MAN CLS 0.000 ACCESS CLASS03 1.674 ACCESS CLASS03

Version: 1.4.2.27 11/29/2023

SR 326 at NW 77th Street

Tuesday 02/13/24

24 Hour Approach Counts (Hourly)

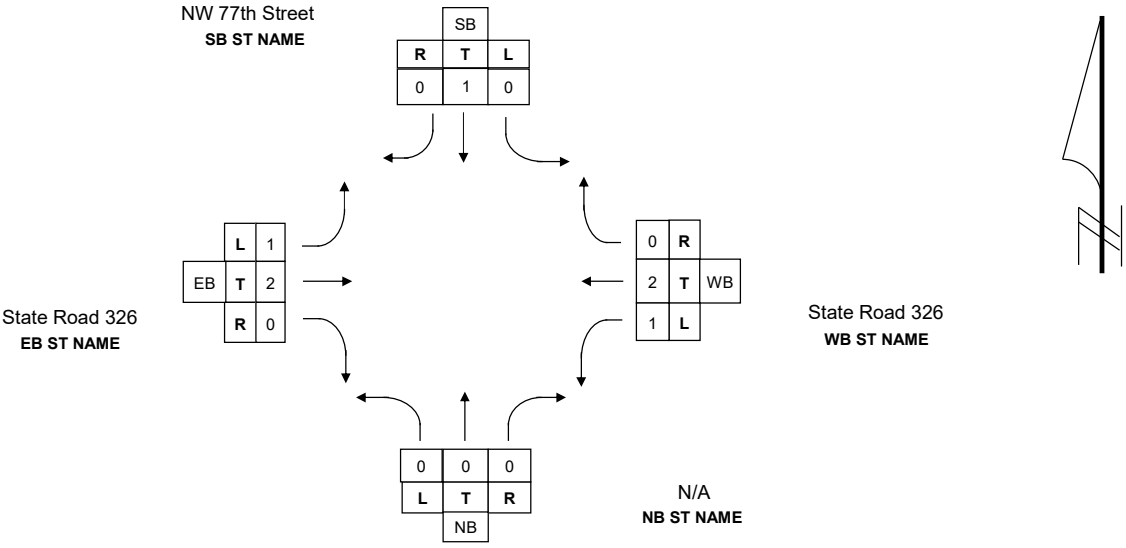
TIME	South	N/S TOTAL	East	West	E/W TOTAL	GRAND TOTAL
24 - 1	94	**94**	248	50	**298**	**392**
1 - 2	82	**82**	176	47	**223**	**305**
2 - 3	95	**95**	167	50	**217**	**312**
3 - 4	154	**154**	197	68	**265**	**419**
4 - 5	225	**225**	269	103	**372**	**597**
5 - 6	311	**311**	462	198	**660**	**971**
6 - 7	425	**425**	652	413	**1,065**	**1,490**
7 - 8	541	**541**	876	587	**1,463**	**2,004**
8 - 9	434	**434**	907	476	**1,383**	**1,817**
9 - 10	448	**448**	950	364	**1,314**	**1,762**
10 - 11	411	**411**	1,062	334	**1,396**	**1,807**
11 - 12	443	**443**	1,110	341	**1,451**	**1,894**
12 - 13	477	**477**	1,097	356	**1,453**	**1,930**
13 - 14	405	**405**	1,057	360	**1,417**	**1,822**
14 - 15	415	**415**	1,093	359	**1,452**	**1,867**
15 - 16	500	**500**	1,109	472	**1,581**	**2,081**
16 - 17	605	**605**	1,240	433	**1,673**	**2,278**
17 - 18	533	**533**	1,130	422	**1,552**	**2,085**
18 - 19	403	**403**	694	337	**1,031**	**1,434**
19 - 20	320	**320**	527	203	**730**	**1,050**
20 - 21	285	**285**	430	200	**630**	**915**
21 - 22	225	**225**	359	124	**483**	**708**
22 - 23	194	**194**	329	92	**421**	**615**
23 - 24	104	**104**	241	109	**350**	**454**
	8,129	**8,129**	**16,382**	**6,498**	**22,880**	**31,009**

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION	36180001	**CITY**	Ocala	**COUNTY**	Marion
STATE ROUTE	State Road 326	**INTERSECTING ROUTE**	NW 77th Street		
OBSERVER	TEDS	**DATE**	2/13/2024	**MILEPOST**	0.207
WEATHER	Sunny	**ROAD CONDITION**	Good		
REMARKS					

FORM COMPLETED BY CML **DATE** 02/23/24



TIME	NORTHBOUND					SOUTHBOUND					TOTAL	EASTBOUND					WESTBOUND					TOTAL
BEGIN/END	**L**	**T**	**R**	**U**	**TOT**	**L**	**T**	**R**	**U**	**TOT**	**N/S**	**L**	**T**	**R**	**U**	**TOT**	**L**	**T**	**R**	**U**	**TOT**	**E/W**
7:00 - 8:00	0	0	0	0	**0**	0	0	375	0	**375**	**375**	278	436	0	0	**714**	0	541	1	0	**542**	**1,256**
8:00 - 9:00	0	0	0	0	**0**	0	0	328	0	**328**	**328**	261	467	0	3	**731**	0	414	5	0	**419**	**1,150**
9:00 - 10:00	0	0	0	0	**0**	0	0	318	0	**318**	**318**	267	472	0	1	**740**	0	310	3	0	**313**	**1,053**
11:00 - 12:00	0	0	0	0	**0**	1	0	314	0	**315**	**315**	324	522	0	0	**846**	0	294	2	0	**296**	**1,142**
12:00 - 1:00	0	0	0	0	**0**	0	0	351	0	**351**	**351**	348	487	0	1	**836**	0	303	5	0	**308**	**1,144**
3:00 - 4:00	0	0	0	0	**0**	0	0	397	0	**397**	**397**	328	571	0	1	**900**	0	415	3	0	**418**	**1,318**
4:00 - 5:00	0	0	0	0	**0**	0	0	447	0	**447**	**447**	325	725	0	1	**1,051**	0	399	3	0	**402**	**1,453**
5:00 - 6:00	0	0	0	0	**0**	1	0	397	0	**398**	**398**	341	636	0	1	**978**	0	365	0	0	**365**	**1,343**
TOTAL	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2,927**	**0**	**2,929**	**2,929**	**2,472**	**4,316**	**0**	**8**	**6,796**	**0**	**3,041**	**22**	**0**	**3,063**	**9,859**
Percentage	0.0%	0.0%	0.0%	0.0%		0.1%	0.0%	99.9%	0.0%			36.4%	63.5%	0.0%	0.0%		0.0%	99.3%	0.7%	0.0%		
Average	0	0	0	0	0	0	0	366	0	366		309	540	0	1	850	0	380	3	0	383	
Maximum	0	0	0	0		1	0	447	0			348	725	0	3		0	541	5	0		
Minimum	0	0	0	0		0	0	314	0			261	436	0	0		0	294	0	0		

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 36180001 **CITY** Ocala **COUNTY** Marion
STATE ROUTE State Road 326 **INTERSECTING ROUTE** NW 77th Street
OBSERVER TEDS **DATE** 2/13/2024

REMARKS

FORM COMPLETED BY CML **DATE** 02/23/24

HOURS	West side of NW 77th Street			East side of NW 77th Street			North side of State Road 326			South side of State Road 326			GRAND TOTAL
	NB	SB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL	
7:00 - 8:00	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
8:00 - 9:00	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
9:00 - 10:00	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
11:00 - 12:00	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
12:00 - 1:00	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
3:00 - 4:00	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
4:00 - 5:00	0	0	**0**	0	0	**0**	0	1	**1**	0	0	**0**	**1**
5:00 - 6:00	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 36180001 **CITY** Ocala **COUNTY** Marion
STATE ROUTE State Road 326 **INTERSECTING ROUTE** NW 77th Street
OBSERVER TEDS **DATE** 2/13/2024

REMARKS

FORM COMPLETED BY CML **DATE** 02/23/24

HOURS	West side of NW 77th Street			East side of NW 77th Street			North side of State Road 326			South side of State Road 326			GRAND TOTAL
	NB	SB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL	
7:00 - 8:00	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
8:00 - 9:00	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
9:00 - 10:00	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
11:00 - 12:00	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
12:00 - 1:00	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
3:00 - 4:00	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
4:00 - 5:00	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
5:00 - 6:00	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**

File Name : SR 326 at NW 77th St
Site Code : 00000000
Start Date : 2/13/2024
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

	N/A Northbound					NW 77TH STREET Southbound					STATE ROAD 326 Eastbound					STATE ROAD 326 Westbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	76	0	76	63	79	0	0	142	0	115	0	0	115	333
07:15 AM	0	0	0	0	0	0	0	85	0	85	73	102	0	0	175	0	129	0	0	129	389
07:30 AM	0	0	0	0	0	0	0	118	0	118	73	116	0	0	189	0	145	1	0	146	453
07:45 AM	0	0	0	0	0	0	0	96	0	96	69	139	0	0	208	0	152	0	0	152	456
Total	0	0	0	0	0	0	0	375	0	375	278	436	0	0	714	0	541	1	0	542	1631
08:00 AM	0	0	0	0	0	0	0	90	0	90	56	109	0	0	165	0	114	0	0	114	369
08:15 AM	0	0	0	0	0	0	0	80	0	80	68	108	0	1	177	0	114	1	0	115	372
08:30 AM	0	0	0	0	0	0	0	80	0	80	59	131	0	1	191	0	108	3	0	111	382
08:45 AM	0	0	0	0	0	0	0	78	0	78	78	119	0	1	198	0	78	1	0	79	355
Total	0	0	0	0	0	0	0	328	0	328	261	467	0	3	731	0	414	5	0	419	1478
09:00 AM	0	0	0	0	0	0	0	70	0	70	49	109	0	1	159	0	81	1	0	82	311
09:15 AM	0	0	0	0	0	0	0	69	0	69	67	122	0	0	189	0	82	0	0	82	340
09:30 AM	0	0	0	0	0	0	0	88	0	88	76	112	0	0	188	0	75	0	0	75	351
09:45 AM	0	0	0	0	0	0	0	91	0	91	75	129	0	0	204	0	72	2	0	74	369
Total	0	0	0	0	0	0	0	318	0	318	267	472	0	1	740	0	310	3	0	313	1371
*** BREAK ***																					
11:00 AM	0	0	0	0	0	0	0	97	0	97	74	146	0	0	220	0	82	1	0	83	400
11:15 AM	0	0	0	0	0	0	0	70	0	70	85	126	0	0	211	0	81	1	0	82	363
11:30 AM	0	0	0	0	0	0	0	72	0	72	83	130	0	0	213	0	68	0	0	68	353
11:45 AM	0	0	0	0	0	1	0	75	0	76	82	120	0	0	202	0	63	0	0	63	341
Total	0	0	0	0	0	1	0	314	0	315	324	522	0	0	846	0	294	2	0	296	1457
12:00 PM	0	0	0	0	0	0	0	84	0	84	85	125	0	0	210	0	67	3	0	70	364
12:15 PM	0	0	0	0	0	0	0	92	0	92	95	118	0	0	213	0	78	0	0	78	383
12:30 PM	0	0	0	0	0	0	0	95	0	95	86	123	0	0	209	0	77	1	0	78	382
12:45 PM	0	0	0	0	0	0	0	80	0	80	82	121	0	1	204	0	81	1	0	82	366
Total	0	0	0	0	0	0	0	351	0	351	348	487	0	1	836	0	303	5	0	308	1495
*** BREAK ***																					
03:00 PM	0	0	0	0	0	0	0	89	0	89	78	161	0	1	240	0	93	0	0	93	422
03:15 PM	0	0	0	0	0	0	0	109	0	109	81	143	0	0	224	0	104	1	0	105	438
03:30 PM	0	0	0	0	0	0	0	109	0	109	91	129	0	0	220	0	93	1	0	94	423
03:45 PM	0	0	0	0	0	0	0	90	0	90	78	138	0	0	216	0	125	1	0	126	432
Total	0	0	0	0	0	0	0	397	0	397	328	571	0	1	900	0	415	3	0	418	1715
04:00 PM	0	0	0	0	0	0	0	131	0	131	75	156	0	0	231	0	96	1	0	97	459
04:15 PM	0	0	0	0	0	0	0	119	0	119	87	200	0	0	287	0	97	1	0	98	504
04:30 PM	0	0	0	0	0	0	0	121	0	121	79	214	0	1	294	0	93	1	0	94	509
04:45 PM	0	0	0	0	0	0	0	76	0	76	84	155	0	0	239	0	113	0	0	113	428
Total	0	0	0	0	0	0	0	447	0	447	325	725	0	1	1051	0	399	3	0	402	1900
05:00 PM	0	0	0	0	0	0	0	100	0	100	88	172	0	1	261	0	101	0	0	101	462
05:15 PM	0	0	0	0	0	0	0	112	0	112	98	179	0	0	277	0	106	0	0	106	495
05:30 PM	0	0	0	0	0	1	0	88	0	89	86	142	0	0	228	0	80	0	0	80	397
05:45 PM	0	0	0	0	0	0	0	97	0	97	69	143	0	0	212	0	78	0	0	78	387
Total	0	0	0	0	0	1	0	397	0	398	341	636	0	1	978	0	365	0	0	365	1741
Grand Total	0	0	0	0	0	2	0	2927	0	2929	2472	4316	0	8	6796	0	3041	22	0	3063	12788
Apprch %	0	0	0	0		0.1	0	99.9	0		36.4	63.5	0	0.1		0	99.3	0.7	0		
Total %	0	0	0	0	0	0	0	22.9	0	22.9	19.3	33.8	0	0.1	53.1	0	23.8	0.2	0	24	
Passenger Vehicles	0	0	0	0	0	2	0	2353	0	2355	1786	3872	0	8	5666	0	2738	13	0	2751	10772
% Passenger Vehicles	0	0	0	0	0	100	0	80.4	0	80.4	72.2	89.7	0	100	83.4	0	90	59.1	0	89.8	84.2
Heavy Trucks	0	0	0	0	0	0	0	574	0	574	686	444	0	0	1130	0	303	9	0	312	2016
% Heavy Trucks	0	0	0	0	0	0	0	19.6	0	19.6	27.8	10.3	0	0	16.6	0	10	40.9	0	10.2	15.8

File Name : SR 326 at NW 77th St
Site Code : 00000000
Start Date : 2/13/2024
Page No : 2

	N/A Northbound					NW 77TH STREET Southbound					STATE ROAD 326 Eastbound					STATE ROAD 326 Westbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	0	85	0	85	**73**	102	0	0	175	0	129	0	0	129	389
07:30 AM	0	0	0	0	0	0	0	**118**	0	**118**	73	116	0	0	189	0	145	**1**	0	146	453
07:45 AM	0	0	0	0	0	0	0	96	0	96	69	**139**	0	0	**208**	0	**152**	0	0	**152**	**456**
08:00 AM	0	0	0	0	0	0	0	90	0	90	56	109	0	0	165	0	114	0	0	114	369
Total Volume	0	0	0	0	0	0	0	389	0	389	271	466	0	0	737	0	540	1	0	541	1667
% App. Total	0	0	0	0		0	0	100	0		36.8	63.2	0	0		0	99.8	0.2	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.824	.000	.824	.928	.838	.000	.000	.886	.000	.888	.250	.000	.890	.914
Passenger Vehicles	0	0	0	0	0	0	0	302	0	302	205	418	0	0	623	0	504	0	0	504	1429
% Passenger Vehicles	0	0	0	0	0	0	0	77.6	0	77.6	75.6	89.7	0	0	84.5	0	93.3	0	0	93.2	85.7
Heavy Trucks	0	0	0	0	0	0	0	87	0	87	66	48	0	0	114	0	36	1	0	37	238
% Heavy Trucks	0	0	0	0	0	0	0	22.4	0	22.4	24.4	10.3	0	0	15.5	0	6.7	100	0	6.8	14.3

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM					07:15 AM					07:45 AM					07:00 AM					
+0 mins.	0	0	0	0	0	0	0	85	0	85	**69**	**139**	0	0	**208**	0	115	0	0	115	
+15 mins.	0	0	0	0	0	0	0	**118**	0	**118**	56	109	0	0	165	0	129	0	0	129	
+30 mins.	0	0	0	0	0	0	0	96	0	96	68	108	0	**1**	177	0	145	**1**	0	146	
+45 mins.	0	0	0	0	0	0	0	90	0	90	59	131	0	1	191	0	**152**	0	0	**152**	
Total Volume	0	0	0	0	0	0	0	389	0	389	252	487	0	2	741	0	541	1	0	542	
% App. Total	0	0	0	0		0	0	100	0		34	65.7	0	0.3		0	99.8	0.2	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.824	.000	.824	.913	.876	.000	.500	.891	.000	.890	.250	.000	.891	
Passenger Vehicles	0	0	0	0	0	0	0	302	0	302	186	445	0	2	633	0	508	0	0	508	
% Passenger Vehicles	0	0	0	0	0	0	0	77.6	0	77.6	73.8	91.4	0	100	85.4	0	93.9	0	0	93.7	
Heavy Trucks	0	0	0	0	0	0	0	87	0	87	66	42	0	0	108	0	33	1	0	34	
% Heavy Trucks	0	0	0	0	0	0	0	22.4	0	22.4	26.2	8.6	0	0	14.6	0	6.1	100	0	6.3	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	0	0	0	0	0	0	0	84	0	84	85	**125**	0	0	210	0	67	**3**	0	70	364
12:15 PM	0	0	0	0	0	0	0	92	0	92	**95**	118	0	0	**213**	0	78	0	0	78	**383**
12:30 PM	0	0	0	0	0	0	0	**95**	0	**95**	86	123	0	0	209	0	77	1	0	78	382
12:45 PM	0	0	0	0	0	0	0	80	0	80	82	121	0	**1**	204	0	**81**	1	0	**82**	366
Total Volume	0	0	0	0	0	0	0	351	0	351	348	487	0	1	836	0	303	5	0	308	1495
% App. Total	0	0	0	0		0	0	100	0		41.6	58.3	0	0.1		0	98.4	1.6	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.924	.000	.924	.916	.974	.000	.250	.981	.000	.935	.417	.000	.939	.976
Passenger Vehicles	0	0	0	0	0	0	0	284	0	284	245	421	0	1	667	0	267	2	0	269	1220
% Passenger Vehicles	0	0	0	0	0	0	0	80.9	0	80.9	70.4	86.4	0	100	79.8	0	88.1	40.0	0	87.3	81.6
Heavy Trucks	0	0	0	0	0	0	0	67	0	67	103	66	0	0	169	0	36	3	0	39	275
% Heavy Trucks	0	0	0	0	0	0	0	19.1	0	19.1	29.6	13.6	0	0	20.2	0	11.9	60.0	0	12.7	18.4

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	10:00 AM					12:00 PM					11:00 AM					12:00 PM					
+0 mins.	0	0	0	0	0	0	0	84	0	84	74	**146**	0	0	**220**	0	67	**3**	0	70	
+15 mins.	0	0	0	0	0	0	0	92	0	92	**85**	126	0	0	211	0	78	0	0	78	
+30 mins.	0	0	0	0	0	0	0	**95**	0	**95**	83	130	0	0	213	0	77	1	0	78	
+45 mins.	0	0	0	0	0	0	0	80	0	80	82	120	0	0	202	0	**81**	1	0	**82**	
Total Volume	0	0	0	0	0	0	0	351	0	351	324	522	0	0	846	0	303	5	0	308	
% App. Total	0	0	0	0		0	0	100	0		38.3	61.7	0	0		0	98.4	1.6	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.924	.000	.924	.953	.894	.000	.000	.961	.000	.935	.417	.000	.939	
Passenger Vehicles	0	0	0	0	0	0	0	284	0	284	216	453	0	0	669	0	267	2	0	269	
% Passenger Vehicles	0	0	0	0	0	0	0	80.9	0	80.9	66.7	86.8	0	0	79.1	0	88.1	40	0	87.3	
Heavy Trucks	0	0	0	0	0	0	0	67	0	67	108	69	0	0	177	0	36	3	0	39	
% Heavy Trucks	0	0	0	0	0	0	0	19.1	0	19.1	33.3	13.2	0	0	20.9	0	11.9	60	0	12.7	

File Name : SR 326 at NW 77th St
Site Code : 00000000
Start Date : 2/13/2024
Page No : 3

	N/A Northbound					NW 77TH STREET Southbound					STATE ROAD 326 Eastbound					STATE ROAD 326 Westbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	0	0	0	0	0	0	0	90	0	90	78	138	0	0	216	0	**125**	**1**	0	**126**	432
04:00 PM	0	0	0	0	0	0	0	**131**	0	**131**	75	156	0	0	231	0	96	1	0	97	459
04:15 PM	0	0	0	0	0	0	0	119	0	119	**87**	200	0	0	287	0	97	1	0	98	504
04:30 PM	0	0	0	0	0	0	0	121	0	121	79	**214**	0	**1**	**294**	0	93	1	0	94	**509**
Total Volume	0	0	0	0	0	0	0	461	0	461	319	708	0	1	1028	0	411	4	0	415	1904
% App. Total	0	0	0	0		0	0	100	0		31	68.9	0	0.1		0	99	1	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.880	.000	.880	.917	.827	.000	.250	.874	.000	.822	1.00	.000	.823	.935
Passenger Vehicles	0	0	0	0	0	0	0	388	0	388	238	656	0	1	895	0	366	3	0	369	1652
% Passenger Vehicles	0	0	0	0	0	0	0	84.2	0	84.2	74.6	92.7	0	100	87.1	0	89.1	75.0	0	88.9	86.8
Heavy Trucks	0	0	0	0	0	0	0	73	0	73	81	52	0	0	133	0	45	1	0	46	252
% Heavy Trucks	0	0	0	0	0	0	0	15.8	0	15.8	25.4	7.3	0	0	12.9	0	10.9	25.0	0	11.1	13.2

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	02:00 PM					03:45 PM					04:15 PM					03:15 PM				
+0 mins.	0	0	0	0	0	0	0	90	0	90	87	200	0	0	287	0	104	**1**	0	105
+15 mins.	0	0	0	0	0	0	0	**131**	0	**131**	79	**214**	0	**1**	**294**	0	93	1	0	94
+30 mins.	0	0	0	0	0	0	0	119	0	119	84	155	0	0	239	0	**125**	1	0	**126**
+45 mins.	0	0	0	0	0	0	0	121	0	121	**88**	172	0	1	261	0	96	1	0	97
Total Volume	0	0	0	0	0	0	0	461	0	461	338	741	0	2	1081	0	418	4	0	422
% App. Total	0	0	0	0		0	0	100	0		31.3	68.5	0	0.2		0	99.1	0.9	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.880	.000	.880	.960	.866	.000	.500	.919	.000	.836	1.000	.000	.837
Passenger Vehicles	0	0	0	0	0	0	0	388	0	388	267	692	0	2	961	0	375	3	0	378
% Passenger Vehicles	0	0	0	0	0	0	0	84.2	0	84.2	79	93.4	0	100	88.9	0	89.7	75	0	89.6
Heavy Trucks	0	0	0	0	0	0	0	73	0	73	71	49	0	0	120	0	43	1	0	44
% Heavy Trucks	0	0	0	0	0	0	0	15.8	0	15.8	21	6.6	0	0	11.1	0	10.3	25	0	10.4

File Name : SR 326 at NW 77th St
Site Code : 00000000
Start Date : 2/13/2024
Page No : 1

Groups Printed- Heavy Trucks

	N/A Northbound					NW 77TH STREET Southbound					STATE ROAD 326 Eastbound					STATE ROAD 326 Westbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	20	0	20	19	11	0	0	30	0	5	0	0	5	55
07:15 AM	0	0	0	0	0	0	0	22	0	22	22	17	0	0	39	0	9	0	0	9	70
07:30 AM	0	0	0	0	0	0	0	20	0	20	14	8	0	0	22	0	1	1	0	2	44
07:45 AM	0	0	0	0	0	0	0	23	0	23	17	15	0	0	32	0	18	0	0	18	73
Total	0	0	0	0	0	0	0	85	0	85	72	51	0	0	123	0	33	1	0	34	242
08:00 AM	0	0	0	0	0	0	0	22	0	22	13	8	0	0	21	0	8	0	0	8	51
08:15 AM	0	0	0	0	0	0	0	22	0	22	19	14	0	0	33	0	11	1	0	12	67
08:30 AM	0	0	0	0	0	0	0	16	0	16	17	5	0	0	22	0	13	0	0	13	51
08:45 AM	0	0	0	0	0	0	0	14	0	14	34	16	0	0	50	0	3	1	0	4	68
Total	0	0	0	0	0	0	0	74	0	74	83	43	0	0	126	0	35	2	0	37	237
09:00 AM	0	0	0	0	0	0	0	15	0	15	16	11	0	0	27	0	9	0	0	9	51
09:15 AM	0	0	0	0	0	0	0	16	0	16	22	17	0	0	39	0	10	0	0	10	65
09:30 AM	0	0	0	0	0	0	0	18	0	18	26	22	0	0	48	0	7	0	0	7	73
09:45 AM	0	0	0	0	0	0	0	27	0	27	22	15	0	0	37	0	10	1	0	11	75
Total	0	0	0	0	0	0	0	76	0	76	86	65	0	0	151	0	36	1	0	37	264
*** BREAK ***																					
11:00 AM	0	0	0	0	0	0	0	24	0	24	21	19	0	0	40	0	7	1	0	8	72
11:15 AM	0	0	0	0	0	0	0	14	0	14	37	19	0	0	56	0	12	0	0	12	82
11:30 AM	0	0	0	0	0	0	0	19	0	19	24	14	0	0	38	0	9	0	0	9	66
11:45 AM	0	0	0	0	0	0	0	13	0	13	26	17	0	0	43	0	9	0	0	9	65
Total	0	0	0	0	0	0	0	70	0	70	108	69	0	0	177	0	37	1	0	38	285
12:00 PM	0	0	0	0	0	0	0	20	0	20	29	20	0	0	49	0	9	2	0	11	80
12:15 PM	0	0	0	0	0	0	0	18	0	18	25	11	0	0	36	0	12	0	0	12	66
12:30 PM	0	0	0	0	0	0	0	14	0	14	26	17	0	0	43	0	8	0	0	8	65
12:45 PM	0	0	0	0	0	0	0	15	0	15	23	18	0	0	41	0	7	1	0	8	64
Total	0	0	0	0	0	0	0	67	0	67	103	66	0	0	169	0	36	3	0	39	275
*** BREAK ***																					
03:00 PM	0	0	0	0	0	0	0	14	0	14	21	13	0	0	34	0	12	0	0	12	60
03:15 PM	0	0	0	0	0	0	0	15	0	15	20	17	0	0	37	0	10	0	0	10	62
03:30 PM	0	0	0	0	0	0	0	17	0	17	21	14	0	0	35	0	7	0	0	7	59
03:45 PM	0	0	0	0	0	0	0	13	0	13	25	7	0	0	32	0	17	0	0	17	62
Total	0	0	0	0	0	0	0	59	0	59	87	51	0	0	138	0	46	0	0	46	243
04:00 PM	0	0	0	0	0	0	0	21	0	21	25	16	0	0	41	0	9	1	0	10	72
04:15 PM	0	0	0	0	0	0	0	14	0	14	19	19	0	0	38	0	9	0	0	9	61
04:30 PM	0	0	0	0	0	0	0	25	0	25	12	10	0	0	22	0	10	0	0	10	57
04:45 PM	0	0	0	0	0	0	0	16	0	16	19	10	0	0	29	0	10	0	0	10	55
Total	0	0	0	0	0	0	0	76	0	76	75	55	0	0	130	0	38	1	0	39	245
05:00 PM	0	0	0	0	0	0	0	17	0	17	21	10	0	0	31	0	9	0	0	9	57
05:15 PM	0	0	0	0	0	0	0	20	0	20	28	13	0	0	41	0	10	0	0	10	71
05:30 PM	0	0	0	0	0	0	0	14	0	14	18	13	0	0	31	0	9	0	0	9	54
05:45 PM	0	0	0	0	0	0	0	16	0	16	5	8	0	0	13	0	14	0	0	14	43
Total	0	0	0	0	0	0	0	67	0	67	72	44	0	0	116	0	42	0	0	42	225
Grand Total	0	0	0	0	0	0	0	574	0	574	686	444	0	0	1130	0	303	9	0	312	2016
Apprch %	0	0	0	0		0	0	100	0		60.7	39.3	0	0		0	97.1	2.9	0		
Total %	0	0	0	0	0	0	0	28.5	0	28.5	34	22	0	0	56.1	0	15	0.4	0	15.5	

File Name : SR 326 at NW 77th St
Site Code : 00000000
Start Date : 2/13/2024
Page No : 2

	N/A Northbound					NW 77TH STREET Southbound					STATE ROAD 326 Eastbound					STATE ROAD 326 Westbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:00 AM																					
09:00 AM	0	0	0	0	0	0	0	15	0	15	16	11	0	0	27	0	9	0	0	9	51
09:15 AM	0	0	0	0	0	0	0	16	0	16	22	17	0	0	39	0	**10**	0	0	10	65
09:30 AM	0	0	0	0	0	0	0	18	0	18	**26**	**22**	0	0	**48**	0	7	0	0	7	73
09:45 AM	0	0	0	0	0	0	0	**27**	0	**27**	22	15	0	0	37	0	10	**1**	0	**11**	**75**
Total Volume	0	0	0	0	0	0	0	76	0	76	86	65	0	0	151	0	36	1	0	37	264
% App. Total	0	0	0	0		0	0	100	0		57	43	0	0		0	97.3	2.7	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.704	.000	.704	.827	.739	.000	.000	.786	.000	.900	.250	.000	.841	.880
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:15 AM					08:45 AM					07:45 AM					
+0 mins.	0	0	0	0	0	0	0	22	0	22	**34**	16	0	0	**50**	0	**18**	0	0	**18**	
+15 mins.	0	0	0	0	0	0	0	20	0	20	16	11	0	0	27	0	8	0	0	8	
+30 mins.	0	0	0	0	0	0	0	**23**	0	**23**	22	17	0	0	39	0	11	**1**	0	12	
+45 mins.	0	0	0	0	0	0	0	22	0	22	26	**22**	0	0	48	0	13	0	0	13	
Total Volume	0	0	0	0	0	0	0	87	0	87	98	66	0	0	164	0	50	1	0	51	
% App. Total	0	0	0	0		0	0	100	0		59.8	40.2	0	0		0	98	2	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.946	.000	.946	.721	.750	.000	.000	.820	.000	.694	.250	.000	.708	
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	0	0	0	0	0	0	0	14	0	14	**37**	19	0	0	**56**	0	**12**	0	0	**12**	**82**
11:30 AM	0	0	0	0	0	0	0	19	0	19	24	14	0	0	38	0	9	0	0	9	66
11:45 AM	0	0	0	0	0	0	0	13	0	13	26	17	0	0	43	0	9	0	0	9	65
12:00 PM	0	0	0	0	0	0	0	**20**	0	**20**	29	**20**	0	0	49	0	9	**2**	0	11	80
Total Volume	0	0	0	0	0	0	0	66	0	66	116	70	0	0	186	0	39	2	0	41	293
% App. Total	0	0	0	0		0	0	100	0		62.4	37.6	0	0		0	95.1	4.9	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.825	.000	.825	.784	.875	.000	.000	.830	.000	.813	.250	.000	.854	.893
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	10:00 AM					11:00 AM					11:15 AM					11:15 AM					
+0 mins.	0	0	0	0	0	0	0	**24**	0	**24**	**37**	19	0	0	**56**	0	**12**	0	0	**12**	
+15 mins.	0	0	0	0	0	0	0	14	0	14	24	14	0	0	38	0	9	0	0	9	
+30 mins.	0	0	0	0	0	0	0	19	0	19	26	17	0	0	43	0	9	0	0	9	
+45 mins.	0	0	0	0	0	0	0	13	0	13	29	**20**	0	0	49	0	9	**2**	0	11	
Total Volume	0	0	0	0	0	0	0	70	0	70	116	70	0	0	186	0	39	2	0	41	
% App. Total	0	0	0	0		0	0	100	0		62.4	37.6	0	0		0	95.1	4.9	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.729	.000	.729	.784	.875	.000	.000	.830	.000	.813	.250	.000	.854	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	0	0	0	0	0	0	0	15	0	15	20	**17**	0	0	37	0	10	0	0	10	62
03:30 PM	0	0	0	0	0	0	0	17	0	17	21	14	0	0	35	0	7	0	0	7	59
03:45 PM	0	0	0	0	0	0	0	13	0	13	**25**	7	0	0	32	0	**17**	0	0	**17**	62
04:00 PM	0	0	0	0	0	0	0	**21**	0	**21**	25	16	0	0	**41**	0	9	**1**	0	10	**72**
Total Volume	0	0	0	0	0	0	0	66	0	66	91	54	0	0	145	0	43	1	0	44	255
% App. Total	0	0	0	0		0	0	100	0		62.8	37.2	0	0		0	97.7	2.3	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.786	.000	.786	.910	.794	.000	.000	.884	.000	.632	.250	.000	.647	.885

File Name : SR 326 at NW 77th St
Site Code : 00000000
Start Date : 2/13/2024
Page No : 3

	N/A Northbound					NW 77TH STREET Southbound					STATE ROAD 326 Eastbound					STATE ROAD 326 Westbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	02:00 PM					04:30 PM					03:30 PM					03:00 PM					
+0 mins.	0	0	0	0	0	0	0	**25**	0	**25**	21	14	0	0	35	0	12	0	0	12	
+15 mins.	0	0	0	0	0	0	0	16	0	16	**25**	7	0	0	32	0	10	0	0	10	
+30 mins.	0	0	0	0	0	0	0	17	0	17	25	16	0	0	**41**	0	7	0	0	7	
+45 mins.	0	0	0	0	0	0	0	20	0	20	19	**19**	0	0	38	0	**17**	0	0	**17**	
Total Volume	0	0	0	0	0	0	0	78	0	78	90	56	0	0	146	0	46	0	0	46	
% App. Total	0	0	0	0		0	0	100	0		61.6	38.4	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.780	.000	.780	.900	.737	.000	.000	.890	.000	.676	.000	.000	.676	

File Name : SR 326 at NW 77th St (SB Delay 715-815am)
Site Code : 00000000
Start Date : 2/13/2024
Page No : 1

Ln.	No.	Joined Queue	Released From Queue	Delay
1	1	7:15:27 AM	7:16:01 AM	34
1	2	7:15:28 AM	7:16:06 AM	38
1	3	7:15:31 AM	7:16:07 AM	36
1	4	7:15:33 AM	7:16:10 AM	37
1	5	7:15:38 AM	7:16:12 AM	34
1	6	7:15:40 AM	7:16:17 AM	37
1	7	7:15:41 AM	7:16:26 AM	45
1	8	7:15:47 AM	7:16:33 AM	46
1	9	7:16:04 AM	7:16:37 AM	33
1	10	7:16:05 AM	7:16:40 AM	35
1	11	7:16:25 AM	7:16:47 AM	22
1	12	7:16:38 AM	7:17:02 AM	24
1	13	7:16:39 AM	7:17:13 AM	34
1	14	7:16:39 AM	7:17:18 AM	39
1	15	7:16:46 AM	7:17:21 AM	35
1	16	7:16:49 AM	7:17:25 AM	36
1	17	7:17:17 AM	7:17:28 AM	11
1	18	7:17:19 AM	7:17:32 AM	13
1	19	7:17:20 AM	7:17:36 AM	16
1	20	7:17:45 AM	7:18:11 AM	26
1	21	7:17:47 AM	7:18:16 AM	29
1	22	7:18:05 AM	7:18:22 AM	17
1	23	7:18:25 AM	7:18:34 AM	9
1	24	7:18:27 AM	7:18:35 AM	8
1	25	7:18:32 AM	7:18:37 AM	5
1	26	7:18:46 AM	7:18:50 AM	4
1	27	7:18:53 AM	7:18:59 AM	6
1	28	7:19:04 AM	7:19:10 AM	6
1	29	7:19:05 AM	7:19:12 AM	7
1	30	7:19:06 AM	7:19:14 AM	8
1	31	7:19:09 AM	7:19:18 AM	9
1	32	7:19:50 AM	7:20:00 AM	10
1	33	7:19:51 AM	7:20:04 AM	13
1	34	7:19:52 AM	7:20:06 AM	14
1	35	7:19:52 AM	7:20:23 AM	31
1	36	7:19:53 AM	7:20:25 AM	32
1	37	7:19:54 AM	7:20:31 AM	37
1	38	7:19:55 AM	7:20:39 AM	44
1	39	7:19:57 AM	7:20:43 AM	46
1	40	7:20:20 AM	7:20:47 AM	27
1	41	7:20:21 AM	7:20:51 AM	30
1	42	7:20:58 AM	7:21:07 AM	9
1	43	7:21:39 AM	7:21:50 AM	11
1	44	7:21:40 AM	7:21:53 AM	13
1	45	7:21:41 AM	7:21:55 AM	14
1	46	7:21:42 AM	7:21:57 AM	15
1	47	7:21:43 AM	7:22:03 AM	20
1	48	7:21:44 AM	7:22:22 AM	38
1	49	7:21:45 AM	7:22:26 AM	41
1	50	7:21:47 AM	7:22:51 AM	64
1	51	7:21:49 AM	7:22:54 AM	65
1	52	7:22:04 AM	7:22:58 AM	54
1	53	7:22:47 AM	7:23:03 AM	16
1	54	7:22:56 AM	7:23:07 AM	11
1	55	7:23:00 AM	7:23:23 AM	23
1	56	7:23:01 AM	7:23:26 AM	25
1	57	7:23:02 AM	7:23:39 AM	37
1	58	7:23:10 AM	7:23:49 AM	39
1	59	7:23:19 AM	7:23:59 AM	40
1	60	7:23:20 AM	7:24:05 AM	45

File Name : SR 326 at NW 77th St (SB Delay 715-815am)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
1	61	7:23:22 AM	7:24:41 AM	79
1	62	7:23:36 AM	7:24:52 AM	76
1	63	7:23:37 AM	7:24:54 AM	77
1	64	7:23:38 AM	7:24:55 AM	77
1	65	7:24:16 AM	7:24:57 AM	41
1	66	7:25:31 AM	7:26:10 AM	39
1	67	7:25:40 AM	7:26:16 AM	36
1	68	7:26:02 AM	7:26:33 AM	31
1	69	7:26:03 AM	7:26:42 AM	39
1	70	7:26:05 AM	7:26:50 AM	45
1	71	7:26:09 AM	7:26:52 AM	43
1	72	7:26:12 AM	7:26:55 AM	43
1	73	7:26:13 AM	7:26:58 AM	45
1	74	7:26:18 AM	7:27:08 AM	50
1	75	7:26:37 AM	7:27:12 AM	35
1	76	7:26:44 AM	7:27:21 AM	37
1	77	7:26:47 AM	7:27:37 AM	50
1	78	7:26:47 AM	7:28:22 AM	95
1	79	7:26:49 AM	7:28:34 AM	105
1	80	7:27:14 AM	7:28:37 AM	83
1	81	7:27:15 AM	7:29:00 AM	105
1	82	7:28:09 AM	7:29:09 AM	60
1	83	7:29:20 AM	7:29:26 AM	6
1	84	7:29:31 AM	7:29:53 AM	22
1	85	7:29:32 AM	7:29:54 AM	22
1	86	7:29:32 AM	7:29:58 AM	26
1	87	7:29:34 AM	7:30:01 AM	27
1	88	7:29:39 AM	7:30:04 AM	25
1	89	7:29:40 AM	7:30:06 AM	26
1	90	7:29:41 AM	7:30:12 AM	31
1	91	7:29:42 AM	7:30:15 AM	33
1	92	7:29:44 AM	7:30:20 AM	36
1	93	7:29:45 AM	7:30:23 AM	38
1	94	7:29:46 AM	7:30:25 AM	39
1	95	7:29:47 AM	7:30:33 AM	46
1	96	7:29:49 AM	7:30:36 AM	47
1	97	7:29:56 AM	7:30:38 AM	42
1	98	7:29:57 AM	7:30:53 AM	56
1	99	7:29:59 AM	7:31:04 AM	65
1	100	7:30:00 AM	7:31:08 AM	68
1	101	7:30:35 AM	7:31:16 AM	41
1	102	7:30:41 AM	7:31:19 AM	38
1	103	7:30:46 AM	7:31:23 AM	37
1	104	7:31:00 AM	7:31:30 AM	30
1	105	7:31:05 AM	7:31:32 AM	27
1	106	7:31:06 AM	7:31:42 AM	36
1	107	7:31:07 AM	7:31:54 AM	47
1	108	7:31:28 AM	7:31:58 AM	30
1	109	7:31:39 AM	7:32:05 AM	26
1	110	7:31:46 AM	7:32:13 AM	27
1	111	7:31:47 AM	7:32:19 AM	32
1	112	7:31:49 AM	7:32:24 AM	35
1	113	7:31:50 AM	7:32:51 AM	61
1	114	7:31:51 AM	7:32:57 AM	66
1	115	7:31:52 AM	7:33:00 AM	68
1	116	7:31:52 AM	7:33:03 AM	71
1	117	7:32:00 AM	7:33:06 AM	66
1	118	7:32:04 AM	7:33:11 AM	67
1	119	7:32:34 AM	7:33:26 AM	52
1	120	7:32:36 AM	7:33:30 AM	54
1	121	7:32:38 AM	7:33:33 AM	55
1	122	7:32:55 AM	7:33:38 AM	43

File Name : SR 326 at NW 77th St (SB Delay 715-815am)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
1	123	7:33:02 AM	7:33:39 AM	37
1	124	7:33:23 AM	7:33:44 AM	21
1	125	7:33:25 AM	7:33:48 AM	23
1	126	7:33:26 AM	7:33:51 AM	25
1	127	7:33:33 AM	7:33:57 AM	24
1	128	7:33:38 AM	7:33:59 AM	21
1	129	7:33:47 AM	7:34:04 AM	17
1	130	7:33:53 AM	7:34:06 AM	13
1	131	7:34:16 AM	7:34:32 AM	16
1	132	7:34:19 AM	7:34:36 AM	17
1	133	7:34:20 AM	7:34:42 AM	22
1	134	7:34:20 AM	7:34:47 AM	27
1	135	7:34:28 AM	7:34:49 AM	21
1	136	7:34:39 AM	7:34:52 AM	13
1	137	7:35:02 AM	7:35:37 AM	35
1	138	7:35:04 AM	7:35:44 AM	40
1	139	7:35:05 AM	7:35:54 AM	49
1	140	7:35:09 AM	7:36:02 AM	53
1	141	7:35:12 AM	7:36:08 AM	56
1	142	7:35:14 AM	7:36:13 AM	59
1	143	7:35:38 AM	7:36:16 AM	38
1	144	7:35:48 AM	7:36:26 AM	38
1	145	7:35:50 AM	7:36:34 AM	44
1	146	7:36:00 AM	7:36:39 AM	39
1	147	7:36:02 AM	7:36:43 AM	41
1	148	7:36:14 AM	7:36:45 AM	31
1	149	7:36:20 AM	7:36:55 AM	35
1	150	7:36:21 AM	7:36:58 AM	37
1	151	7:36:22 AM	7:37:01 AM	39
1	152	7:37:08 AM	7:37:13 AM	5
1	153	7:37:14 AM	7:37:22 AM	8
1	154	7:38:00 AM	7:38:44 AM	44
1	155	7:38:03 AM	7:38:53 AM	50
1	156	7:38:17 AM	7:39:05 AM	48
1	157	7:38:21 AM	7:39:19 AM	58
1	158	7:38:23 AM	7:39:31 AM	68
1	159	7:38:25 AM	7:39:35 AM	70
1	160	7:38:26 AM	7:39:40 AM	74
1	161	7:38:28 AM	7:39:44 AM	76
1	162	7:38:39 AM	7:39:48 AM	69
1	163	7:38:40 AM	7:39:51 AM	71
1	164	7:38:40 AM	7:39:56 AM	76
1	165	7:38:40 AM	7:39:58 AM	78
1	166	7:38:41 AM	7:40:02 AM	81
1	167	7:38:42 AM	7:40:10 AM	88
1	168	7:38:46 AM	7:40:13 AM	87
1	169	7:39:04 AM	7:41:05 AM	121
1	170	7:39:05 AM	7:41:08 AM	123
1	171	7:39:05 AM	7:41:28 AM	143
1	172	7:39:08 AM	7:41:36 AM	148
1	173	7:39:10 AM	7:41:42 AM	152
1	174	7:39:14 AM	7:41:46 AM	152
1	175	7:39:22 AM	7:41:50 AM	148
1	176	7:39:35 AM	7:41:54 AM	139
1	177	7:39:37 AM	7:41:58 AM	141
1	178	7:39:42 AM	7:42:08 AM	146
1	179	7:40:23 AM	7:42:11 AM	108
1	180	7:40:24 AM	7:42:13 AM	109
1	181	7:40:26 AM	7:42:33 AM	127
1	182	7:40:29 AM	7:42:38 AM	129
1	183	7:41:06 AM	7:42:41 AM	95
1	184	7:41:07 AM	7:42:53 AM	106

File Name : SR 326 at NW 77th St (SB Delay 715-815am)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
1	185	7:41:07 AM	7:42:54 AM	107
1	186	7:41:40 AM	7:42:57 AM	77
1	187	7:41:41 AM	7:43:00 AM	79
1	188	7:42:34 AM	7:43:11 AM	37
1	189	7:42:37 AM	7:43:21 AM	44
1	190	7:42:43 AM	7:43:25 AM	42
1	191	7:42:52 AM	7:43:28 AM	36
1	192	7:43:00 AM	7:43:32 AM	32
1	193	7:43:01 AM	7:43:36 AM	35
1	194	7:43:02 AM	7:43:39 AM	37
1	195	7:43:02 AM	7:43:43 AM	41
1	196	7:43:03 AM	7:43:46 AM	43
1	197	7:43:30 AM	7:43:48 AM	18
1	198	7:43:35 AM	7:43:53 AM	18
1	199	7:44:02 AM	7:44:28 AM	26
1	200	7:44:06 AM	7:44:41 AM	35
1	201	7:44:07 AM	7:44:46 AM	39
1	202	7:44:08 AM	7:44:49 AM	41
1	203	7:44:58 AM	7:45:09 AM	11
1	204	7:45:07 AM	7:45:15 AM	8
1	205	7:45:07 AM	7:45:18 AM	11
1	206	7:45:08 AM	7:45:30 AM	22
1	207	7:45:30 AM	7:45:36 AM	6
1	208	7:45:31 AM	7:45:39 AM	8
1	209	7:45:33 AM	7:45:44 AM	11
1	210	7:45:50 AM	7:45:54 AM	4
1	211	7:46:39 AM	7:46:51 AM	12
1	212	7:46:45 AM	7:47:02 AM	17
1	213	7:46:46 AM	7:47:04 AM	18
1	214	7:46:48 AM	7:47:10 AM	22
1	215	7:46:52 AM	7:47:19 AM	27
1	216	7:46:55 AM	7:47:31 AM	36
1	217	7:47:00 AM	7:47:36 AM	36
1	218	7:47:53 AM	7:47:57 AM	4
1	219	7:47:59 AM	7:48:06 AM	7
1	220	7:48:01 AM	7:48:08 AM	7
1	221	7:48:16 AM	7:49:00 AM	44
1	222	7:48:18 AM	7:49:03 AM	45
1	223	7:48:26 AM	7:49:13 AM	47
1	224	7:49:04 AM	7:49:28 AM	24
1	225	7:49:06 AM	7:49:33 AM	27
1	226	7:49:08 AM	7:49:34 AM	26
1	227	7:49:09 AM	7:49:37 AM	28
1	228	7:49:30 AM	7:49:45 AM	15
1	229	7:49:47 AM	7:49:59 AM	12
1	230	7:49:50 AM	7:50:02 AM	12
1	231	7:49:55 AM	7:50:30 AM	35
1	232	7:50:21 AM	7:51:01 AM	40
1	233	7:50:22 AM	7:51:06 AM	44
1	234	7:50:23 AM	7:51:11 AM	48
1	235	7:50:41 AM	7:51:22 AM	41
1	236	7:50:43 AM	7:51:24 AM	41
1	237	7:50:48 AM	7:51:29 AM	41
1	238	7:50:50 AM	7:51:34 AM	44
1	239	7:50:59 AM	7:51:42 AM	43
1	240	7:51:12 AM	7:51:50 AM	38
1	241	7:51:12 AM	7:51:52 AM	40
1	242	7:51:13 AM	7:52:31 AM	78
1	243	7:51:13 AM	7:52:46 AM	93
1	244	7:51:30 AM	7:52:55 AM	85
1	245	7:51:30 AM	7:53:01 AM	91
1	246	7:51:31 AM	7:53:03 AM	92

File Name : SR 326 at NW 77th St (SB Delay 715-815am)
Site Code : 00000000
Start Date : 2/13/2024
Page No : 5

Ln.	No.	Joined Queue	Released From Queue	Delay
1	247	7:51:41 AM	7:53:06 AM	85
1	248	7:51:55 AM	7:53:18 AM	83
1	249	7:51:58 AM	7:53:23 AM	85
1	250	7:51:59 AM	7:53:28 AM	89
1	251	7:52:00 AM	7:53:35 AM	95
1	252	7:52:35 AM	7:53:40 AM	65
1	253	7:52:49 AM	7:53:45 AM	56
1	254	7:52:53 AM	7:53:56 AM	63
1	255	7:53:39 AM	7:54:03 AM	24
1	256	7:53:48 AM	7:54:46 AM	58
1	257	7:53:49 AM	7:54:48 AM	59
1	258	7:54:01 AM	7:54:51 AM	50
1	259	7:54:02 AM	7:55:02 AM	60
1	260	7:54:11 AM	7:55:04 AM	53
1	261	7:54:13 AM	7:55:07 AM	54
1	262	7:54:18 AM	7:55:11 AM	53
1	263	7:54:43 AM	7:55:13 AM	30
1	264	7:54:44 AM	7:55:23 AM	39
1	265	7:55:09 AM	7:55:38 AM	29
1	266	7:55:10 AM	7:55:42 AM	32
1	267	7:55:11 AM	7:55:45 AM	34
1	268	7:55:12 AM	7:55:56 AM	44
1	269	7:55:26 AM	7:56:00 AM	34
1	270	7:55:29 AM	7:56:02 AM	33
1	271	7:55:36 AM	7:56:04 AM	28
1	272	7:55:51 AM	7:56:13 AM	22
1	273	7:55:55 AM	7:56:39 AM	44
1	274	7:56:07 AM	7:56:48 AM	41
1	275	7:56:08 AM	7:56:50 AM	42
1	276	7:56:09 AM	7:57:04 AM	55
1	277	7:56:11 AM	7:57:06 AM	55
1	278	7:56:14 AM	7:57:08 AM	54
1	279	7:56:45 AM	7:57:11 AM	26
1	280	7:56:47 AM	7:57:20 AM	33
1	281	7:56:47 AM	7:57:24 AM	37
1	282	7:56:58 AM	7:57:28 AM	30
1	283	7:57:26 AM	7:57:32 AM	6
1	284	7:57:30 AM	7:57:47 AM	17
1	285	7:57:31 AM	7:57:55 AM	24
1	286	7:57:33 AM	7:58:00 AM	27
1	287	7:57:49 AM	7:58:08 AM	19
1	288	7:58:11 AM	7:58:18 AM	7
1	289	7:58:12 AM	7:58:20 AM	8
1	290	7:58:13 AM	7:58:33 AM	20
1	291	7:58:13 AM	7:58:44 AM	31
1	292	7:58:14 AM	7:59:06 AM	52
1	293	7:58:17 AM	7:59:12 AM	55
1	294	7:58:26 AM	7:59:15 AM	49
1	295	7:58:27 AM	7:59:21 AM	54
1	296	7:58:57 AM	7:59:22 AM	25
1	297	7:59:17 AM	7:59:28 AM	11
1	298	7:59:40 AM	8:00:04 AM	24
1	299	7:59:42 AM	8:00:10 AM	28
1	300	7:59:43 AM	8:00:11 AM	28
1	301	7:59:47 AM	8:00:17 AM	30
1	302	7:59:49 AM	8:00:28 AM	39
1	303	7:59:51 AM	8:00:37 AM	46
1	304	7:59:52 AM	8:00:47 AM	55
1	305	7:59:53 AM	8:00:55 AM	62
1	306	7:59:53 AM	8:01:02 AM	69
1	307	7:59:59 AM	8:01:05 AM	66
1	308	8:00:00 AM	8:01:20 AM	80

File Name : SR 326 at NW 77th St (SB Delay 715-815am)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
1	309	8:00:14 AM	8:01:24 AM	70
1	310	8:00:31 AM	8:01:26 AM	55
1	311	8:00:32 AM	8:01:34 AM	62
1	312	8:00:34 AM	8:01:36 AM	62
1	313	8:01:21 AM	8:01:40 AM	19
1	314	8:01:22 AM	8:01:50 AM	28
1	315	8:01:38 AM	8:01:59 AM	21
1	316	8:01:39 AM	8:02:05 AM	26
1	317	8:01:39 AM	8:02:16 AM	37
1	318	8:01:40 AM	8:02:21 AM	41
1	319	8:01:53 AM	8:02:24 AM	31
1	320	8:02:57 AM	8:03:06 AM	9
1	321	8:03:06 AM	8:03:16 AM	10
1	322	8:03:17 AM	8:03:36 AM	19
1	323	8:03:18 AM	8:03:39 AM	21
1	324	8:03:19 AM	8:03:43 AM	24
1	325	8:03:22 AM	8:03:46 AM	24
1	326	8:03:23 AM	8:03:50 AM	27
1	327	8:03:29 AM	8:03:55 AM	26
1	328	8:03:30 AM	8:04:04 AM	34
1	329	8:03:32 AM	8:04:06 AM	34
1	330	8:03:41 AM	8:04:10 AM	29
1	331	8:03:54 AM	8:04:16 AM	22
1	332	8:04:02 AM	8:04:18 AM	16
1	333	8:04:10 AM	8:04:21 AM	11
1	334	8:04:23 AM	8:04:29 AM	6
1	335	8:04:41 AM	8:04:54 AM	13
1	336	8:04:52 AM	8:05:31 AM	39
1	337	8:04:53 AM	8:05:32 AM	39
1	338	8:05:38 AM	8:05:41 AM	3
1	339	8:06:15 AM	8:06:31 AM	16
1	340	8:06:16 AM	8:06:35 AM	19
1	341	8:06:34 AM	8:06:45 AM	11
1	342	8:06:44 AM	8:07:06 AM	22
1	343	8:07:31 AM	8:07:36 AM	5
1	344	8:07:31 AM	8:07:39 AM	8
1	345	8:07:32 AM	8:07:41 AM	9
1	346	8:08:03 AM	8:08:13 AM	10
1	347	8:08:17 AM	8:08:23 AM	6
1	348	8:08:19 AM	8:08:26 AM	7
1	349	8:08:49 AM	8:08:57 AM	8
1	350	8:09:04 AM	8:10:19 AM	75
1	351	8:09:05 AM	8:10:22 AM	77
1	352	8:09:06 AM	8:10:26 AM	80
1	353	8:09:07 AM	8:10:40 AM	93
1	354	8:09:42 AM	8:10:47 AM	65
1	355	8:09:43 AM	8:10:51 AM	68
1	356	8:09:44 AM	8:10:54 AM	70
1	357	8:09:45 AM	8:10:58 AM	73
1	358	8:09:46 AM	8:11:07 AM	81
1	359	8:10:24 AM	8:11:22 AM	58
1	360	8:10:25 AM	8:11:49 AM	84
1	361	8:10:46 AM	8:12:04 AM	78
1	362	8:10:46 AM	8:12:23 AM	97
1	363	8:10:48 AM	8:12:27 AM	99
1	364	8:10:49 AM	8:12:30 AM	101
1	365	8:10:49 AM	8:12:33 AM	104
1	366	8:11:02 AM	8:12:36 AM	94
1	367	8:11:03 AM	8:12:40 AM	97
1	368	8:11:09 AM	8:12:42 AM	93
1	369	8:11:09 AM	8:12:49 AM	100
1	370	8:11:15 AM	8:12:52 AM	97

File Name : SR 326 at NW 77th St (SB Delay 715-815am)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
1	371	8:11:16 AM	8:12:57 AM	101
1	372	8:11:38 AM	8:13:03 AM	85
1	373	8:11:40 AM	8:13:12 AM	92
1	374	8:11:54 AM	8:13:15 AM	81
1	375	8:11:57 AM	8:13:17 AM	80
1	376	8:12:13 AM	8:13:24 AM	71
1	377	8:13:09 AM	8:13:47 AM	38
1	378	8:13:10 AM	8:13:49 AM	39
1	379	8:13:12 AM	8:13:53 AM	41
1	380	8:13:25 AM	8:13:58 AM	33
1	381	8:13:25 AM	8:14:00 AM	35
1	382	8:13:26 AM	8:14:04 AM	38
1	383	8:13:34 AM	8:14:10 AM	36
1	384	8:14:01 AM	8:14:22 AM	21
1	385	8:14:03 AM	8:14:27 AM	24
1	386	8:14:29 AM	8:14:43 AM	14
1	387	8:14:33 AM	8:14:50 AM	17
1	388	8:14:36 AM	8:14:59 AM	23

Summary Information:

7:15:00 AM - 8:15:00 AM	SB Approach
Total Vehicle Count:	388
Delayed Vehicle Count:	388
Through Vehicle Count:	0
Average Stopped Time:	44.31
Maximum Stopped Time:	152
Min. Secs. for Delay:	0
Average Queue:	4.81
Queue Density:	5.60
Maximum Queue:	18
Delay in Vehicle Hour:	4.81
Total Delay:	17193

File Name : SR 326 at NW 77th St (EB Left Delay 715-815am)
Site Code : 00000000
Start Date : 2/13/2024
Page No : 1

Ln.	No.	Joined Queue	Released From Queue	Delay
1	1	7:15:00 AM	7:15:04 AM	4
1	2	7:15:08 AM	7:15:16 AM	8
1	3	7:16:01 AM	7:16:03 AM	2
1	4	7:16:04 AM	7:16:12 AM	8
1	5	7:16:14 AM	7:16:21 AM	7
1	6	7:16:16 AM	7:16:23 AM	7
1	7	7:16:45 AM	7:16:49 AM	4
1	8	7:17:01 AM	7:17:04 AM	3
1	9	7:18:00 AM	7:18:12 AM	12
1	10	7:18:02 AM	7:18:16 AM	14
1	11	7:18:05 AM	7:18:18 AM	13
1	12	7:18:06 AM	7:18:20 AM	14
1	13	7:18:07 AM	7:18:25 AM	18
1	14	7:18:18 AM	7:18:27 AM	9
1	15	7:18:24 AM	7:18:28 AM	4
1	16	7:18:24 AM	7:18:30 AM	6
1	17	7:18:26 AM	7:18:32 AM	6
1	18	7:18:36 AM	7:18:38 AM	2
1	19	7:18:39 AM	7:18:41 AM	2
1	20	7:18:46 AM	7:18:48 AM	2
1	21	7:19:07 AM	7:19:13 AM	6
1	22	7:19:14 AM	7:19:17 AM	3
1	23	7:19:18 AM	7:19:22 AM	4
1	24	7:20:10 AM	7:20:13 AM	3
1	25	7:20:22 AM	7:20:30 AM	8
1	26	7:20:31 AM	7:20:39 AM	8
1	27	7:20:31 AM	7:20:43 AM	12
1	28	7:20:32 AM	7:20:46 AM	14
1	29	7:20:32 AM	7:20:52 AM	20
1	30	7:20:47 AM	7:20:53 AM	6
1	31	7:20:48 AM	7:20:54 AM	6
1	32	7:21:00 AM	7:21:03 AM	3
1	33	7:21:58 AM	7:22:08 AM	10
1	34	7:22:15 AM	7:22:40 AM	25
1	35	7:22:26 AM	7:22:47 AM	21
1	36	7:22:29 AM	7:22:51 AM	22
1	37	7:22:46 AM	7:22:56 AM	10
1	38	7:23:12 AM	7:23:15 AM	3
1	39	7:23:39 AM	7:23:45 AM	6
1	40	7:24:30 AM	7:24:55 AM	25
1	41	7:24:33 AM	7:24:58 AM	25
1	42	7:24:38 AM	7:25:04 AM	26
1	43	7:24:39 AM	7:25:09 AM	30
1	44	7:24:42 AM	7:25:11 AM	29
1	45	7:24:48 AM	7:25:21 AM	33
1	46	7:24:49 AM	7:25:24 AM	35
1	47	7:24:53 AM	7:25:29 AM	36
1	48	7:25:00 AM	7:25:34 AM	34
1	49	7:25:01 AM	7:25:37 AM	36
1	50	7:25:20 AM	7:25:56 AM	36
1	51	7:25:54 AM	7:25:59 AM	5
1	52	7:25:57 AM	7:26:01 AM	4
1	53	7:26:06 AM	7:26:08 AM	2
1	54	7:26:07 AM	7:26:10 AM	3
1	55	7:26:11 AM	7:26:37 AM	26
1	56	7:26:12 AM	7:26:39 AM	27
1	57	7:26:13 AM	7:26:42 AM	29
1	58	7:26:13 AM	7:26:56 AM	43
1	59	7:26:13 AM	7:26:59 AM	46
1	60	7:26:18 AM	7:27:08 AM	50

File Name : SR 326 at NW 77th St (EB Left Delay 715-815am)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
1	61	7:26:27 AM	7:27:12 AM	45
1	62	7:26:28 AM	7:27:14 AM	46
1	63	7:26:47 AM	7:28:11 AM	84
1	64	7:26:47 AM	7:28:14 AM	87
1	65	7:26:48 AM	7:28:24 AM	96
1	66	7:27:11 AM	7:28:26 AM	75
1	67	7:28:18 AM	7:28:49 AM	31
1	68	7:28:28 AM	7:28:54 AM	26
1	69	7:28:28 AM	7:28:58 AM	30
1	70	7:28:29 AM	7:29:04 AM	35
1	71	7:28:53 AM	7:29:10 AM	17
1	72	7:29:10 AM	7:29:15 AM	5
1	73	7:30:19 AM	7:30:23 AM	4
1	74	7:30:24 AM	7:30:41 AM	17
1	75	7:30:25 AM	7:30:51 AM	26
1	76	7:30:25 AM	7:30:53 AM	28
1	77	7:30:26 AM	7:30:56 AM	30
1	78	7:30:40 AM	7:30:57 AM	17
1	79	7:30:40 AM	7:30:59 AM	19
1	80	7:30:40 AM	7:31:02 AM	22
1	81	7:32:06 AM	7:32:08 AM	2
1	82	7:32:26 AM	7:32:37 AM	11
1	83	7:32:28 AM	7:32:42 AM	14
1	84	7:32:30 AM	7:32:48 AM	18
1	85	7:32:32 AM	7:32:51 AM	19
1	86	7:32:33 AM	7:32:54 AM	21
1	87	7:32:33 AM	7:32:58 AM	25
1	88	7:32:34 AM	7:33:00 AM	26
1	89	7:32:39 AM	7:33:12 AM	33
1	90	7:32:57 AM	7:33:20 AM	23
1	91	7:33:11 AM	7:33:21 AM	10
1	92	7:33:53 AM	7:33:57 AM	4
1	93	7:33:56 AM	7:34:00 AM	4
1	94	7:34:01 AM	7:34:04 AM	3
1	95	7:34:02 AM	7:34:06 AM	4
1	96	7:34:02 AM	7:34:07 AM	5
1	97	7:34:31 AM	7:34:33 AM	2
1	98	7:34:42 AM	7:34:45 AM	3
1	99	7:35:13 AM	7:35:27 AM	14
1	100	7:35:13 AM	7:35:28 AM	15
1	101	7:36:00 AM	7:36:02 AM	2
1	102	7:36:01 AM	7:36:05 AM	4
1	103	7:36:02 AM	7:36:07 AM	5
1	104	7:36:04 AM	7:36:11 AM	7
1	105	7:36:12 AM	7:36:19 AM	7
1	106	7:36:14 AM	7:36:23 AM	9
1	107	7:36:29 AM	7:36:31 AM	2
1	108	7:36:48 AM	7:36:54 AM	6
1	109	7:36:51 AM	7:36:58 AM	7
1	110	7:36:54 AM	7:37:00 AM	6
1	111	7:37:04 AM	7:37:06 AM	2
1	112	7:37:05 AM	7:37:09 AM	4
1	113	7:37:07 AM	7:37:11 AM	4
1	114	7:37:12 AM	7:37:16 AM	4
1	115	7:38:16 AM	7:38:26 AM	10
1	116	7:38:20 AM	7:38:30 AM	10
1	117	7:38:32 AM	7:38:39 AM	7
1	118	7:38:47 AM	7:38:51 AM	4
1	119	7:38:49 AM	7:38:54 AM	5
1	120	7:39:07 AM	7:39:10 AM	3
1	121	7:40:18 AM	7:40:54 AM	36
1	122	7:40:32 AM	7:41:19 AM	47

File Name : SR 326 at NW 77th St (EB Left Delay 715-815am)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
1	123	7:40:37 AM	7:41:25 AM	48
1	124	7:40:45 AM	7:41:32 AM	47
1	125	7:40:58 AM	7:41:33 AM	35
1	126	7:41:16 AM	7:41:38 AM	22
1	127	7:41:27 AM	7:41:42 AM	15
1	128	7:41:45 AM	7:41:57 AM	12
1	129	7:41:48 AM	7:42:00 AM	12
1	130	7:42:05 AM	7:42:15 AM	10
1	131	7:42:06 AM	7:42:16 AM	10
1	132	7:42:13 AM	7:42:26 AM	13
1	133	7:42:18 AM	7:42:40 AM	22
1	134	7:42:28 AM	7:42:42 AM	14
1	135	7:42:29 AM	7:42:45 AM	16
1	136	7:42:30 AM	7:42:48 AM	18
1	137	7:42:50 AM	7:42:56 AM	6
1	138	7:42:57 AM	7:43:00 AM	3
1	139	7:44:04 AM	7:44:12 AM	8
1	140	7:44:09 AM	7:44:14 AM	5
1	141	7:44:20 AM	7:44:23 AM	3
1	142	7:44:27 AM	7:44:35 AM	8
1	143	7:44:36 AM	7:44:40 AM	4
1	144	7:44:37 AM	7:44:42 AM	5
1	145	7:44:42 AM	7:44:46 AM	4
1	146	7:44:44 AM	7:44:55 AM	11
1	147	7:45:10 AM	7:45:16 AM	6
1	148	7:45:48 AM	7:45:51 AM	3
1	149	7:46:12 AM	7:46:29 AM	17
1	150	7:46:16 AM	7:46:34 AM	18
1	151	7:46:43 AM	7:46:51 AM	8
1	152	7:46:50 AM	7:46:54 AM	4
1	153	7:46:52 AM	7:46:56 AM	4
1	154	7:46:53 AM	7:46:58 AM	5
1	155	7:46:53 AM	7:47:01 AM	8
1	156	7:47:03 AM	7:47:11 AM	8
1	157	7:48:01 AM	7:48:24 AM	23
1	158	7:48:05 AM	7:48:44 AM	39
1	159	7:48:09 AM	7:48:48 AM	39
1	160	7:48:13 AM	7:48:58 AM	45
1	161	7:48:19 AM	7:49:00 AM	41
1	162	7:48:36 AM	7:49:03 AM	27
1	163	7:48:50 AM	7:49:10 AM	20
1	164	7:49:10 AM	7:49:13 AM	3
1	165	7:49:12 AM	7:49:15 AM	3
1	166	7:49:52 AM	7:49:57 AM	5
1	167	7:50:01 AM	7:50:19 AM	18
1	168	7:50:03 AM	7:50:28 AM	25
1	169	7:50:07 AM	7:50:32 AM	25
1	170	7:50:08 AM	7:50:35 AM	27
1	171	7:50:08 AM	7:50:37 AM	29
1	172	7:50:23 AM	7:50:45 AM	22
1	173	7:51:07 AM	7:51:12 AM	5
1	174	7:51:10 AM	7:51:17 AM	7
1	175	7:51:19 AM	7:51:24 AM	5
1	176	7:51:23 AM	7:51:31 AM	8
1	177	7:52:07 AM	7:52:16 AM	9
1	178	7:52:10 AM	7:52:25 AM	15
1	179	7:52:12 AM	7:52:42 AM	30
1	180	7:52:20 AM	7:52:46 AM	26
1	181	7:52:27 AM	7:52:47 AM	20
1	182	7:52:31 AM	7:53:09 AM	38
1	183	7:52:49 AM	7:53:14 AM	25
1	184	7:52:50 AM	7:53:18 AM	28

File Name : SR 326 at NW 77th St (EB Left Delay 715-815am)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
1	185	7:52:50 AM	7:53:22 AM	32
1	186	7:53:04 AM	7:53:23 AM	19
1	187	7:53:05 AM	7:53:28 AM	23
1	188	7:54:23 AM	7:54:34 AM	11
1	189	7:54:29 AM	7:54:37 AM	8
1	190	7:54:39 AM	7:54:44 AM	5
1	191	7:54:41 AM	7:54:53 AM	12
1	192	7:54:43 AM	7:54:57 AM	14
1	193	7:54:47 AM	7:54:59 AM	12
1	194	7:54:52 AM	7:55:01 AM	9
1	195	7:55:00 AM	7:55:10 AM	10
1	196	7:56:23 AM	7:56:26 AM	3
1	197	7:56:30 AM	7:56:35 AM	5
1	198	7:56:47 AM	7:56:51 AM	4
1	199	7:56:48 AM	7:56:53 AM	5
1	200	7:57:08 AM	7:57:18 AM	10
1	201	7:57:14 AM	7:57:23 AM	9
1	202	7:57:57 AM	7:58:01 AM	4
1	203	7:58:00 AM	7:58:02 AM	2
1	204	7:58:04 AM	7:58:05 AM	1
1	205	7:58:12 AM	7:58:19 AM	7
1	206	7:58:12 AM	7:58:21 AM	9
1	207	7:58:13 AM	7:58:31 AM	18
1	208	7:58:25 AM	7:58:41 AM	16
1	209	7:58:25 AM	7:58:54 AM	29
1	210	7:58:26 AM	7:59:01 AM	35
1	211	7:58:34 AM	7:59:03 AM	29
1	212	7:58:35 AM	7:59:07 AM	32
1	213	7:58:41 AM	7:59:11 AM	30
1	214	7:59:08 AM	7:59:14 AM	6
1	215	7:59:18 AM	7:59:29 AM	11
1	216	7:59:25 AM	7:59:46 AM	21
1	217	8:00:01 AM	8:00:48 AM	47
1	218	8:00:22 AM	8:00:51 AM	29
1	219	8:00:50 AM	8:01:09 AM	19
1	220	8:01:08 AM	8:01:12 AM	4
1	221	8:02:21 AM	8:02:38 AM	17
1	222	8:02:22 AM	8:02:50 AM	28
1	223	8:02:25 AM	8:02:52 AM	27
1	224	8:02:26 AM	8:02:55 AM	29
1	225	8:02:40 AM	8:03:04 AM	24
1	226	8:02:47 AM	8:03:05 AM	18
1	227	8:02:59 AM	8:03:07 AM	8
1	228	8:02:59 AM	8:03:09 AM	10
1	229	8:03:00 AM	8:03:12 AM	12
1	230	8:03:11 AM	8:03:19 AM	8
1	231	8:04:13 AM	8:04:16 AM	3
1	232	8:04:15 AM	8:04:19 AM	4
1	233	8:04:18 AM	8:04:31 AM	13
1	234	8:04:47 AM	8:05:20 AM	33
1	235	8:04:48 AM	8:05:26 AM	38
1	236	8:04:58 AM	8:05:28 AM	30
1	237	8:04:58 AM	8:05:34 AM	36
1	238	8:05:16 AM	8:05:42 AM	26
1	239	8:06:28 AM	8:06:33 AM	5
1	240	8:06:32 AM	8:06:35 AM	3
1	241	8:06:57 AM	8:07:29 AM	32
1	242	8:06:58 AM	8:07:32 AM	34
1	243	8:06:58 AM	8:07:35 AM	37
1	244	8:07:22 AM	8:07:39 AM	17
1	245	8:07:52 AM	8:07:58 AM	6
1	246	8:07:59 AM	8:08:01 AM	2

File Name : SR 326 at NW 77th St (EB Left Delay 715-815am)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
1	247	8:08:00 AM	8:08:03 AM	3
1	248	8:08:02 AM	8:08:08 AM	6
1	249	8:08:15 AM	8:08:19 AM	4
1	250	8:08:24 AM	8:08:30 AM	6
1	251	8:08:32 AM	8:08:37 AM	5
1	252	8:08:38 AM	8:08:41 AM	3
1	253	8:08:39 AM	8:08:44 AM	5
1	254	8:09:01 AM	8:09:22 AM	21
1	255	8:10:04 AM	8:10:09 AM	5
1	256	8:10:06 AM	8:10:11 AM	5
1	257	8:10:16 AM	8:10:22 AM	6
1	258	8:10:32 AM	8:10:34 AM	2
1	259	8:10:57 AM	8:10:58 AM	1
1	260	8:10:59 AM	8:11:05 AM	6
1	261	8:10:59 AM	8:11:07 AM	8
1	262	8:12:19 AM	8:12:23 AM	4
1	263	8:12:25 AM	8:12:28 AM	3
1	264	8:12:30 AM	8:12:33 AM	3
1	265	8:12:32 AM	8:12:37 AM	5
1	266	8:13:04 AM	8:13:06 AM	2
1	267	8:13:43 AM	8:13:45 AM	2
1	268	8:13:54 AM	8:14:10 AM	16
1	269	8:14:07 AM	8:14:14 AM	7
1	270	8:14:18 AM	8:14:22 AM	4
1	271	8:14:21 AM	8:14:25 AM	4
1	272	8:14:34 AM	8:14:36 AM	2
1	273	8:14:35 AM	8:14:41 AM	6

Summary Information:

7:15:00 AM - 8:15:00 AM	EB Left
Total Vehicle Count:	273
Delayed Vehicle Count:	273
Through Vehicle Count:	0
Average Stopped Time:	15.84
Maximum Stopped Time:	96
Min. Secs. for Delay:	0
Average Queue:	1.21
Queue Density:	2.54
Maximum Queue:	8
Delay in Vehicle Hour:	1.21
Total Delay:	4325

Stanley Consultants, Inc.

File Name : SR 326 at NW 77th St (12-1pm Delays)
Site Code : 00000000
Start Date : 2/13/2024
Page No : 1

Ln.	No.	Joined Queue	Released From Queue	Delay
2	1	12:00:00 PM	12:00:06 PM	6
2	2	12:00:04 PM	12:00:19 PM	15
2	3	12:00:29 PM	12:00:31 PM	2
2	4	12:00:31 PM	12:00:42 PM	11
2	5	12:00:32 PM	12:00:43 PM	11
2	6	12:01:09 PM	12:01:20 PM	11
2	7	12:01:16 PM	12:01:24 PM	8
2	8	12:01:25 PM	12:01:27 PM	2
2	9	12:01:41 PM	12:01:47 PM	6
2	10	12:01:43 PM	12:01:50 PM	7
2	11	12:03:15 PM	12:03:17 PM	2
2	12	12:03:18 PM	12:03:40 PM	22
2	13	12:03:34 PM	12:03:46 PM	12
2	14	12:03:38 PM	12:03:48 PM	10
2	15	12:03:46 PM	12:03:53 PM	7
2	16	12:03:56 PM	12:04:08 PM	12
2	17	12:04:13 PM	12:04:26 PM	13
2	18	12:04:23 PM	12:04:32 PM	9
2	19	12:04:35 PM	12:04:43 PM	8
2	20	12:04:44 PM	12:04:52 PM	8
2	21	12:04:46 PM	12:05:07 PM	21
2	22	12:04:56 PM	12:05:15 PM	19
2	23	12:04:57 PM	12:05:16 PM	19
2	24	12:05:09 PM	12:05:22 PM	13
2	25	12:05:40 PM	12:05:44 PM	4
2	26	12:06:49 PM	12:07:02 PM	13
2	27	12:06:51 PM	12:07:12 PM	21
2	28	12:06:52 PM	12:07:15 PM	23
2	29	12:06:53 PM	12:07:16 PM	23
2	30	12:06:54 PM	12:07:25 PM	31
2	31	12:06:54 PM	12:07:31 PM	37
2	32	12:07:07 PM	12:07:34 PM	27
2	33	12:07:08 PM	12:07:37 PM	29
2	34	12:07:46 PM	12:07:49 PM	3
2	35	12:07:47 PM	12:07:50 PM	3
2	36	12:07:55 PM	12:08:00 PM	5
2	37	12:07:57 PM	12:08:01 PM	4
2	38	12:07:58 PM	12:08:06 PM	8
2	39	12:08:04 PM	12:08:26 PM	22
2	40	12:08:36 PM	12:08:52 PM	16
2	41	12:08:40 PM	12:08:54 PM	14
2	42	12:09:07 PM	12:09:15 PM	8
2	43	12:09:10 PM	12:09:25 PM	15
2	44	12:09:28 PM	12:09:59 PM	31
2	45	12:09:29 PM	12:10:03 PM	34
2	46	12:09:42 PM	12:10:09 PM	27
2	47	12:09:48 PM	12:10:11 PM	23
2	48	12:09:53 PM	12:10:27 PM	34
2	49	12:09:53 PM	12:10:32 PM	39
2	50	12:10:21 PM	12:10:37 PM	16
2	51	12:10:41 PM	12:10:48 PM	7
2	52	12:10:46 PM	12:10:49 PM	3
2	53	12:10:48 PM	12:10:53 PM	5
2	54	12:10:55 PM	12:11:03 PM	8
2	55	12:11:03 PM	12:11:04 PM	1
2	56	12:11:04 PM	12:11:22 PM	18
2	57	12:11:08 PM	12:11:29 PM	21
2	58	12:11:09 PM	12:11:37 PM	28
2	59	12:11:10 PM	12:11:38 PM	28
2	60	12:11:10 PM	12:11:41 PM	31
2	61	12:11:35 PM	12:12:03 PM	28

File Name : SR 326 at NW 77th St (12-1pm Delays)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
2	62	12:11:35 PM	12:12:13 PM	38
2	63	12:11:43 PM	12:12:14 PM	31
2	64	12:11:58 PM	12:12:19 PM	21
2	65	12:12:06 PM	12:12:21 PM	15
2	66	12:12:30 PM	12:12:41 PM	11
2	67	12:12:31 PM	12:12:54 PM	23
2	68	12:12:33 PM	12:12:55 PM	22
2	69	12:12:38 PM	12:12:57 PM	19
2	70	12:12:38 PM	12:13:04 PM	26
2	71	12:12:39 PM	12:13:11 PM	32
2	72	12:13:07 PM	12:13:20 PM	13
2	73	12:13:09 PM	12:13:22 PM	13
2	74	12:13:12 PM	12:13:26 PM	14
2	75	12:13:12 PM	12:13:42 PM	30
2	76	12:13:29 PM	12:13:47 PM	18
2	77	12:13:31 PM	12:14:18 PM	47
2	78	12:14:01 PM	12:14:18 PM	17
2	79	12:14:02 PM	12:14:20 PM	18
2	80	12:14:02 PM	12:14:22 PM	20
2	81	12:14:04 PM	12:14:26 PM	22
2	82	12:14:05 PM	12:14:34 PM	29
2	83	12:14:32 PM	12:14:51 PM	19
2	84	12:14:33 PM	12:14:58 PM	25
2	85	12:14:49 PM	12:15:04 PM	15
2	86	12:14:50 PM	12:15:10 PM	20
2	87	12:16:03 PM	12:17:04 PM	61
2	88	12:16:07 PM	12:17:09 PM	62
2	89	12:16:17 PM	12:17:09 PM	52
2	90	12:16:19 PM	12:17:12 PM	53
2	91	12:16:29 PM	12:17:15 PM	46
2	92	12:16:30 PM	12:17:17 PM	47
2	93	12:16:43 PM	12:17:19 PM	36
2	94	12:16:44 PM	12:17:31 PM	47
2	95	12:16:45 PM	12:17:42 PM	57
2	96	12:16:46 PM	12:17:43 PM	57
2	97	12:17:07 PM	12:17:50 PM	43
2	98	12:17:08 PM	12:17:59 PM	51
2	99	12:17:34 PM	12:18:00 PM	26
2	100	12:17:38 PM	12:18:07 PM	29
2	101	12:17:40 PM	12:18:33 PM	53
2	102	12:17:41 PM	12:18:35 PM	54
2	103	12:18:08 PM	12:18:42 PM	34
2	104	12:18:09 PM	12:18:47 PM	38
2	105	12:18:11 PM	12:19:13 PM	62
2	106	12:18:11 PM	12:19:14 PM	63
2	107	12:18:28 PM	12:19:18 PM	50
2	108	12:18:28 PM	12:19:21 PM	53
2	109	12:18:29 PM	12:19:32 PM	63
2	110	12:19:10 PM	12:19:36 PM	26
2	111	12:19:10 PM	12:19:44 PM	34
2	112	12:19:15 PM	12:19:46 PM	31
2	113	12:19:27 PM	12:19:50 PM	23
2	114	12:19:39 PM	12:20:01 PM	22
2	115	12:19:39 PM	12:20:07 PM	28
2	116	12:19:54 PM	12:20:23 PM	29
2	117	12:19:55 PM	12:20:43 PM	48
2	118	12:19:56 PM	12:20:43 PM	47
2	119	12:19:56 PM	12:20:46 PM	50
2	120	12:19:57 PM	12:20:49 PM	52
2	121	12:19:57 PM	12:20:59 PM	62
2	122	12:19:58 PM	12:21:01 PM	63
2	123	12:20:14 PM	12:21:02 PM	48
2	124	12:20:14 PM	12:21:05 PM	51

File Name : SR 326 at NW 77th St (12-1pm Delays)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
2	125	12:20:15 PM	12:21:07 PM	52
2	126	12:20:26 PM	12:21:19 PM	53
2	127	12:20:37 PM	12:21:20 PM	43
2	128	12:20:37 PM	12:21:23 PM	46
2	129	12:20:39 PM	12:21:24 PM	45
2	130	12:20:48 PM	12:21:29 PM	41
2	131	12:20:57 PM	12:21:31 PM	34
2	132	12:20:58 PM	12:21:35 PM	37
2	133	12:22:22 PM	12:22:38 PM	16
2	134	12:22:50 PM	12:23:12 PM	22
2	135	12:22:55 PM	12:23:13 PM	18
2	136	12:22:57 PM	12:23:14 PM	17
2	137	12:23:05 PM	12:23:20 PM	15
2	138	12:23:07 PM	12:23:32 PM	25
2	139	12:23:08 PM	12:23:32 PM	24
2	140	12:23:08 PM	12:23:38 PM	30
2	141	12:23:08 PM	12:23:42 PM	34
2	142	12:23:27 PM	12:23:51 PM	24
2	143	12:24:24 PM	12:24:31 PM	7
2	144	12:24:30 PM	12:24:34 PM	4
2	145	12:24:38 PM	12:24:42 PM	4
2	146	12:24:48 PM	12:24:56 PM	8
2	147	12:25:06 PM	12:25:11 PM	5
2	148	12:25:07 PM	12:25:14 PM	7
2	149	12:26:06 PM	12:26:23 PM	17
2	150	12:26:08 PM	12:26:38 PM	30
2	151	12:26:09 PM	12:26:46 PM	37
2	152	12:26:10 PM	12:26:49 PM	39
2	153	12:26:45 PM	12:27:04 PM	19
2	154	12:26:45 PM	12:27:14 PM	29
2	155	12:26:52 PM	12:27:16 PM	24
2	156	12:26:53 PM	12:27:22 PM	29
2	157	12:26:53 PM	12:27:24 PM	31
2	158	12:27:04 PM	12:27:26 PM	22
2	159	12:27:05 PM	12:27:28 PM	23
2	160	12:27:05 PM	12:27:37 PM	32
2	161	12:27:36 PM	12:27:43 PM	7
2	162	12:27:36 PM	12:27:48 PM	12
2	163	12:28:12 PM	12:28:28 PM	16
2	164	12:28:13 PM	12:28:38 PM	25
2	165	12:28:14 PM	12:28:49 PM	35
2	166	12:28:14 PM	12:28:53 PM	39
2	167	12:28:15 PM	12:29:38 PM	83
2	168	12:28:42 PM	12:29:41 PM	59
2	169	12:28:42 PM	12:29:54 PM	72
2	170	12:29:02 PM	12:29:56 PM	54
2	171	12:29:20 PM	12:29:58 PM	38
2	172	12:29:20 PM	12:30:01 PM	41
2	173	12:29:20 PM	12:30:02 PM	42
2	174	12:29:21 PM	12:30:06 PM	45
2	175	12:30:19 PM	12:30:26 PM	7
2	176	12:30:19 PM	12:30:35 PM	16
2	177	12:30:20 PM	12:30:58 PM	38
2	178	12:30:21 PM	12:30:59 PM	38
2	179	12:30:22 PM	12:31:03 PM	41
2	180	12:31:25 PM	12:31:28 PM	3
2	181	12:31:26 PM	12:31:54 PM	28
2	182	12:31:34 PM	12:32:08 PM	34
2	183	12:31:43 PM	12:32:10 PM	27
2	184	12:31:45 PM	12:32:15 PM	30
2	185	12:31:45 PM	12:32:18 PM	33
2	186	12:31:53 PM	12:32:29 PM	36
2	187	12:31:54 PM	12:32:32 PM	38

File Name : SR 326 at NW 77th St (12-1pm Delays)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
2	188	12:32:04 PM	12:32:40 PM	36
2	189	12:32:06 PM	12:32:41 PM	35
2	190	12:32:21 PM	12:32:44 PM	23
2	191	12:32:22 PM	12:32:52 PM	30
2	192	12:32:58 PM	12:33:03 PM	5
2	193	12:32:59 PM	12:33:08 PM	9
2	194	12:33:32 PM	12:33:59 PM	27
2	195	12:33:47 PM	12:34:06 PM	19
2	196	12:34:20 PM	12:34:24 PM	4
2	197	12:34:30 PM	12:34:35 PM	5
2	198	12:34:31 PM	12:34:36 PM	5
2	199	12:34:46 PM	12:34:52 PM	6
2	200	12:35:17 PM	12:35:34 PM	17
2	201	12:35:19 PM	12:35:35 PM	16
2	202	12:35:19 PM	12:35:36 PM	17
2	203	12:36:10 PM	12:36:15 PM	5
2	204	12:36:11 PM	12:36:32 PM	21
2	205	12:36:20 PM	12:36:39 PM	19
2	206	12:36:25 PM	12:36:40 PM	15
2	207	12:36:25 PM	12:36:42 PM	17
2	208	12:36:26 PM	12:36:54 PM	28
2	209	12:36:26 PM	12:36:55 PM	29
2	210	12:36:47 PM	12:37:02 PM	15
2	211	12:36:48 PM	12:37:08 PM	20
2	212	12:37:19 PM	12:37:25 PM	6
2	213	12:37:19 PM	12:37:28 PM	9
2	214	12:37:20 PM	12:37:31 PM	11
2	215	12:38:09 PM	12:38:42 PM	33
2	216	12:38:10 PM	12:38:53 PM	43
2	217	12:38:11 PM	12:39:02 PM	51
2	218	12:38:12 PM	12:39:06 PM	54
2	219	12:38:13 PM	12:39:08 PM	55
2	220	12:38:28 PM	12:39:11 PM	43
2	221	12:38:30 PM	12:39:17 PM	47
2	222	12:38:31 PM	12:39:19 PM	48
2	223	12:39:00 PM	12:39:21 PM	21
2	224	12:39:01 PM	12:39:26 PM	25
2	225	12:39:12 PM	12:39:30 PM	18
2	226	12:39:13 PM	12:39:39 PM	26
2	227	12:39:15 PM	12:39:41 PM	26
2	228	12:39:16 PM	12:39:53 PM	37
2	229	12:39:38 PM	12:39:56 PM	18
2	230	12:39:39 PM	12:40:09 PM	30
2	231	12:40:18 PM	12:40:30 PM	12
2	232	12:40:18 PM	12:40:41 PM	23
2	233	12:40:19 PM	12:40:42 PM	23
2	234	12:40:20 PM	12:40:45 PM	25
2	235	12:40:24 PM	12:40:47 PM	23
2	236	12:40:25 PM	12:40:54 PM	29
2	237	12:40:29 PM	12:40:55 PM	26
2	238	12:40:38 PM	12:41:02 PM	24
2	239	12:40:39 PM	12:41:08 PM	29
2	240	12:40:40 PM	12:41:11 PM	31
2	241	12:40:41 PM	12:41:12 PM	31
2	242	12:40:50 PM	12:41:20 PM	30
2	243	12:40:51 PM	12:41:25 PM	34
2	244	12:40:52 PM	12:41:36 PM	44
2	245	12:40:53 PM	12:41:43 PM	50
2	246	12:41:13 PM	12:41:45 PM	32
2	247	12:41:14 PM	12:41:50 PM	36
2	248	12:41:51 PM	12:41:56 PM	5
2	249	12:42:03 PM	12:42:08 PM	5
2	250	12:42:03 PM	12:42:09 PM	6

File Name : SR 326 at NW 77th St (12-1pm Delays)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
2	251	12:42:04 PM	12:42:21 PM	17
2	252	12:42:05 PM	12:42:22 PM	17
2	253	12:42:25 PM	12:42:38 PM	13
2	254	12:42:26 PM	12:42:46 PM	20
2	255	12:42:27 PM	12:42:48 PM	21
2	256	12:42:39 PM	12:42:51 PM	12
2	257	12:42:40 PM	12:42:57 PM	17
2	258	12:42:43 PM	12:43:09 PM	26
2	259	12:43:15 PM	12:43:24 PM	9
2	260	12:43:25 PM	12:43:31 PM	6
2	261	12:43:31 PM	12:43:35 PM	4
2	262	12:44:35 PM	12:44:50 PM	15
2	263	12:44:36 PM	12:45:31 PM	55
2	264	12:44:36 PM	12:45:37 PM	61
2	265	12:45:37 PM	12:45:55 PM	18
2	266	12:45:39 PM	12:45:56 PM	17
2	267	12:45:40 PM	12:46:02 PM	22
2	268	12:45:45 PM	12:46:08 PM	23
2	269	12:45:46 PM	12:46:10 PM	24
2	270	12:45:47 PM	12:46:14 PM	27
2	271	12:45:48 PM	12:46:17 PM	29
2	272	12:45:59 PM	12:46:19 PM	20
2	273	12:45:59 PM	12:46:25 PM	26
2	274	12:46:46 PM	12:47:09 PM	23
2	275	12:46:53 PM	12:47:16 PM	23
2	276	12:46:54 PM	12:47:26 PM	32
2	277	12:47:17 PM	12:47:28 PM	11
2	278	12:47:19 PM	12:47:31 PM	12
2	279	12:47:41 PM	12:47:54 PM	13
2	280	12:47:42 PM	12:48:04 PM	22
2	281	12:47:44 PM	12:48:05 PM	21
2	282	12:47:45 PM	12:48:07 PM	22
2	283	12:48:11 PM	12:48:14 PM	3
2	284	12:48:12 PM	12:48:15 PM	3
2	285	12:48:21 PM	12:48:23 PM	2
2	286	12:48:22 PM	12:48:25 PM	3
2	287	12:49:15 PM	12:49:18 PM	3
2	288	12:49:15 PM	12:49:21 PM	6
2	289	12:49:17 PM	12:49:26 PM	9
2	290	12:49:18 PM	12:49:27 PM	9
2	291	12:49:23 PM	12:49:28 PM	5
2	292	12:49:25 PM	12:49:32 PM	7
2	293	12:49:48 PM	12:49:59 PM	11
2	294	12:49:49 PM	12:50:02 PM	13
2	295	12:49:55 PM	12:50:11 PM	16
2	296	12:50:17 PM	12:50:23 PM	6
2	297	12:50:18 PM	12:50:25 PM	7
2	298	12:50:19 PM	12:50:35 PM	16
2	299	12:50:46 PM	12:50:53 PM	7
2	300	12:50:58 PM	12:51:02 PM	4
2	301	12:51:14 PM	12:51:18 PM	4
2	302	12:51:39 PM	12:51:52 PM	13
2	303	12:51:46 PM	12:51:55 PM	9
2	304	12:51:47 PM	12:52:00 PM	13
2	305	12:52:10 PM	12:52:17 PM	7
2	306	12:52:15 PM	12:52:35 PM	20
2	307	12:52:16 PM	12:52:40 PM	24
2	308	12:52:19 PM	12:52:50 PM	31
2	309	12:52:39 PM	12:52:55 PM	16
2	310	12:52:44 PM	12:52:58 PM	14
2	311	12:52:44 PM	12:53:02 PM	18
2	312	12:52:45 PM	12:53:10 PM	25
2	313	12:53:04 PM	12:53:26 PM	22

File Name : SR 326 at NW 77th St (12-1pm Delays)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
2	314	12:53:21 PM	12:53:27 PM	6
2	315	12:53:22 PM	12:53:51 PM	29
2	316	12:53:27 PM	12:54:30 PM	63
2	317	12:53:40 PM	12:54:33 PM	53
2	318	12:53:40 PM	12:54:38 PM	58
2	319	12:53:41 PM	12:54:44 PM	63
2	320	12:53:51 PM	12:54:44 PM	53
2	321	12:53:53 PM	12:54:47 PM	54
2	322	12:54:21 PM	12:54:51 PM	30
2	323	12:54:40 PM	12:54:55 PM	15
2	324	12:54:40 PM	12:55:01 PM	21
2	325	12:54:41 PM	12:55:05 PM	24
2	326	12:54:42 PM	12:55:13 PM	31
2	327	12:54:42 PM	12:55:19 PM	37
2	328	12:55:15 PM	12:55:24 PM	9
2	329	12:55:59 PM	12:56:05 PM	6
2	330	12:56:01 PM	12:56:10 PM	9
2	331	12:57:13 PM	12:57:24 PM	11
2	332	12:57:14 PM	12:57:29 PM	15
2	333	12:57:57 PM	12:58:06 PM	9
2	334	12:57:58 PM	12:58:17 PM	19
2	335	12:58:07 PM	12:58:18 PM	11
2	336	12:58:08 PM	12:58:20 PM	12
2	337	12:58:08 PM	12:58:25 PM	17
2	338	12:58:10 PM	12:58:29 PM	19
2	339	12:58:26 PM	12:58:35 PM	9
2	340	12:58:27 PM	12:58:37 PM	10
2	341	12:58:47 PM	12:58:51 PM	4
2	342	12:58:57 PM	12:59:09 PM	12
2	343	12:59:01 PM	12:59:16 PM	15
2	344	12:59:10 PM	12:59:31 PM	21
2	345	12:59:11 PM	12:59:34 PM	23
2	346	12:59:16 PM	12:59:38 PM	22

Summary Information:

12:00:00 PM - 1:00:00 PM	SB Approach
Total Vehicle Count:	346
Delayed Vehicle Count:	346
Through Vehicle Count:	0
Average Stopped Time:	24.53
Maximum Stopped Time:	83
Min. Secs. for Delay:	0
Average Queue:	2.37
Queue Density:	3.47
Maximum Queue:	13
Delay in Vehicle Hour:	2.37
Total Delay:	8487

Stanley Consultants, Inc.

File Name : SR 326 at NW 77th St (12-1pm Delays)
Site Code : 00000000
Start Date : 2/13/2024
Page No : 1

Ln.	No.	Joined Queue	Released From Queue	Delay
1	1	12:00:00 PM	12:00:05 PM	5
1	2	12:00:17 PM	12:00:21 PM	4
1	3	12:00:43 PM	12:00:49 PM	6
1	4	12:00:49 PM	12:00:51 PM	2
1	5	12:01:08 PM	12:01:18 PM	10
1	6	12:01:09 PM	12:01:28 PM	19
1	7	12:01:22 PM	12:01:30 PM	8
1	8	12:01:22 PM	12:01:31 PM	9
1	9	12:01:40 PM	12:01:45 PM	5
1	10	12:01:50 PM	12:02:02 PM	12
1	11	12:01:53 PM	12:02:03 PM	10
1	12	12:03:01 PM	12:03:02 PM	1
1	13	12:03:03 PM	12:03:06 PM	3
1	14	12:03:04 PM	12:03:19 PM	15
1	15	12:03:06 PM	12:03:21 PM	15
1	16	12:03:09 PM	12:03:27 PM	18
1	17	12:03:13 PM	12:03:32 PM	19
1	18	12:03:20 PM	12:03:54 PM	34
1	19	12:03:24 PM	12:03:55 PM	31
1	20	12:03:30 PM	12:03:59 PM	29
1	21	12:03:31 PM	12:04:09 PM	38
1	22	12:03:31 PM	12:04:10 PM	39
1	23	12:03:32 PM	12:04:14 PM	42
1	24	12:04:34 PM	12:04:40 PM	6
1	25	12:04:48 PM	12:04:53 PM	5
1	26	12:04:48 PM	12:05:03 PM	15
1	27	12:04:49 PM	12:05:10 PM	21
1	28	12:04:50 PM	12:05:12 PM	22
1	29	12:05:01 PM	12:05:19 PM	18
1	30	12:05:02 PM	12:05:23 PM	21
1	31	12:05:30 PM	12:05:35 PM	5
1	32	12:06:12 PM	12:06:20 PM	8
1	33	12:06:13 PM	12:06:23 PM	10
1	34	12:06:35 PM	12:06:45 PM	10
1	35	12:06:36 PM	12:06:47 PM	11
1	36	12:06:38 PM	12:06:51 PM	13
1	37	12:06:38 PM	12:07:01 PM	23
1	38	12:06:41 PM	12:07:05 PM	24
1	39	12:06:43 PM	12:07:10 PM	27
1	40	12:06:44 PM	12:07:11 PM	27
1	41	12:06:44 PM	12:07:18 PM	34
1	42	12:06:58 PM	12:07:27 PM	29
1	43	12:06:59 PM	12:07:29 PM	30
1	44	12:07:00 PM	12:07:31 PM	31
1	45	12:07:09 PM	12:07:39 PM	30
1	46	12:07:48 PM	12:08:01 PM	13
1	47	12:08:03 PM	12:08:14 PM	11
1	48	12:08:09 PM	12:08:15 PM	6
1	49	12:08:11 PM	12:08:17 PM	6
1	50	12:08:19 PM	12:08:28 PM	9
1	51	12:08:20 PM	12:08:32 PM	12
1	52	12:08:21 PM	12:08:41 PM	20
1	53	12:08:23 PM	12:08:43 PM	20
1	54	12:08:23 PM	12:08:55 PM	32
1	55	12:08:24 PM	12:09:18 PM	54
1	56	12:08:51 PM	12:09:25 PM	34
1	57	12:10:05 PM	12:10:07 PM	2
1	58	12:10:06 PM	12:10:19 PM	13
1	59	12:10:22 PM	12:10:27 PM	5
1	60	12:10:38 PM	12:10:44 PM	6
1	61	12:10:39 PM	12:11:01 PM	22

File Name : SR 326 at NW 77th St (12-1pm Delays)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
1	62	12:10:50 PM	12:11:02 PM	12
1	63	12:11:06 PM	12:11:16 PM	10
1	64	12:11:44 PM	12:12:15 PM	31
1	65	12:11:53 PM	12:12:16 PM	23
1	66	12:11:59 PM	12:12:22 PM	23
1	67	12:12:00 PM	12:12:25 PM	25
1	68	12:12:00 PM	12:12:36 PM	36
1	69	12:12:02 PM	12:12:43 PM	41
1	70	12:12:02 PM	12:12:44 PM	42
1	71	12:12:17 PM	12:12:45 PM	28
1	72	12:12:22 PM	12:12:58 PM	36
1	73	12:12:46 PM	12:12:59 PM	13
1	74	12:12:47 PM	12:13:01 PM	14
1	75	12:12:48 PM	12:13:03 PM	15
1	76	12:13:55 PM	12:14:23 PM	28
1	77	12:13:56 PM	12:14:24 PM	28
1	78	12:13:57 PM	12:14:30 PM	33
1	79	12:14:06 PM	12:14:37 PM	31
1	80	12:14:09 PM	12:14:38 PM	29
1	81	12:14:09 PM	12:14:56 PM	47
1	82	12:14:10 PM	12:15:01 PM	51
1	83	12:14:11 PM	12:15:03 PM	52
1	84	12:14:14 PM	12:15:10 PM	56
1	85	12:14:40 PM	12:15:12 PM	32
1	86	12:14:41 PM	12:15:17 PM	36
1	87	12:14:42 PM	12:15:18 PM	36
1	88	12:14:43 PM	12:15:20 PM	37
1	89	12:14:43 PM	12:15:23 PM	40
1	90	12:14:43 PM	12:15:25 PM	42
1	91	12:14:44 PM	12:15:28 PM	44
1	92	12:14:47 PM	12:15:34 PM	47
1	93	12:16:06 PM	12:16:11 PM	5
1	94	12:16:20 PM	12:16:47 PM	27
1	95	12:16:21 PM	12:16:51 PM	30
1	96	12:16:25 PM	12:17:02 PM	37
1	97	12:17:43 PM	12:17:45 PM	2
1	98	12:17:44 PM	12:17:52 PM	8
1	99	12:17:46 PM	12:17:53 PM	7
1	100	12:17:47 PM	12:17:55 PM	8
1	101	12:17:47 PM	12:17:58 PM	11
1	102	12:17:48 PM	12:17:59 PM	11
1	103	12:17:49 PM	12:18:13 PM	24
1	104	12:17:49 PM	12:18:15 PM	26
1	105	12:17:50 PM	12:18:18 PM	28
1	106	12:18:03 PM	12:18:22 PM	19
1	107	12:18:05 PM	12:18:36 PM	31
1	108	12:18:05 PM	12:18:40 PM	35
1	109	12:18:06 PM	12:18:46 PM	40
1	110	12:19:11 PM	12:19:12 PM	1
1	111	12:19:21 PM	12:19:23 PM	2
1	112	12:19:28 PM	12:19:40 PM	12
1	113	12:19:28 PM	12:19:41 PM	13
1	114	12:19:30 PM	12:19:48 PM	18
1	115	12:20:16 PM	12:20:20 PM	4
1	116	12:21:04 PM	12:21:18 PM	14
1	117	12:21:21 PM	12:21:27 PM	6
1	118	12:21:28 PM	12:21:39 PM	11
1	119	12:21:52 PM	12:21:57 PM	5
1	120	12:21:53 PM	12:22:04 PM	11
1	121	12:21:54 PM	12:22:06 PM	12
1	122	12:22:05 PM	12:22:09 PM	4
1	123	12:22:07 PM	12:22:13 PM	6
1	124	12:22:48 PM	12:22:57 PM	9

File Name : SR 326 at NW 77th St (12-1pm Delays)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
1	125	12:22:49 PM	12:22:58 PM	9
1	126	12:22:52 PM	12:23:02 PM	10
1	127	12:23:01 PM	12:23:04 PM	3
1	128	12:23:04 PM	12:23:10 PM	6
1	129	12:23:09 PM	12:23:21 PM	12
1	130	12:23:10 PM	12:23:29 PM	19
1	131	12:23:23 PM	12:23:36 PM	13
1	132	12:23:24 PM	12:23:41 PM	17
1	133	12:23:44 PM	12:23:59 PM	15
1	134	12:23:46 PM	12:24:01 PM	15
1	135	12:23:52 PM	12:24:10 PM	18
1	136	12:23:54 PM	12:24:13 PM	19
1	137	12:23:55 PM	12:24:18 PM	23
1	138	12:24:53 PM	12:25:00 PM	7
1	139	12:24:55 PM	12:25:02 PM	7
1	140	12:25:08 PM	12:25:27 PM	19
1	141	12:25:12 PM	12:25:29 PM	17
1	142	12:25:13 PM	12:25:36 PM	23
1	143	12:25:29 PM	12:25:38 PM	9
1	144	12:25:31 PM	12:25:52 PM	21
1	145	12:25:40 PM	12:26:25 PM	45
1	146	12:25:41 PM	12:26:31 PM	50
1	147	12:25:42 PM	12:26:37 PM	55
1	148	12:25:42 PM	12:26:38 PM	56
1	149	12:25:43 PM	12:26:43 PM	60
1	150	12:25:43 PM	12:26:44 PM	61
1	151	12:26:14 PM	12:27:01 PM	47
1	152	12:26:21 PM	12:27:08 PM	47
1	153	12:26:22 PM	12:27:11 PM	49
1	154	12:27:07 PM	12:27:14 PM	7
1	155	12:27:10 PM	12:27:18 PM	8
1	156	12:27:10 PM	12:27:21 PM	11
1	157	12:27:49 PM	12:27:57 PM	8
1	158	12:27:56 PM	12:28:03 PM	7
1	159	12:28:04 PM	12:28:15 PM	11
1	160	12:28:24 PM	12:28:31 PM	7
1	161	12:28:26 PM	12:28:36 PM	10
1	162	12:28:26 PM	12:28:44 PM	18
1	163	12:28:27 PM	12:28:59 PM	32
1	164	12:28:27 PM	12:29:03 PM	36
1	165	12:28:45 PM	12:29:06 PM	21
1	166	12:28:46 PM	12:29:11 PM	25
1	167	12:28:58 PM	12:29:14 PM	16
1	168	12:29:14 PM	12:29:23 PM	9
1	169	12:29:24 PM	12:29:33 PM	9
1	170	12:29:50 PM	12:30:05 PM	15
1	171	12:30:13 PM	12:30:15 PM	2
1	172	12:30:14 PM	12:30:16 PM	2
1	173	12:30:14 PM	12:30:18 PM	4
1	174	12:30:17 PM	12:30:36 PM	19
1	175	12:30:23 PM	12:30:57 PM	34
1	176	12:30:24 PM	12:30:58 PM	34
1	177	12:30:25 PM	12:31:06 PM	41
1	178	12:30:38 PM	12:31:11 PM	33
1	179	12:31:01 PM	12:31:17 PM	16
1	180	12:31:02 PM	12:31:35 PM	33
1	181	12:31:12 PM	12:31:40 PM	28
1	182	12:31:14 PM	12:31:47 PM	33
1	183	12:31:34 PM	12:31:50 PM	16
1	184	12:32:07 PM	12:32:10 PM	3
1	185	12:32:23 PM	12:32:36 PM	13
1	186	12:32:30 PM	12:32:38 PM	8
1	187	12:32:35 PM	12:32:47 PM	12

File Name : SR 326 at NW 77th St (12-1pm Delays)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
1	188	12:32:39 PM	12:32:49 PM	10
1	189	12:32:40 PM	12:32:51 PM	11
1	190	12:32:54 PM	12:32:58 PM	4
1	191	12:32:56 PM	12:33:03 PM	7
1	192	12:32:57 PM	12:33:07 PM	10
1	193	12:33:10 PM	12:33:17 PM	7
1	194	12:33:47 PM	12:33:59 PM	12
1	195	12:33:48 PM	12:34:08 PM	20
1	196	12:33:55 PM	12:34:10 PM	15
1	197	12:34:02 PM	12:34:13 PM	11
1	198	12:34:04 PM	12:34:17 PM	13
1	199	12:34:04 PM	12:34:19 PM	15
1	200	12:34:14 PM	12:34:25 PM	11
1	201	12:34:15 PM	12:34:29 PM	14
1	202	12:34:34 PM	12:34:43 PM	9
1	203	12:34:40 PM	12:34:44 PM	4
1	204	12:34:42 PM	12:34:48 PM	6
1	205	12:34:54 PM	12:35:02 PM	8
1	206	12:35:48 PM	12:35:51 PM	3
1	207	12:35:49 PM	12:35:52 PM	3
1	208	12:35:50 PM	12:35:58 PM	8
1	209	12:35:53 PM	12:35:58 PM	5
1	210	12:36:10 PM	12:36:13 PM	3
1	211	12:36:11 PM	12:36:14 PM	3
1	212	12:36:21 PM	12:36:23 PM	2
1	213	12:36:22 PM	12:36:23 PM	1
1	214	12:36:23 PM	12:36:33 PM	10
1	215	12:36:26 PM	12:36:34 PM	8
1	216	12:36:27 PM	12:36:50 PM	23
1	217	12:36:36 PM	12:36:53 PM	17
1	218	12:36:37 PM	12:36:54 PM	17
1	219	12:36:37 PM	12:36:58 PM	21
1	220	12:36:38 PM	12:37:01 PM	23
1	221	12:36:38 PM	12:37:11 PM	33
1	222	12:37:30 PM	12:37:40 PM	10
1	223	12:37:38 PM	12:37:45 PM	7
1	224	12:37:39 PM	12:38:07 PM	28
1	225	12:38:08 PM	12:38:15 PM	7
1	226	12:38:08 PM	12:38:16 PM	8
1	227	12:38:21 PM	12:38:33 PM	12
1	228	12:39:32 PM	12:39:34 PM	2
1	229	12:39:52 PM	12:40:14 PM	22
1	230	12:39:52 PM	12:40:31 PM	39
1	231	12:40:00 PM	12:40:32 PM	32
1	232	12:40:01 PM	12:40:45 PM	44
1	233	12:40:02 PM	12:40:53 PM	51
1	234	12:40:02 PM	12:40:54 PM	52
1	235	12:40:06 PM	12:41:01 PM	55
1	236	12:40:07 PM	12:41:06 PM	59
1	237	12:40:07 PM	12:41:07 PM	60
1	238	12:40:08 PM	12:41:10 PM	62
1	239	12:41:00 PM	12:41:15 PM	15
1	240	12:41:00 PM	12:41:16 PM	16
1	241	12:41:33 PM	12:41:40 PM	7
1	242	12:41:35 PM	12:41:48 PM	13
1	243	12:41:36 PM	12:41:52 PM	16
1	244	12:41:39 PM	12:41:56 PM	17
1	245	12:42:02 PM	12:42:07 PM	5
1	246	12:42:20 PM	12:42:37 PM	17
1	247	12:43:10 PM	12:43:15 PM	5
1	248	12:43:11 PM	12:43:21 PM	10
1	249	12:43:11 PM	12:43:27 PM	16
1	250	12:43:12 PM	12:43:29 PM	17

File Name : SR 326 at NW 77th St (12-1pm Delays)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
1	251	12:43:23 PM	12:43:36 PM	13
1	252	12:43:39 PM	12:43:50 PM	11
1	253	12:44:10 PM	12:44:16 PM	6
1	254	12:44:10 PM	12:44:20 PM	10
1	255	12:45:01 PM	12:45:41 PM	40
1	256	12:45:02 PM	12:46:04 PM	62
1	257	12:45:04 PM	12:46:04 PM	60
1	258	12:45:08 PM	12:46:08 PM	60
1	259	12:45:13 PM	12:46:15 PM	62
1	260	12:45:16 PM	12:46:16 PM	60
1	261	12:45:18 PM	12:46:21 PM	63
1	262	12:45:24 PM	12:46:22 PM	58
1	263	12:45:28 PM	12:46:25 PM	57
1	264	12:45:29 PM	12:46:33 PM	64
1	265	12:45:53 PM	12:46:34 PM	41
1	266	12:45:53 PM	12:46:39 PM	46
1	267	12:46:48 PM	12:47:11 PM	23
1	268	12:46:48 PM	12:47:12 PM	24
1	269	12:47:06 PM	12:47:20 PM	14
1	270	12:47:14 PM	12:47:23 PM	9
1	271	12:47:15 PM	12:47:36 PM	21
1	272	12:47:25 PM	12:47:47 PM	22
1	273	12:47:25 PM	12:48:08 PM	43
1	274	12:47:26 PM	12:48:10 PM	44
1	275	12:48:30 PM	12:48:42 PM	12
1	276	12:48:36 PM	12:49:02 PM	26
1	277	12:48:40 PM	12:49:06 PM	26
1	278	12:48:52 PM	12:49:09 PM	17
1	279	12:48:59 PM	12:49:12 PM	13
1	280	12:49:00 PM	12:49:33 PM	33
1	281	12:50:22 PM	12:50:26 PM	4
1	282	12:50:28 PM	12:50:35 PM	7
1	283	12:50:46 PM	12:50:54 PM	8
1	284	12:50:47 PM	12:50:55 PM	8
1	285	12:50:47 PM	12:50:57 PM	10
1	286	12:50:59 PM	12:51:04 PM	5
1	287	12:51:00 PM	12:51:13 PM	13
1	288	12:51:24 PM	12:51:28 PM	4
1	289	12:51:51 PM	12:51:58 PM	7
1	290	12:52:07 PM	12:52:19 PM	12
1	291	12:52:12 PM	12:52:21 PM	9
1	292	12:52:13 PM	12:52:23 PM	10
1	293	12:52:14 PM	12:52:24 PM	10
1	294	12:52:14 PM	12:52:28 PM	14
1	295	12:52:32 PM	12:52:41 PM	9
1	296	12:52:42 PM	12:52:48 PM	6
1	297	12:52:47 PM	12:52:55 PM	8
1	298	12:53:04 PM	12:53:06 PM	2
1	299	12:53:05 PM	12:53:10 PM	5
1	300	12:53:14 PM	12:53:19 PM	5
1	301	12:53:44 PM	12:53:49 PM	5
1	302	12:53:50 PM	12:53:54 PM	4
1	303	12:53:55 PM	12:54:08 PM	13
1	304	12:54:04 PM	12:54:19 PM	15
1	305	12:54:24 PM	12:54:29 PM	5
1	306	12:54:24 PM	12:54:46 PM	22
1	307	12:54:26 PM	12:54:47 PM	21
1	308	12:54:56 PM	12:54:58 PM	2
1	309	12:56:02 PM	12:56:10 PM	8
1	310	12:56:24 PM	12:56:34 PM	10
1	311	12:56:33 PM	12:56:44 PM	11
1	312	12:56:34 PM	12:56:46 PM	12
1	313	12:56:43 PM	12:56:54 PM	11

File Name : SR 326 at NW 77th St (12-1pm Delays)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
1	314	12:56:48 PM	12:56:58 PM	10
1	315	12:56:50 PM	12:57:02 PM	12
1	316	12:57:04 PM	12:57:07 PM	3
1	317	12:57:37 PM	12:57:49 PM	12
1	318	12:57:45 PM	12:57:52 PM	7
1	319	12:57:46 PM	12:57:55 PM	9
1	320	12:57:56 PM	12:58:04 PM	8
1	321	12:57:56 PM	12:58:13 PM	17
1	322	12:58:11 PM	12:58:15 PM	4
1	323	12:58:12 PM	12:58:19 PM	7
1	324	12:58:22 PM	12:58:29 PM	7
1	325	12:58:34 PM	12:58:38 PM	4
1	326	12:58:34 PM	12:58:39 PM	5
1	327	12:58:44 PM	12:58:53 PM	9
1	328	12:58:45 PM	12:58:55 PM	10
1	329	12:58:46 PM	12:59:03 PM	17
1	330	12:59:05 PM	12:59:11 PM	6
1	331	12:59:35 PM	12:59:40 PM	5
1	332	12:59:35 PM	12:59:42 PM	7
1	333	12:59:42 PM	12:59:45 PM	3
1	334	12:59:44 PM	12:59:46 PM	2
1	335	12:59:47 PM	12:59:53 PM	6

Summary Information:

12:00:00 PM - 1:00:00 PM	EB Left
Total Vehicle Count:	335
Delayed Vehicle Count:	335
Through Vehicle Count:	0
Average Stopped Time:	19.29
Maximum Stopped Time:	64
Min. Secs. for Delay:	0
Average Queue:	1.80
Queue Density:	3.00
Maximum Queue:	12
Delay in Vehicle Hour:	1.80
Total Delay:	6463

Stanley Consultants, Inc.

File Name : SR 326 at NW 77th St (345-445p Delays)
Site Code : 00000000
Start Date : 2/13/2024
Page No : 1

Ln.	No.	Joined Queue	Released From Queue	Delay
1	1	3:45:01 PM	3:45:06 PM	5
1	2	3:45:01 PM	3:45:09 PM	8
1	3	3:45:14 PM	3:45:34 PM	20
1	4	3:45:29 PM	3:45:37 PM	8
1	5	3:45:46 PM	3:45:54 PM	8
1	6	3:45:47 PM	3:45:59 PM	12
1	7	3:46:27 PM	3:46:33 PM	6
1	8	3:46:39 PM	3:46:43 PM	4
1	9	3:46:40 PM	3:46:44 PM	4
1	10	3:46:40 PM	3:46:51 PM	11
1	11	3:46:48 PM	3:46:51 PM	3
1	12	3:47:01 PM	3:47:16 PM	15
1	13	3:47:02 PM	3:47:21 PM	19
1	14	3:47:03 PM	3:47:40 PM	37
1	15	3:47:03 PM	3:47:42 PM	39
1	16	3:47:06 PM	3:47:46 PM	40
1	17	3:47:23 PM	3:47:51 PM	28
1	18	3:48:02 PM	3:48:10 PM	8
1	19	3:48:12 PM	3:48:30 PM	18
1	20	3:48:29 PM	3:48:33 PM	4
1	21	3:48:30 PM	3:48:35 PM	5
1	22	3:48:32 PM	3:48:37 PM	5
1	23	3:48:33 PM	3:48:41 PM	8
1	24	3:48:42 PM	3:48:44 PM	2
1	25	3:48:51 PM	3:48:58 PM	7
1	26	3:48:51 PM	3:49:00 PM	9
1	27	3:49:09 PM	3:50:05 PM	56
1	28	3:49:11 PM	3:50:11 PM	60
1	29	3:49:11 PM	3:50:12 PM	61
1	30	3:49:17 PM	3:50:15 PM	58
1	31	3:49:19 PM	3:50:17 PM	58
1	32	3:49:38 PM	3:50:31 PM	53
1	33	3:49:38 PM	3:50:36 PM	58
1	34	3:49:57 PM	3:50:38 PM	41
1	35	3:50:31 PM	3:50:43 PM	12
1	36	3:50:45 PM	3:50:58 PM	13
1	37	3:50:47 PM	3:50:59 PM	12
1	38	3:50:48 PM	3:51:06 PM	18
1	39	3:50:48 PM	3:51:07 PM	19
1	40	3:50:49 PM	3:51:12 PM	23
1	41	3:50:56 PM	3:51:18 PM	22
1	42	3:50:57 PM	3:51:25 PM	28
1	43	3:51:04 PM	3:51:27 PM	23
1	44	3:51:04 PM	3:51:33 PM	29
1	45	3:51:15 PM	3:51:38 PM	23
1	46	3:52:01 PM	3:52:35 PM	34
1	47	3:52:03 PM	3:52:47 PM	44
1	48	3:52:12 PM	3:52:55 PM	43
1	49	3:52:13 PM	3:52:58 PM	45
1	50	3:52:14 PM	3:53:06 PM	52
1	51	3:52:15 PM	3:53:08 PM	53
1	52	3:52:16 PM	3:53:11 PM	55
1	53	3:52:17 PM	3:53:16 PM	59
1	54	3:52:18 PM	3:53:17 PM	59
1	55	3:52:19 PM	3:53:29 PM	70
1	56	3:53:13 PM	3:53:31 PM	18
1	57	3:53:14 PM	3:53:33 PM	19
1	58	3:53:15 PM	3:53:37 PM	22
1	59	3:53:21 PM	3:53:41 PM	20
1	60	3:53:22 PM	3:53:48 PM	26
1	61	3:53:24 PM	3:53:54 PM	30

File Name : SR 326 at NW 77th St (345-445p Delays)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
1	62	3:53:27 PM	3:54:01 PM	34
1	63	3:53:28 PM	3:54:04 PM	36
1	64	3:54:08 PM	3:54:20 PM	12
1	65	3:54:37 PM	3:55:08 PM	31
1	66	3:54:38 PM	3:55:13 PM	35
1	67	3:54:38 PM	3:55:19 PM	41
1	68	3:54:39 PM	3:55:25 PM	46
1	69	3:54:40 PM	3:55:26 PM	46
1	70	3:54:40 PM	3:55:29 PM	49
1	71	3:54:49 PM	3:55:52 PM	63
1	72	3:54:55 PM	3:55:54 PM	59
1	73	3:55:23 PM	3:55:59 PM	36
1	74	3:55:24 PM	3:56:02 PM	38
1	75	3:56:11 PM	3:56:17 PM	6
1	76	3:56:13 PM	3:56:20 PM	7
1	77	3:56:15 PM	3:56:27 PM	12
1	78	3:56:23 PM	3:56:32 PM	9
1	79	3:56:24 PM	3:56:35 PM	11
1	80	3:56:34 PM	3:56:38 PM	4
1	81	3:56:36 PM	3:56:53 PM	17
1	82	3:57:00 PM	3:57:21 PM	21
1	83	3:57:07 PM	3:57:35 PM	28
1	84	3:57:28 PM	3:57:37 PM	9
1	85	3:57:45 PM	3:57:50 PM	5
1	86	3:57:47 PM	3:57:53 PM	6
1	87	3:57:48 PM	3:57:56 PM	8
1	88	3:57:49 PM	3:57:58 PM	9
1	89	3:57:54 PM	3:58:00 PM	6
1	90	3:58:05 PM	3:58:08 PM	3
1	91	3:59:13 PM	3:59:33 PM	20
1	92	3:59:15 PM	3:59:40 PM	25
1	93	3:59:16 PM	3:59:52 PM	36
1	94	3:59:17 PM	4:00:05 PM	48
1	95	3:59:18 PM	4:00:06 PM	48
1	96	3:59:19 PM	4:00:16 PM	57
1	97	3:59:28 PM	4:00:18 PM	50
1	98	3:59:29 PM	4:00:21 PM	52
1	99	3:59:30 PM	4:00:31 PM	61
1	100	3:59:30 PM	4:00:31 PM	61
1	101	3:59:42 PM	4:00:34 PM	52
1	102	3:59:43 PM	4:00:41 PM	58
1	103	3:59:45 PM	4:00:46 PM	61
1	104	3:59:45 PM	4:00:51 PM	66
1	105	3:59:46 PM	4:00:57 PM	71
1	106	4:00:08 PM	4:01:15 PM	67
1	107	4:00:22 PM	4:01:32 PM	70
1	108	4:00:25 PM	4:01:34 PM	69
1	109	4:00:28 PM	4:01:37 PM	69
1	110	4:00:28 PM	4:01:43 PM	75
1	111	4:00:30 PM	4:02:02 PM	92
1	112	4:01:02 PM	4:02:10 PM	68
1	113	4:01:03 PM	4:02:12 PM	69
1	114	4:01:04 PM	4:02:14 PM	70
1	115	4:01:04 PM	4:02:24 PM	80
1	116	4:01:05 PM	4:02:26 PM	81
1	117	4:01:05 PM	4:02:27 PM	82
1	118	4:01:06 PM	4:02:30 PM	84
1	119	4:01:07 PM	4:02:34 PM	87
1	120	4:01:09 PM	4:02:37 PM	88
1	121	4:01:16 PM	4:02:41 PM	85
1	122	4:01:31 PM	4:02:52 PM	81
1	123	4:01:44 PM	4:03:00 PM	76
1	124	4:01:44 PM	4:03:03 PM	79

File Name : SR 326 at NW 77th St (345-445p Delays)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
1	125	4:02:08 PM	4:03:09 PM	61
1	126	4:02:08 PM	4:03:13 PM	65
1	127	4:02:09 PM	4:03:16 PM	67
1	128	4:02:09 PM	4:03:20 PM	71
1	129	4:02:46 PM	4:03:21 PM	35
1	130	4:02:48 PM	4:03:26 PM	38
1	131	4:02:49 PM	4:03:28 PM	39
1	132	4:02:49 PM	4:03:30 PM	41
1	133	4:02:50 PM	4:03:34 PM	44
1	134	4:02:50 PM	4:03:39 PM	49
1	135	4:02:51 PM	4:03:43 PM	52
1	136	4:03:51 PM	4:03:55 PM	4
1	137	4:03:55 PM	4:04:05 PM	10
1	138	4:04:18 PM	4:04:27 PM	9
1	139	4:04:19 PM	4:04:36 PM	17
1	140	4:04:19 PM	4:04:41 PM	22
1	141	4:04:48 PM	4:04:59 PM	11
1	142	4:05:00 PM	4:05:11 PM	11
1	143	4:05:02 PM	4:05:12 PM	10
1	144	4:05:10 PM	4:05:16 PM	6
1	145	4:05:19 PM	4:05:25 PM	6
1	146	4:05:23 PM	4:05:32 PM	9
1	147	4:05:25 PM	4:05:32 PM	7
1	148	4:05:29 PM	4:05:35 PM	6
1	149	4:05:31 PM	4:05:40 PM	9
1	150	4:05:31 PM	4:05:47 PM	16
1	151	4:05:38 PM	4:05:50 PM	12
1	152	4:05:43 PM	4:05:51 PM	8
1	153	4:05:43 PM	4:05:54 PM	11
1	154	4:05:44 PM	4:06:00 PM	16
1	155	4:05:45 PM	4:06:15 PM	30
1	156	4:05:46 PM	4:06:17 PM	31
1	157	4:05:47 PM	4:06:22 PM	35
1	158	4:05:54 PM	4:06:32 PM	38
1	159	4:06:18 PM	4:06:34 PM	16
1	160	4:06:20 PM	4:06:45 PM	25
1	161	4:06:32 PM	4:06:46 PM	14
1	162	4:06:56 PM	4:07:50 PM	54
1	163	4:06:57 PM	4:07:54 PM	57
1	164	4:06:57 PM	4:07:57 PM	60
1	165	4:06:58 PM	4:08:02 PM	64
1	166	4:07:02 PM	4:08:06 PM	64
1	167	4:07:11 PM	4:08:08 PM	57
1	168	4:07:12 PM	4:08:11 PM	59
1	169	4:07:15 PM	4:08:21 PM	66
1	170	4:07:16 PM	4:08:21 PM	65
1	171	4:07:17 PM	4:08:22 PM	65
1	172	4:07:28 PM	4:08:27 PM	59
1	173	4:07:34 PM	4:08:28 PM	54
1	174	4:08:19 PM	4:08:33 PM	14
1	175	4:08:19 PM	4:08:37 PM	18
1	176	4:08:20 PM	4:08:40 PM	20
1	177	4:08:29 PM	4:08:49 PM	20
1	178	4:08:31 PM	4:08:51 PM	20
1	179	4:08:32 PM	4:09:05 PM	33
1	180	4:08:42 PM	4:09:11 PM	29
1	181	4:08:42 PM	4:09:17 PM	35
1	182	4:08:43 PM	4:09:20 PM	37
1	183	4:09:11 PM	4:09:29 PM	18
1	184	4:09:11 PM	4:09:46 PM	35
1	185	4:09:14 PM	4:10:15 PM	61
1	186	4:09:14 PM	4:10:15 PM	61
1	187	4:09:16 PM	4:10:18 PM	62

File Name : SR 326 at NW 77th St (345-445p Delays)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
1	188	4:09:28 PM	4:10:22 PM	54
1	189	4:10:21 PM	4:10:27 PM	6
1	190	4:10:21 PM	4:10:37 PM	16
1	191	4:10:32 PM	4:10:41 PM	9
1	192	4:10:33 PM	4:10:58 PM	25
1	193	4:10:33 PM	4:11:03 PM	30
1	194	4:10:34 PM	4:11:09 PM	35
1	195	4:10:35 PM	4:11:22 PM	47
1	196	4:10:36 PM	4:11:26 PM	50
1	197	4:10:36 PM	4:11:30 PM	54
1	198	4:10:37 PM	4:11:35 PM	58
1	199	4:10:48 PM	4:11:37 PM	49
1	200	4:10:50 PM	4:11:41 PM	51
1	201	4:11:05 PM	4:11:47 PM	42
1	202	4:11:16 PM	4:12:10 PM	54
1	203	4:11:17 PM	4:12:14 PM	57
1	204	4:11:52 PM	4:12:22 PM	30
1	205	4:12:04 PM	4:12:24 PM	20
1	206	4:12:19 PM	4:12:32 PM	13
1	207	4:12:19 PM	4:12:34 PM	15
1	208	4:12:51 PM	4:13:06 PM	15
1	209	4:13:01 PM	4:13:12 PM	11
1	210	4:13:03 PM	4:13:15 PM	12
1	211	4:13:06 PM	4:13:17 PM	11
1	212	4:13:19 PM	4:13:25 PM	6
1	213	4:13:22 PM	4:13:28 PM	6
1	214	4:13:39 PM	4:13:42 PM	3
1	215	4:13:39 PM	4:13:45 PM	6
1	216	4:13:56 PM	4:14:02 PM	6
1	217	4:13:57 PM	4:14:03 PM	6
1	218	4:13:58 PM	4:14:21 PM	23
1	219	4:14:01 PM	4:14:29 PM	28
1	220	4:14:25 PM	4:14:40 PM	15
1	221	4:14:35 PM	4:14:43 PM	8
1	222	4:14:36 PM	4:14:46 PM	10
1	223	4:14:38 PM	4:14:50 PM	12
1	224	4:14:40 PM	4:14:51 PM	11
1	225	4:14:48 PM	4:15:05 PM	17
1	226	4:14:48 PM	4:15:12 PM	24
1	227	4:14:49 PM	4:15:18 PM	29
1	228	4:14:49 PM	4:15:20 PM	31
1	229	4:14:58 PM	4:15:29 PM	31
1	230	4:14:59 PM	4:15:30 PM	31
1	231	4:14:59 PM	4:15:36 PM	37
1	232	4:15:16 PM	4:15:48 PM	32
1	233	4:15:32 PM	4:16:24 PM	52
1	234	4:15:40 PM	4:16:32 PM	52
1	235	4:15:41 PM	4:16:34 PM	53
1	236	4:16:30 PM	4:16:49 PM	19
1	237	4:16:30 PM	4:16:55 PM	25
1	238	4:16:31 PM	4:16:56 PM	25
1	239	4:16:46 PM	4:16:58 PM	12
1	240	4:16:47 PM	4:17:01 PM	14
1	241	4:16:48 PM	4:17:02 PM	14
1	242	4:16:48 PM	4:17:12 PM	24
1	243	4:17:09 PM	4:17:15 PM	6
1	244	4:17:10 PM	4:17:17 PM	7
1	245	4:17:28 PM	4:17:33 PM	5
1	246	4:17:29 PM	4:17:35 PM	6
1	247	4:17:29 PM	4:17:35 PM	6
1	248	4:17:30 PM	4:17:38 PM	8
1	249	4:17:50 PM	4:17:55 PM	5
1	250	4:17:53 PM	4:18:00 PM	7

File Name : SR 326 at NW 77th St (345-445p Delays)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
1	251	4:17:54 PM	4:18:03 PM	9
1	252	4:18:09 PM	4:18:23 PM	14
1	253	4:18:10 PM	4:18:25 PM	15
1	254	4:18:34 PM	4:18:37 PM	3
1	255	4:18:35 PM	4:18:39 PM	4
1	256	4:18:36 PM	4:18:44 PM	8
1	257	4:18:47 PM	4:18:59 PM	12
1	258	4:18:59 PM	4:19:08 PM	9
1	259	4:19:40 PM	4:19:52 PM	12
1	260	4:19:41 PM	4:19:54 PM	13
1	261	4:19:41 PM	4:19:59 PM	18
1	262	4:19:42 PM	4:20:01 PM	19
1	263	4:19:48 PM	4:20:12 PM	24
1	264	4:19:48 PM	4:20:17 PM	29
1	265	4:20:06 PM	4:21:20 PM	74
1	266	4:20:07 PM	4:21:26 PM	79
1	267	4:20:08 PM	4:21:32 PM	84
1	268	4:20:09 PM	4:21:35 PM	86
1	269	4:20:10 PM	4:21:35 PM	85
1	270	4:20:11 PM	4:21:39 PM	88
1	271	4:20:24 PM	4:21:45 PM	81
1	272	4:20:24 PM	4:21:49 PM	85
1	273	4:20:26 PM	4:21:51 PM	85
1	274	4:21:09 PM	4:21:55 PM	46
1	275	4:21:44 PM	4:21:58 PM	14
1	276	4:21:44 PM	4:22:03 PM	19
1	277	4:22:22 PM	4:22:30 PM	8
1	278	4:22:23 PM	4:22:37 PM	14
1	279	4:22:23 PM	4:22:43 PM	20
1	280	4:22:24 PM	4:22:48 PM	24
1	281	4:22:24 PM	4:22:52 PM	28
1	282	4:22:25 PM	4:22:54 PM	29
1	283	4:22:25 PM	4:22:58 PM	33
1	284	4:22:25 PM	4:23:03 PM	38
1	285	4:22:26 PM	4:23:10 PM	44
1	286	4:22:26 PM	4:23:12 PM	46
1	287	4:22:27 PM	4:23:20 PM	53
1	288	4:22:28 PM	4:23:28 PM	60
1	289	4:23:06 PM	4:23:50 PM	44
1	290	4:23:08 PM	4:24:14 PM	66
1	291	4:23:08 PM	4:24:16 PM	68
1	292	4:23:09 PM	4:24:21 PM	72
1	293	4:23:09 PM	4:24:22 PM	73
1	294	4:23:10 PM	4:24:27 PM	77
1	295	4:23:35 PM	4:24:30 PM	55
1	296	4:23:36 PM	4:24:34 PM	58
1	297	4:23:36 PM	4:24:37 PM	61
1	298	4:23:37 PM	4:24:46 PM	69
1	299	4:23:38 PM	4:24:46 PM	68
1	300	4:23:39 PM	4:24:51 PM	72
1	301	4:23:45 PM	4:24:53 PM	68
1	302	4:23:48 PM	4:24:58 PM	70
1	303	4:24:02 PM	4:25:01 PM	59
1	304	4:24:45 PM	4:25:04 PM	19
1	305	4:24:45 PM	4:25:08 PM	23
1	306	4:25:05 PM	4:25:11 PM	6
1	307	4:25:06 PM	4:25:17 PM	11
1	308	4:25:34 PM	4:25:41 PM	7
1	309	4:25:52 PM	4:25:58 PM	6
1	310	4:26:03 PM	4:26:27 PM	24
1	311	4:26:24 PM	4:26:31 PM	7
1	312	4:26:25 PM	4:26:36 PM	11
1	313	4:26:30 PM	4:26:50 PM	20

File Name : SR 326 at NW 77th St (345-445p Delays)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
1	314	4:27:01 PM	4:27:22 PM	21
1	315	4:27:02 PM	4:27:23 PM	21
1	316	4:27:04 PM	4:27:28 PM	24
1	317	4:27:04 PM	4:27:32 PM	28
1	318	4:27:08 PM	4:27:44 PM	36
1	319	4:27:09 PM	4:27:45 PM	36
1	320	4:27:11 PM	4:27:46 PM	35
1	321	4:27:14 PM	4:27:48 PM	34
1	322	4:27:14 PM	4:27:49 PM	35
1	323	4:27:35 PM	4:27:55 PM	20
1	324	4:27:38 PM	4:27:58 PM	20
1	325	4:27:39 PM	4:28:04 PM	25
1	326	4:27:39 PM	4:28:15 PM	36
1	327	4:27:41 PM	4:28:20 PM	39
1	328	4:27:42 PM	4:28:24 PM	42
1	329	4:28:18 PM	4:28:26 PM	8
1	330	4:28:22 PM	4:29:12 PM	50
1	331	4:28:31 PM	4:29:16 PM	45
1	332	4:28:56 PM	4:29:18 PM	22
1	333	4:28:56 PM	4:29:22 PM	26
1	334	4:28:57 PM	4:29:26 PM	29
1	335	4:28:59 PM	4:29:35 PM	36
1	336	4:28:59 PM	4:29:40 PM	41
1	337	4:29:08 PM	4:29:44 PM	36
1	338	4:29:08 PM	4:29:49 PM	41
1	339	4:29:09 PM	4:29:52 PM	43
1	340	4:29:09 PM	4:29:56 PM	47
1	341	4:29:10 PM	4:29:59 PM	49
1	342	4:29:11 PM	4:30:05 PM	54
1	343	4:29:27 PM	4:30:08 PM	41
1	344	4:29:28 PM	4:30:12 PM	44
1	345	4:29:29 PM	4:30:19 PM	50
1	346	4:29:29 PM	4:30:23 PM	54
1	347	4:29:30 PM	4:30:27 PM	57
1	348	4:29:30 PM	4:30:29 PM	59
1	349	4:30:40 PM	4:30:57 PM	17
1	350	4:30:41 PM	4:31:22 PM	41
1	351	4:30:43 PM	4:31:26 PM	43
1	352	4:30:44 PM	4:31:30 PM	46
1	353	4:30:45 PM	4:31:35 PM	50
1	354	4:30:45 PM	4:31:39 PM	54
1	355	4:31:01 PM	4:31:43 PM	42
1	356	4:31:19 PM	4:31:45 PM	26
1	357	4:31:20 PM	4:31:49 PM	29
1	358	4:31:29 PM	4:31:53 PM	24
1	359	4:31:34 PM	4:31:57 PM	23
1	360	4:31:34 PM	4:31:58 PM	24
1	361	4:32:09 PM	4:32:10 PM	1
1	362	4:32:09 PM	4:32:20 PM	11
1	363	4:32:19 PM	4:33:14 PM	55
1	364	4:32:25 PM	4:33:24 PM	59
1	365	4:32:51 PM	4:33:37 PM	46
1	366	4:33:06 PM	4:33:41 PM	35
1	367	4:33:22 PM	4:33:43 PM	21
1	368	4:33:36 PM	4:33:47 PM	11
1	369	4:33:38 PM	4:33:49 PM	11
1	370	4:33:38 PM	4:33:58 PM	20
1	371	4:33:39 PM	4:33:59 PM	20
1	372	4:33:39 PM	4:34:01 PM	22
1	373	4:33:52 PM	4:34:05 PM	13
1	374	4:34:08 PM	4:34:21 PM	13
1	375	4:34:13 PM	4:34:31 PM	18
1	376	4:34:19 PM	4:34:34 PM	15

File Name : SR 326 at NW 77th St (345-445p Delays)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
1	377	4:34:20 PM	4:34:53 PM	33
1	378	4:34:29 PM	4:35:03 PM	34
1	379	4:34:34 PM	4:35:07 PM	33
1	380	4:34:38 PM	4:35:12 PM	34
1	381	4:35:04 PM	4:35:36 PM	32
1	382	4:35:04 PM	4:35:40 PM	36
1	383	4:35:05 PM	4:35:44 PM	39
1	384	4:35:07 PM	4:35:56 PM	49
1	385	4:35:07 PM	4:35:57 PM	50
1	386	4:35:17 PM	4:36:17 PM	60
1	387	4:35:17 PM	4:36:25 PM	68
1	388	4:35:19 PM	4:36:36 PM	77
1	389	4:35:37 PM	4:36:40 PM	63
1	390	4:35:37 PM	4:36:43 PM	66
1	391	4:35:38 PM	4:36:54 PM	76
1	392	4:35:52 PM	4:37:01 PM	69
1	393	4:35:52 PM	4:37:03 PM	71
1	394	4:35:53 PM	4:37:07 PM	74
1	395	4:35:55 PM	4:37:30 PM	95
1	396	4:35:55 PM	4:37:32 PM	97
1	397	4:35:56 PM	4:37:51 PM	115
1	398	4:36:07 PM	4:37:54 PM	107
1	399	4:36:07 PM	4:38:03 PM	116
1	400	4:36:20 PM	4:38:07 PM	107
1	401	4:36:20 PM	4:38:29 PM	129
1	402	4:36:21 PM	4:38:39 PM	138
1	403	4:36:32 PM	4:38:53 PM	141
1	404	4:36:46 PM	4:38:56 PM	130
1	405	4:36:46 PM	4:38:58 PM	132
1	406	4:37:22 PM	4:39:13 PM	111
1	407	4:37:22 PM	4:39:18 PM	116
1	408	4:37:23 PM	4:39:21 PM	118
1	409	4:37:23 PM	4:39:40 PM	137
1	410	4:37:24 PM	4:40:03 PM	159
1	411	4:37:29 PM	4:40:24 PM	175
1	412	4:37:41 PM	4:40:31 PM	170
1	413	4:37:48 PM	4:40:35 PM	167
1	414	4:37:50 PM	4:40:43 PM	173
1	415	4:38:01 PM	4:40:49 PM	168
1	416	4:38:01 PM	4:40:50 PM	169
1	417	4:38:02 PM	4:40:52 PM	170
1	418	4:39:01 PM	4:41:00 PM	119
1	419	4:39:02 PM	4:41:11 PM	129
1	420	4:39:03 PM	4:41:14 PM	131
1	421	4:39:52 PM	4:41:15 PM	83
1	422	4:39:53 PM	4:41:25 PM	92
1	423	4:39:53 PM	4:41:28 PM	95
1	424	4:39:54 PM	4:41:34 PM	100
1	425	4:39:55 PM	4:41:39 PM	104
1	426	4:39:57 PM	4:41:43 PM	106
1	427	4:39:59 PM	4:41:46 PM	107
1	428	4:40:01 PM	4:41:54 PM	113
1	429	4:41:09 PM	4:41:59 PM	50
1	430	4:41:10 PM	4:42:09 PM	59
1	431	4:41:10 PM	4:42:18 PM	68
1	432	4:41:11 PM	4:42:25 PM	74
1	433	4:41:11 PM	4:42:28 PM	77
1	434	4:41:20 PM	4:42:38 PM	78
1	435	4:41:20 PM	4:42:39 PM	79
1	436	4:41:21 PM	4:43:03 PM	102
1	437	4:41:22 PM	4:43:05 PM	103
1	438	4:41:22 PM	4:43:16 PM	114
1	439	4:41:23 PM	4:43:17 PM	114

Ln.	No.	Joined Queue	Released From Queue	Delay
1	440	4:41:23 PM	4:43:22 PM	119
1	441	4:41:24 PM	4:43:23 PM	119
1	442	4:41:24 PM	4:43:33 PM	129
1	443	4:42:49 PM	4:43:33 PM	44
1	444	4:42:50 PM	4:43:42 PM	52
1	445	4:42:54 PM	4:43:43 PM	49
1	446	4:42:55 PM	4:43:53 PM	58
1	447	4:42:55 PM	4:43:53 PM	58
1	448	4:42:56 PM	4:44:18 PM	82
1	449	4:42:56 PM	4:44:18 PM	82
1	450	4:42:57 PM	4:44:20 PM	83
1	451	4:42:57 PM	4:44:27 PM	90
1	452	4:42:57 PM	4:44:27 PM	90
1	453	4:43:55 PM	4:44:29 PM	34
1	454	4:43:57 PM	4:44:35 PM	38
1	455	4:44:36 PM	4:44:39 PM	3
1	456	4:44:36 PM	4:44:46 PM	10
1	457	4:44:37 PM	4:45:18 PM	41
1	458	4:45:09 PM	4:45:34 PM	25
1	459	4:45:11 PM	4:45:44 PM	33
1	460	4:45:27 PM	4:45:48 PM	21
1	461	4:45:28 PM	4:46:02 PM	34

Summary Information:

3:45:00 PM - 4:47:00 PM	SB Approach
Total Vehicle Count:	461
Delayed Vehicle Count:	461
Through Vehicle Count:	0
Average Stopped Time:	44.00
Maximum Stopped Time:	175
Min. Secs. for Delay:	0
Average Queue:	5.54
Queue Density:	6.36
Maximum Queue:	21
Delay in Vehicle Hour:	5.54
Total Delay:	20283

Stanley Consultants, Inc.

File Name : SR 326 at NW 77th St (345-445p Delay)
Site Code : 00000000
Start Date : 2/13/2024
Page No : 1

Ln.	No.	Joined Queue	Released From Queue	Delay
1	1	3:45:01 PM	3:45:07 PM	6
1	2	3:45:11 PM	3:45:17 PM	6
1	3	3:45:12 PM	3:45:18 PM	6
1	4	3:45:13 PM	3:45:19 PM	6
1	5	3:45:14 PM	3:45:24 PM	10
1	6	3:45:26 PM	3:45:35 PM	9
1	7	3:45:27 PM	3:45:36 PM	9
1	8	3:45:38 PM	3:45:49 PM	11
1	9	3:45:39 PM	3:45:49 PM	10
1	10	3:45:49 PM	3:45:52 PM	3
1	11	3:45:50 PM	3:45:54 PM	4
1	12	3:45:51 PM	3:45:56 PM	5
1	13	3:45:51 PM	3:45:58 PM	7
1	14	3:46:02 PM	3:46:05 PM	3
1	15	3:46:10 PM	3:46:17 PM	7
1	16	3:46:37 PM	3:47:14 PM	37
1	17	3:47:05 PM	3:47:16 PM	11
1	18	3:47:10 PM	3:47:23 PM	13
1	19	3:47:25 PM	3:47:31 PM	6
1	20	3:47:26 PM	3:47:35 PM	9
1	21	3:47:26 PM	3:47:36 PM	10
1	22	3:47:29 PM	3:47:38 PM	9
1	23	3:47:32 PM	3:47:50 PM	18
1	24	3:47:32 PM	3:47:52 PM	20
1	25	3:48:27 PM	3:48:30 PM	3
1	26	3:49:05 PM	3:49:19 PM	14
1	27	3:49:18 PM	3:49:34 PM	16
1	28	3:49:28 PM	3:49:35 PM	7
1	29	3:49:30 PM	3:49:44 PM	14
1	30	3:49:32 PM	3:49:46 PM	14
1	31	3:49:38 PM	3:50:01 PM	23
1	32	3:49:39 PM	3:50:03 PM	24
1	33	3:49:55 PM	3:50:06 PM	11
1	34	3:49:56 PM	3:50:13 PM	17
1	35	3:50:00 PM	3:50:14 PM	14
1	36	3:50:17 PM	3:50:24 PM	7
1	37	3:50:33 PM	3:50:39 PM	6
1	38	3:50:33 PM	3:50:42 PM	9
1	39	3:50:47 PM	3:50:52 PM	5
1	40	3:50:50 PM	3:50:54 PM	4
1	41	3:51:32 PM	3:52:04 PM	32
1	42	3:51:41 PM	3:52:05 PM	24
1	43	3:51:58 PM	3:52:24 PM	26
1	44	3:51:58 PM	3:52:25 PM	27
1	45	3:52:09 PM	3:52:28 PM	19
1	46	3:52:10 PM	3:52:37 PM	27
1	47	3:52:11 PM	3:52:41 PM	30
1	48	3:52:30 PM	3:52:48 PM	18
1	49	3:52:32 PM	3:52:51 PM	19
1	50	3:52:33 PM	3:52:55 PM	22
1	51	3:52:33 PM	3:53:00 PM	27
1	52	3:52:34 PM	3:53:02 PM	28
1	53	3:52:53 PM	3:53:07 PM	14
1	54	3:53:56 PM	3:53:59 PM	3
1	55	3:54:18 PM	3:54:40 PM	22
1	56	3:54:19 PM	3:54:42 PM	23
1	57	3:54:20 PM	3:54:48 PM	28
1	58	3:54:21 PM	3:54:50 PM	29
1	59	3:55:01 PM	3:55:23 PM	22
1	60	3:55:01 PM	3:55:25 PM	24
1	61	3:55:10 PM	3:55:27 PM	17

File Name : SR 326 at NW 77th St (345-445p Delay)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
1	62	3:55:13 PM	3:55:53 PM	40
1	63	3:55:31 PM	3:55:57 PM	26
1	64	3:56:25 PM	3:56:32 PM	7
1	65	3:56:38 PM	3:56:42 PM	4
1	66	3:56:40 PM	3:57:13 PM	33
1	67	3:56:40 PM	3:57:15 PM	35
1	68	3:56:58 PM	3:57:20 PM	22
1	69	3:57:00 PM	3:57:27 PM	27
1	70	3:57:00 PM	3:57:35 PM	35
1	71	3:57:01 PM	3:57:38 PM	37
1	72	3:57:23 PM	3:57:42 PM	19
1	73	3:58:20 PM	3:58:58 PM	38
1	74	3:58:47 PM	3:59:02 PM	15
1	75	3:58:48 PM	3:59:04 PM	16
1	76	3:59:09 PM	3:59:21 PM	12
1	77	3:59:10 PM	3:59:26 PM	16
1	78	3:59:11 PM	3:59:47 PM	36
1	79	3:59:12 PM	3:59:48 PM	36
1	80	3:59:22 PM	3:59:52 PM	30
1	81	4:00:01 PM	4:00:02 PM	1
1	82	4:00:10 PM	4:00:17 PM	7
1	83	4:00:10 PM	4:00:17 PM	7
1	84	4:00:35 PM	4:00:51 PM	16
1	85	4:01:15 PM	4:01:18 PM	3
1	86	4:01:15 PM	4:01:20 PM	5
1	87	4:01:16 PM	4:01:27 PM	11
1	88	4:01:27 PM	4:01:37 PM	10
1	89	4:01:28 PM	4:01:37 PM	9
1	90	4:01:52 PM	4:02:00 PM	8
1	91	4:01:53 PM	4:02:03 PM	10
1	92	4:01:54 PM	4:02:07 PM	13
1	93	4:01:55 PM	4:02:10 PM	15
1	94	4:02:07 PM	4:02:15 PM	8
1	95	4:02:12 PM	4:02:18 PM	6
1	96	4:02:22 PM	4:02:36 PM	14
1	97	4:02:30 PM	4:02:38 PM	8
1	98	4:03:32 PM	4:03:39 PM	7
1	99	4:03:35 PM	4:04:04 PM	29
1	100	4:03:36 PM	4:04:09 PM	33
1	101	4:03:46 PM	4:04:31 PM	45
1	102	4:03:48 PM	4:04:40 PM	52
1	103	4:03:57 PM	4:04:59 PM	62
1	104	4:03:59 PM	4:05:02 PM	63
1	105	4:04:03 PM	4:05:05 PM	62
1	106	4:06:09 PM	4:06:13 PM	4
1	107	4:06:26 PM	4:07:29 PM	63
1	108	4:06:27 PM	4:07:30 PM	63
1	109	4:06:28 PM	4:07:36 PM	68
1	110	4:06:28 PM	4:07:42 PM	74
1	111	4:06:30 PM	4:07:45 PM	75
1	112	4:06:50 PM	4:07:50 PM	60
1	113	4:06:52 PM	4:07:55 PM	63
1	114	4:07:11 PM	4:08:04 PM	53
1	115	4:08:34 PM	4:08:37 PM	3
1	116	4:08:34 PM	4:08:38 PM	4
1	117	4:08:35 PM	4:08:40 PM	5
1	118	4:08:44 PM	4:08:56 PM	12
1	119	4:08:46 PM	4:08:57 PM	11
1	120	4:08:56 PM	4:09:50 PM	54
1	121	4:09:02 PM	4:09:54 PM	52
1	122	4:09:02 PM	4:09:59 PM	57
1	123	4:09:03 PM	4:10:07 PM	64
1	124	4:09:04 PM	4:10:08 PM	64

File Name : SR 326 at NW 77th St (345-445p Delay)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
1	125	4:09:04 PM	4:10:12 PM	68
1	126	4:09:08 PM	4:10:16 PM	68
1	127	4:09:09 PM	4:10:17 PM	68
1	128	4:09:16 PM	4:10:19 PM	63
1	129	4:09:16 PM	4:10:31 PM	75
1	130	4:10:23 PM	4:10:37 PM	14
1	131	4:10:24 PM	4:10:41 PM	17
1	132	4:10:28 PM	4:10:42 PM	14
1	133	4:10:39 PM	4:10:45 PM	6
1	134	4:10:46 PM	4:10:51 PM	5
1	135	4:11:00 PM	4:11:08 PM	8
1	136	4:11:25 PM	4:11:33 PM	8
1	137	4:11:28 PM	4:11:41 PM	13
1	138	4:13:16 PM	4:13:21 PM	5
1	139	4:13:17 PM	4:13:22 PM	5
1	140	4:13:23 PM	4:13:28 PM	5
1	141	4:13:24 PM	4:13:33 PM	9
1	142	4:13:31 PM	4:13:37 PM	6
1	143	4:13:35 PM	4:14:26 PM	51
1	144	4:13:59 PM	4:14:27 PM	28
1	145	4:14:01 PM	4:14:34 PM	33
1	146	4:14:01 PM	4:14:48 PM	47
1	147	4:14:02 PM	4:14:52 PM	50
1	148	4:14:03 PM	4:14:54 PM	51
1	149	4:14:05 PM	4:14:57 PM	52
1	150	4:14:06 PM	4:15:02 PM	56
1	151	4:14:15 PM	4:15:05 PM	50
1	152	4:14:29 PM	4:15:14 PM	45
1	153	4:15:36 PM	4:16:03 PM	27
1	154	4:15:36 PM	4:16:06 PM	30
1	155	4:15:37 PM	4:16:09 PM	32
1	156	4:15:38 PM	4:16:31 PM	53
1	157	4:15:38 PM	4:16:32 PM	54
1	158	4:15:39 PM	4:16:33 PM	54
1	159	4:15:40 PM	4:16:37 PM	57
1	160	4:15:40 PM	4:16:38 PM	58
1	161	4:15:41 PM	4:16:43 PM	62
1	162	4:15:43 PM	4:16:45 PM	62
1	163	4:16:17 PM	4:16:50 PM	33
1	164	4:16:18 PM	4:16:52 PM	34
1	165	4:16:21 PM	4:17:10 PM	49
1	166	4:16:41 PM	4:17:12 PM	31
1	167	4:17:17 PM	4:17:19 PM	2
1	168	4:17:17 PM	4:17:24 PM	7
1	169	4:17:38 PM	4:17:57 PM	19
1	170	4:17:39 PM	4:17:59 PM	20
1	171	4:17:40 PM	4:18:08 PM	28
1	172	4:17:41 PM	4:18:09 PM	28
1	173	4:18:22 PM	4:18:26 PM	4
1	174	4:18:23 PM	4:18:37 PM	14
1	175	4:18:24 PM	4:18:38 PM	14
1	176	4:18:40 PM	4:18:50 PM	10
1	177	4:18:41 PM	4:18:55 PM	14
1	178	4:18:42 PM	4:19:02 PM	20
1	179	4:19:08 PM	4:19:11 PM	3
1	180	4:19:47 PM	4:19:52 PM	5
1	181	4:19:48 PM	4:19:53 PM	5
1	182	4:19:49 PM	4:19:59 PM	10
1	183	4:19:50 PM	4:20:11 PM	21
1	184	4:19:50 PM	4:20:13 PM	23
1	185	4:19:51 PM	4:20:28 PM	37
1	186	4:20:03 PM	4:20:30 PM	27
1	187	4:20:04 PM	4:20:54 PM	50

File Name : SR 326 at NW 77th St (345-445p Delay)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
1	188	4:20:10 PM	4:21:06 PM	56
1	189	4:20:21 PM	4:21:15 PM	54
1	190	4:20:22 PM	4:21:20 PM	58
1	191	4:20:23 PM	4:21:28 PM	65
1	192	4:22:15 PM	4:22:19 PM	4
1	193	4:22:19 PM	4:22:30 PM	11
1	194	4:22:24 PM	4:22:32 PM	8
1	195	4:22:34 PM	4:22:40 PM	6
1	196	4:22:35 PM	4:22:49 PM	14
1	197	4:22:45 PM	4:23:23 PM	38
1	198	4:22:50 PM	4:23:27 PM	37
1	199	4:22:51 PM	4:23:48 PM	57
1	200	4:22:51 PM	4:23:52 PM	61
1	201	4:22:57 PM	4:23:56 PM	59
1	202	4:22:58 PM	4:23:58 PM	60
1	203	4:23:04 PM	4:24:00 PM	56
1	204	4:23:14 PM	4:24:04 PM	50
1	205	4:23:32 PM	4:24:06 PM	34
1	206	4:23:42 PM	4:24:08 PM	26
1	207	4:23:43 PM	4:24:10 PM	27
1	208	4:24:38 PM	4:24:44 PM	6
1	209	4:24:44 PM	4:24:50 PM	6
1	210	4:24:45 PM	4:24:52 PM	7
1	211	4:24:46 PM	4:24:54 PM	8
1	212	4:24:48 PM	4:25:02 PM	14
1	213	4:24:56 PM	4:25:09 PM	13
1	214	4:25:04 PM	4:25:12 PM	8
1	215	4:25:05 PM	4:25:15 PM	10
1	216	4:25:06 PM	4:25:19 PM	13
1	217	4:25:06 PM	4:25:35 PM	29
1	218	4:25:34 PM	4:25:48 PM	14
1	219	4:25:36 PM	4:25:55 PM	19
1	220	4:25:46 PM	4:26:00 PM	14
1	221	4:26:32 PM	4:26:55 PM	23
1	222	4:26:34 PM	4:26:55 PM	21
1	223	4:26:56 PM	4:27:07 PM	11
1	224	4:27:19 PM	4:27:21 PM	2
1	225	4:27:19 PM	4:27:22 PM	3
1	226	4:27:21 PM	4:27:25 PM	4
1	227	4:27:27 PM	4:27:28 PM	1
1	228	4:27:28 PM	4:27:32 PM	4
1	229	4:27:44 PM	4:27:50 PM	6
1	230	4:27:48 PM	4:27:58 PM	10
1	231	4:28:02 PM	4:28:04 PM	2
1	232	4:29:02 PM	4:29:06 PM	4
1	233	4:29:23 PM	4:29:29 PM	6
1	234	4:29:32 PM	4:29:34 PM	2
1	235	4:29:33 PM	4:29:37 PM	4
1	236	4:29:39 PM	4:29:42 PM	3
1	237	4:29:39 PM	4:29:45 PM	6
1	238	4:29:51 PM	4:29:57 PM	6
1	239	4:30:01 PM	4:30:04 PM	3
1	240	4:30:22 PM	4:30:26 PM	4
1	241	4:31:27 PM	4:31:30 PM	3
1	242	4:31:28 PM	4:31:33 PM	5
1	243	4:31:48 PM	4:31:55 PM	7
1	244	4:31:50 PM	4:31:56 PM	6
1	245	4:31:52 PM	4:32:00 PM	8
1	246	4:31:54 PM	4:32:04 PM	10
1	247	4:31:54 PM	4:32:06 PM	12
1	248	4:31:55 PM	4:32:08 PM	13
1	249	4:32:02 PM	4:32:26 PM	24
1	250	4:32:09 PM	4:32:31 PM	22

File Name : SR 326 at NW 77th St (345-445p Delay)
Site Code : 00000000
Start Date : 2/13/2024

Ln.	No.	Joined Queue	Released From Queue	Delay
1	251	4:32:21 PM	4:32:34 PM	13
1	252	4:32:22 PM	4:32:44 PM	22
1	253	4:32:33 PM	4:32:46 PM	13
1	254	4:32:47 PM	4:32:57 PM	10
1	255	4:32:49 PM	4:32:59 PM	10
1	256	4:32:50 PM	4:33:01 PM	11
1	257	4:33:12 PM	4:33:18 PM	6
1	258	4:33:58 PM	4:34:05 PM	7
1	259	4:34:03 PM	4:34:14 PM	11
1	260	4:34:15 PM	4:34:38 PM	23
1	261	4:34:16 PM	4:34:39 PM	23
1	262	4:34:22 PM	4:34:44 PM	22
1	263	4:34:24 PM	4:35:06 PM	42
1	264	4:34:30 PM	4:35:15 PM	45
1	265	4:34:33 PM	4:35:17 PM	44
1	266	4:34:46 PM	4:35:24 PM	38
1	267	4:34:48 PM	4:35:27 PM	39
1	268	4:34:50 PM	4:35:30 PM	40
1	269	4:34:50 PM	4:35:32 PM	42
1	270	4:34:50 PM	4:35:32 PM	42
1	271	4:34:53 PM	4:35:35 PM	42
1	272	4:34:57 PM	4:35:39 PM	42
1	273	4:36:34 PM	4:36:40 PM	6
1	274	4:36:35 PM	4:36:41 PM	6
1	275	4:36:38 PM	4:36:54 PM	16
1	276	4:36:39 PM	4:37:03 PM	24
1	277	4:36:52 PM	4:37:05 PM	13
1	278	4:36:59 PM	4:37:30 PM	31
1	279	4:37:21 PM	4:37:38 PM	17
1	280	4:37:22 PM	4:37:42 PM	20
1	281	4:37:24 PM	4:37:47 PM	23
1	282	4:37:24 PM	4:37:51 PM	27
1	283	4:37:25 PM	4:37:53 PM	28
1	284	4:37:25 PM	4:37:58 PM	33
1	285	4:38:41 PM	4:38:44 PM	3
1	286	4:38:43 PM	4:38:47 PM	4
1	287	4:38:46 PM	4:38:49 PM	3
1	288	4:38:47 PM	4:38:55 PM	8
1	289	4:38:53 PM	4:39:33 PM	40
1	290	4:38:54 PM	4:39:36 PM	42
1	291	4:38:59 PM	4:39:38 PM	39
1	292	4:39:05 PM	4:40:00 PM	55
1	293	4:39:08 PM	4:40:00 PM	52
1	294	4:39:13 PM	4:40:03 PM	50
1	295	4:39:14 PM	4:40:06 PM	52
1	296	4:39:25 PM	4:40:07 PM	42
1	297	4:40:04 PM	4:40:11 PM	7
1	298	4:40:08 PM	4:40:12 PM	4
1	299	4:41:04 PM	4:41:06 PM	2
1	300	4:41:05 PM	4:41:09 PM	4
1	301	4:41:11 PM	4:41:13 PM	2
1	302	4:41:23 PM	4:41:34 PM	11
1	303	4:41:30 PM	4:42:24 PM	54
1	304	4:41:32 PM	4:42:34 PM	62
1	305	4:41:32 PM	4:42:36 PM	64
1	306	4:41:33 PM	4:42:39 PM	66
1	307	4:41:38 PM	4:42:43 PM	65
1	308	4:42:07 PM	4:42:45 PM	38
1	309	4:42:12 PM	4:42:48 PM	36
1	310	4:42:47 PM	4:42:51 PM	4
1	311	4:43:31 PM	4:43:36 PM	5
1	312	4:43:33 PM	4:43:37 PM	4
1	313	4:43:34 PM	4:43:40 PM	6

Ln.	No.	Joined Queue	Released From Queue	Delay
1	314	4:43:35 PM	4:43:42 PM	7
1	315	4:43:39 PM	4:43:46 PM	7
1	316	4:43:39 PM	4:43:57 PM	18
1	317	4:43:54 PM	4:44:47 PM	53
1	318	4:44:01 PM	4:44:52 PM	51
1	319	4:44:02 PM	4:45:06 PM	64
1	320	4:44:16 PM	4:45:12 PM	56
1	321	4:44:17 PM	4:45:14 PM	57
1	322	4:44:17 PM	4:45:19 PM	62
1	323	4:44:37 PM	4:45:21 PM	44
1	324	4:44:37 PM	4:45:29 PM	52

Summary Information:

3:45:00 PM - 4:46:00 PM	EB Left
Total Vehicle Count:	324
Delayed Vehicle Count:	324
Through Vehicle Count:	0
Average Stopped Time:	24.57
Maximum Stopped Time:	75
Min. Secs. for Delay:	0
Average Queue:	2.19
Queue Density:	3.52
Maximum Queue:	10
Delay in Vehicle Hour:	2.19
Total Delay:	7961

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Ocala** Engineer: **TSH**
County: **Marion** Date: **March 11, 2024**

Major Street: **SR 326** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **NW 77th Street** Lanes: **1**

Volume Level Criteria

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

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

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Applicable: ■ Yes ☐ No
Satisfied: ■ Yes ☐ No

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.
Warrant is also satisfied if both Condition A and Condition B are "80% / 56%" satisfied.

Condition A - Minimum Vehicular Volume

100% Satisfied: ■ Yes ☐ No
80% / 56% Satisfied: ■ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets) (56% Shown in Brackets)*				Eight Highest Hours							
Approach Lanes	1		2 or more		700	800	900	1100	1200	1500	1600	1700
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	500 (400)	350 (280)*	600 (480)	420 (336)*	1,256	1,150	1,053	1,142	1,144	1,318	1,453	1,343
Highest Approach on Minor Street	150 (120)	105 (84)*	200 (160)	140 (112)*	375	328	318	314	351	397	447	397

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours . Condition is (80%) / (56%) satisfied if parenthetical volumes are met for eight hours.*

Condition B - Interruption of Continuous Traffic

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

Applicable: ☐ Yes ■ No
Excessive Delay/Conflict: ☐ Yes ■ No
100% Satisfied: ■ Yes ☐ No
80% / 56% Satisfied: ☐ Yes ■ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets) (56% Shown in Brackets)*				Eight Highest Hours							
Approach Lanes	1		2 or more		700	800	900	1100	1200	1500	1600	1700
Volume Level	100%	70%	100%	70%								
Both Approaches on Major Street	750 (600)	525 (420)*	900 (720)	630 (504)*	1,256	1,150	1,053	1,142	1,144	1,318	1,453	1,343
Highest Approach on Minor Street	75 (60)	53 (42)*	100 (80)	70 (56)*	375	328	318	314	351	397	447	397

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours . Condition is (80%) / (56%) satisfied if parenthetical volumes are met for eight hours.*

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Ocala** Engineer: **TSH**
County: **Marion** Date: **March 11, 2024**

Major Street: **SR 326** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **NW 77th Street** Lanes: **1**

Volume Level Criteria

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

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

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

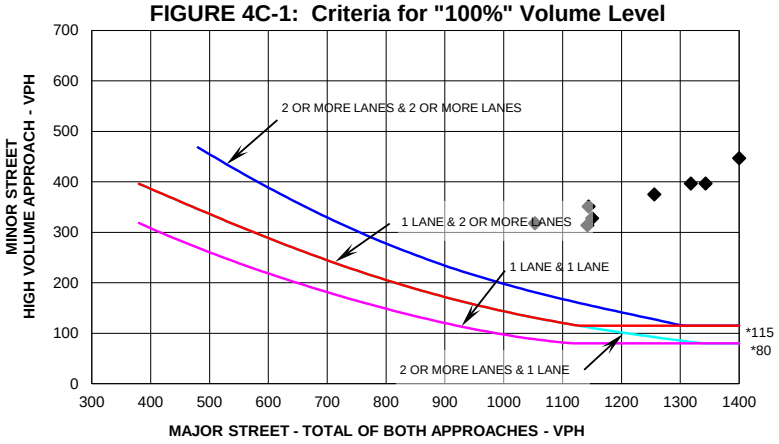
If any four points lie above the appropriate line, then the warrant is satisfied.

Applicable: ■ Yes ☐ No
Satisfied: ■ Yes ☐ No

Plot four volume combinations on the applicable figure below.

Warranting Volumes			Met	
Hour	Major Street	Minor Street	100%	70%
700	1,256	375	■	■
800	1,150	328	■	■
900	1,053	318	■	■
1100	1,142	314	■	■
1200	1,144	351	■	■
1500	1,318	397	■	■
1600	1,453	447	■	■
1700	1,343	397	■	■

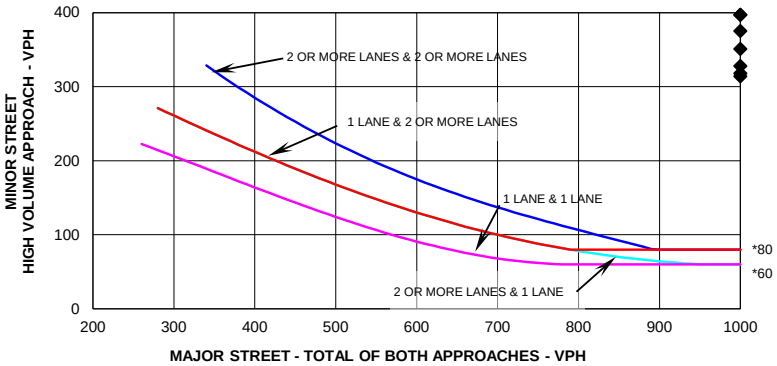
FIGURE 4C-1: Criteria for "100%" Volume Level



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

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

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



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

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Ocala** Engineer: **TSH**
County: **Marion** Date: **March 11, 2024**

Major Street: **SR 326** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **NW 77th Street** Lanes: **1**

Volume Level Criteria

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

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

WARRANT 3 - PEAK HOUR

Applicable: ☐ Yes ■ No
Satisfied: ☐ Yes ■ No

If all three criteria are fullfilled or any of the plotted points lie above the appropriate line, then the warrant is satisfed.

Unusual condition justifying use of warrant:

None

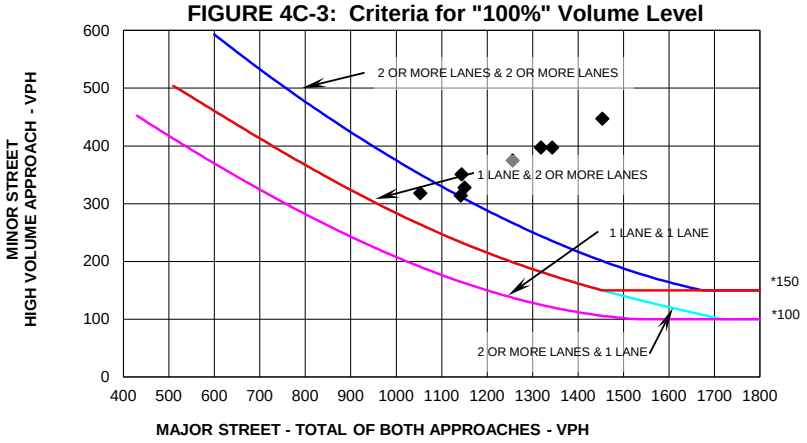
Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Warranting Volumes			100%	70%
700	1,256	375	■	■
800	1,150	328	■	■
900	1,053	318	■	■
1100	1,142	314	■	■
1200	1,144	351	■	■
1500	1,318	397	■	■
1600	1,453	447	■	■
1700	1,343	397	■	■

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*	0.0	0.0
Fulfilled?: ☐ Yes ■ No		
2. Volume on Minor Approach *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*	0	0
Fulfilled?: ☐ Yes ■ No		
3. Total Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*	0	0
Fulfilled?: ☐ Yes ■ No		

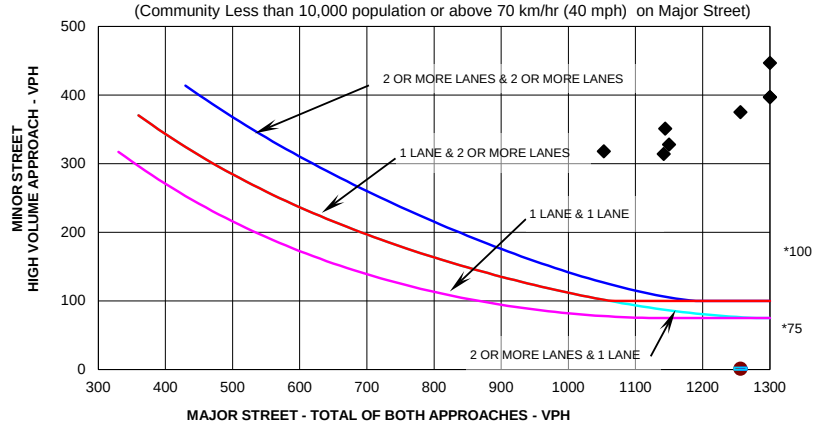
Plot volume combination on the applicable figure below.

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



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

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



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

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Ocala** Engineer: **TSH**
County: **Marion** Date: **March 11, 2024**

Major Street: **SR 326** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **NW 77th Street** Lanes: **1**

WARRANT 4 - PEDESTRIAN VOLUME

Applicable: ☐ Yes ■ No
Satisfied: ☐ Yes ■ No

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

Criteria	Hour	Pedestrian Volume	Pedestrian Gaps	Fulfilled? Yes	Fulfilled? No
1. Pedestrian volume crossing the major street is 100 ped/hr or more for each of any four hours and there are less than 60 gaps per hour in the major street traffic stream of adequate length.	1200	0	60		■
	1500	0	60		
	1600	0	60		
	1700	0	60		
2. Pedestrian volume crossing the major street is 190 ped/hr or more for any one hour and there are less than 60 gaps per hour in the major street traffic stream of adequate length.	700	0	60		■
3. The nearest traffic signal along the major street is located more than 90 m (300 ft) away, or the nearest signal is within 90 m (300 ft) but the proposed traffic signal will not restrict the progressive movement of traffic.				■	

WARRANT 5 - SCHOOL CROSSING

Applicable: ☐ Yes ■ No
Satisfied: ☐ Yes ■ No

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

Criteria				Fulfilled? Yes	Fulfilled? No
1. There are a minimum of 20 students crossing the major street during the highest crossing hour.	Students: 0	Hour: 0			■
2. There are fewer adequate gaps in the major street traffic stream during the period when the children are using the crossing than the number of minutes in the same period.		Minutes: 0	Gaps: 0		■
3. The nearest traffic signal along the major street is located more than 90 m (300 ft) away, or the nearest signal is within 90 m (300 ft) but the proposed traffic signal will not restrict the progressive movement of traffic.				■	

WARRANT 6 - COORDINATED SIGNAL SYSTEM

Applicable: ☐ Yes ■ No
Satisfied: ☐ Yes ■ No

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

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

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Ocala** Engineer: **TSH**
County: **Marion** Date: **March 11, 2024**

Major Street: **SR 326** Lanes: **2** Critical Approach Speed: **45**
Minor Street: **NW 77th Street** Lanes: **1**

WARRANT 7 - CRASH EXPERIENCE

Applicable: ■ Yes ☐ No
Satisfied: ☐ Yes ■ No

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

Criteria		Hour	Volume	Met? Yes	Met? No	Fulfilled? Yes	Fulfilled? No
1. One of the warrants to the right is met.	Warrant 1, Condition A (80% satisfied)			■		■	
	Warrant 1, Condition B (80% satisfied)				■		
	Warrant 4, Pedestrian Volume at 80% of volume requirements: 80 ped/hr for four (4) hours or 152 ped/hr for one (1) hour	1200	0		■		
		1500	0				
		1600	0				
		1700	0				
2. Adequate trial of other remedial measure has failed to reduce crash frequency.		Measure tried: None					■
3. Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12-mo. period.		Number of crashes per 12 months: 2					■

WARRANT 8 - ROADWAY NETWORK

Applicable: ☐ Yes ■ No
Satisfied: ☐ Yes ■ No

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

Criteria							Met? Yes	Met? No	Fulfilled? Yes	Fulfilled? No
1. Both of the criteria to the right are met.	a. Total entering volume of at least 1,000 veh/hr during a typical weekday peak hour.			Entering Volume: 1,900			■		■	
	b. Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.		Warrant:	1	2	3	■			
			Satisfied?:	YES	YES	NO				
2. Total entering volume at least 1,000 veh/hr for each of any 5 hrs of a non-normal business day (Sat. or Sun.)	N/A	N/A	N/A	N/A	N/A	← Hour				■
	N/A	N/A	N/A	N/A	N/A	← Volume				

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

CONCLUSIONS

Warrants Satisfied: **1** **2**

Remarks: _____

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Ocala**
County: **Marion**
Engineer: **TSH**
Date: **March 11, 2024**

Major Street: **SR 326**
Minor Street: **NW 77th Street**
Number of Minor Street Approach Lanes: **0**
Crossing RXR Tracks:
Clear Storage Distance (D) feet: **0**

Applicability Criteria

Is there a railroad grade crossing in the proximity of the intersection? ☐ Yes ■ No

None of the conditions described in the other eight traffic signal warrants are met. ☐ Yes ■ No

Adequate consideration has been given to other alternatives or a trial of an alternative has failed to alleviate the safety concerns associated with the grade crossing. Among the alternatives that were considered or tried are: ☐ Yes ■ No

A. Providing additional pavement that would enable vehicles to clear the track or that would provide space for an evasive maneuver, or

B. Reassigning the stop controls at the intersection to make the approach across the track a non-stopping approach.

Warrant Applicable: ☐ Yes ■ No

WARRANT 9 - INTERSECTION NEAR A GRADE CROSSING

If there is a railroad grade crossing on an approach controlled by a STOP or YIELD sign and the center of the track nearest the intersection is within 140 feet of the stop line or yield line on the approach, and any point lies above the appropriate line, then the warrant is satisfied.

Warrant Satisfied: ☐ Yes ■ No

Warranting Volumes			Met	
Hour	Major Street	Minor St. Equiv.	1 LN	2 LN
700	1,256	126		
800	1,150	110		
900	1,053	107		
1100	1,142	105		
1400	1,144	118		
1500	1,318	133		
1600	1,453	150		
1700	1,343	133		
		Satisfied		

Adjustment Factor for Daily Frequency of Rail Traffic	0.67
Adjustment Factor for Percentage of High Occupancy Buses	1.00
Adjustment Factor for Percentage of Tractor-Trailer Trucks	0.50

Figure 4C-9. Warrant 9 Intersection Near a Grade Crossing (One Approach Lane at the Track Crossing)

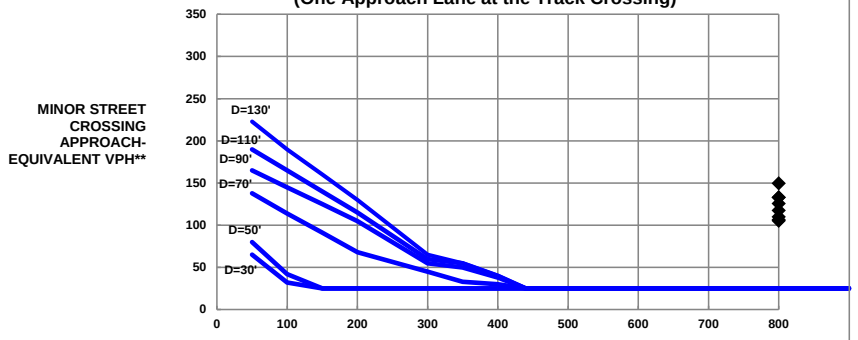
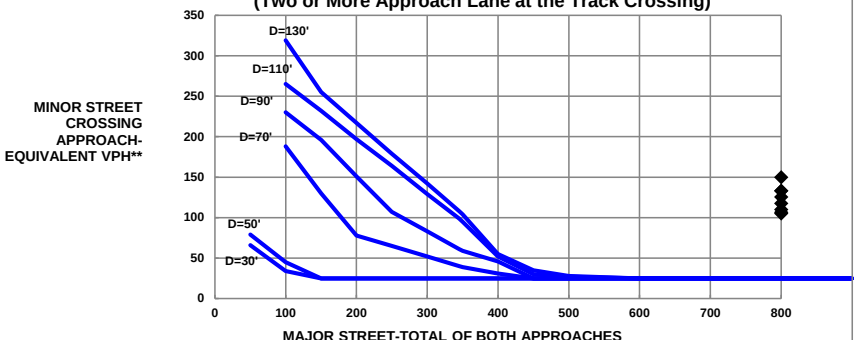


Figure 4C-10. Warrant 9 Intersection Near a Grade Crossing (Two or More Approach Lane at the Track Crossing)



Source: 2009 MUTCD