

**Appendix 21-14 (R)  
Volume Breakdown**

**Revised October 2008**

**ATTACHMENT 21-6: TRAFFIC VOLUME PROJECTIONS**

*Beacon Countyline DRI*

Roadway	Limits		Direction	Source of Count	Year of Count	AADT Count	K 100	D	T	Default % Truck	Heavy Veh Factor (HCM eq 21-3)	Yearly Growth Rate	Volume (2007)	Future Back ground (2018)	Diversions	Committed Develop ments	Total (2018) Traffic without Project	Project	Total (2018) Traffic with Project	
	From	To																		
Palmetto Expressway (SR 826)	Red Road/NW 57 Av	NW 67 Av/Ludlam Rd	EB	FDOT	2006	122,500	10.06	56.25	4.69	4	0.997	1.4%	7,053 (4)	7,616	0	557	8,172	157	8,329	
			WB	554										5,486 (4)	5,923	0	772	6,695	70	6,765
	NW 67 Av/Ludlam Rd	Miami Lakes Drive	NEB	FDOT	2006	135,313	10.06	56.25	4.69	4	0.997	1.4%	7,791 (4)	8,412	-39	478	8,852	92	8,944	
			SWB	137										6,060 (4)	6,543	-31	644	7,156	41	7,197
	Miami Lakes Drive	I-75	NB	FDOT	2006	135,313	10.06	56.25	4.69	4	0.997	1.4%	7,791 (4)	8,412	-39	701	9,074	125	9,199	
			SB	576										6,060 (4)	6,543	-31	590	7,103	59	7,162
	I-75	W 68 St/NW 122 Street	NB	FDOT	2006	157,000	10.06	56.25	4.69	4	0.997	1.4%	9,040 (4)	9,761	-39	809	10,530	123	10,653	
			SB	575										7,031 (4)	7,592	-31	818	8,379	275	8,654
	W 68 St/NW 122 Street	W 49 Street/NW 103 St	NB	FDOT	2006	164,000	10.06	56.25	4.69	4	0.997	1.4%	9,443 (4)	10,196	-39	760	10,916	103	11,019	
			SB	574										7,344 (4)	7,930	-31	787	8,686	229	8,915
W 49 Street/NW 103 St	Okeechobee Rd/US 27	NB	FDOT	2006	170,500	10.06	56.25	4.69	4	0.997	1.4%	9,817 (4)	10,600	-39	714	11,274	86	11,360		
		SB	553										7,635 (4)	8,244	-31	757	8,971	191	9,162	
Okeechobee Rd/US 27	NW 74 Street	NB	FDOT	2006	178,500	10.06	56.25	4.69	4	0.997	1.4%	10,278 (4)	11,097	-39	724	11,782	92	11,874		
		SB	573										7,994 (4)	8,631	-31	857	9,458	205	9,663	
NW 87 Avenue / West 28 Avenue	Miami Gardens Drive	NW 170 Street	NB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	288 (3)	297	17	169	483	72	555	
			SB	TM									448 (3)	463	7	288	759	32	791	
	NW 170 Street	Miami Lakes Drive	NB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	0 (3)	0	0	53	53	0	53	
			SB	TM										0 (3)	0	0	108	108	0	108
	Miami Lakes Drive	I-75	NB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	1,108 (3)	1,145	0	58	1,203	3	1,206	
		SB	24 HR										848 (3)	876	0	29	905	7	912	
I-75	Miramar Parkway	HEFT	NB	FDOT	2006	163,000	9.21	54.53	5.6	4	0.992	2.3%	8,441 (4)	9,573	0	640	10,213	329	10,542	
			SB	2000									7,039 (4)	7,982	0	1,430	9,413	148	9,561	
	HEFT	NW 186 Street	NB	FDOT	2006	146,500	9.21	54.53	5.6	4	0.992	2.3%	7,587 (4)	8,604	0	495	9,098	0	9,098	
			SB	2503										6,326 (4)	7,174	0	1,264	8,439	0	8,439
	NW 186 Street	NW 138 Street	NB	FDOT	2006	146,500	9.21	54.53	5.6	4	0.992	2.3%	7,587 (4)	8,604	-28	263	8,839	4	8,843	
		SB	2501										6,326 (4)	7,174	-12	664	7,826	8	7,834	
NW 138 Street	SR 826	EB	FDOT	2006	117,000	9.21	54.53	5.6	4	0.992	2.3%	5,053 (4)	5,730	0	1,165	6,894	775	7,669		
		WB	2500										6,059 (4)	6,871	0	520	7,391	348	7,739	
NW 97 Avenue	NW 170 Street	NW 154 Street	NB	DT EXISTIN	NA	NA	NA	NA	NA	NA	NA	0.6%	0 (3)	0	89	0	89	224	313	
			SB										0 (3)	0	106	0	106	321	427	
	NW 154 Street	NW 138 Street	NB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	0 (3)	0	89	0	89	404	493	
			SB	TM										0 (3)	0	106	0	106	899	1,005
NW 138 Street	W 68 Street	NB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	232 (3)	240	19	0	259	13	272		
		SB	TM										136 (3)	141	16	0	157	30	187	
NW 107 Avenue	NW 166 Street	NW 162 Street	NB	NOT EXISTIN	NA	NA	NA	NA	NA	NA	NA	0.6%	0 (3)	0	0	0	0	79	79	
			SB										0 (3)	0	0	0	0	176	176	
	NW 162 Street	NW 154 Street	NB	NOT EXISTIN	NA	NA	NA	NA	NA	NA	NA	0.6%	0 (3)	0	0	0	0	236	236	
			SB	EXISTIN										0 (3)	0	0	0	527	527	
NW 154 Street	NW 138 Street	NB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	120 (3)	124	0	0	124	236	360		
		SB	TM										117 (3)	121	0	0	121	527	648	
NW 138 Street	Okeechobee Rd/US 27	NB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	456 (3)	471	0	0	471	181	652		
		SB	TM										337 (3)	348	0	0	348	404	752	
HEFT	NW 57 Av (Red Road)	I-75	NB	DOT	2006	49,600	10.05	59.22	8.14	6	0.989	6.0%	3,163 (4)	4,378	0	339	4,717	137	4,854	
			SB	2285									2,178 (4)	3,015	0	460	3,475	61	3,536	
	I-75	NW 170 Street	NB	DOT	2006	89,600	10.05	59.22	8.14	6	0.989	6.0%	5,713 (4)	7,908	0	485	8,393	466	8,859	
			SB	2248										3,934 (4)	5,446	0	627	6,073	209	6,282
NW 170 Street	Okeechobee Rd/US 27	NB	DOT	2006	89,600	10.05	59.22	8.14	6	0.989	6.0%	5,713 (4)	7,908	-38	517	8,387	144	8,531		
		SB	2248										3,934 (4)	5,446	-48	617	6,014	320	6,334	
Okeechobee Rd/US 27	NW 106 Street	NB	DOT	2006	95,100	10.05	59.22	8.14	6	0.989	6.0%	6,064 (4)	8,394	51	609	9,054	144	9,198		
		SB	2272										4,176 (4)	5,780	59	648	6,486	320	6,806	
NW 106 Street	NW 74 Street	NB	DOT	2006	102,800	10.05	59.22	8.14	6	0.989	6.0%	6,555 (4)	9,073	39	553	9,665	144	9,809		
		SB	2268										4,514 (4)	6,248	31	822	7,100	320	7,420	

**Notes:**  
 (1) Hourly count \* D \* Yearly Growth Rate to 2007.  
 (2) AADT \* Yearly Growth Rate to 2007 \* K 100 \* D.  
 (3) Actual Count.  
 (4) AADT \* Yearly Growth Rate to 2007 \* K 100 \* D / T factor.

Revised October 2008

Source: David Plummer and Associates, Inc.

**ATTACHMENT 21-6: TRAFFIC VOLUME PROJECTIONS**

*Beacon Countyline DRI*

Roadway	Limits		Direction	Source of Count	Year of Count	AADT Count	K 100	D	T	Default % Truck	Heavy Veh Factor (HCM eq 21-3)	Yearly Growth Rate	Volume (2007)	Future Back ground (2018)	Diversions	Committed Develop ments	Future (2018) Traffic wo Project	Project	Future (2018) Traffic with Project
	From	To																	
Miami Gardens Drive (NW 186 Street)	I-75	NW 87 Avenue	EB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	1,890 (3)	1,953	-28	620	2,545	8	2,553
			WB	TM									812 (3)	839	-12	261	1,088	4	1,092
	NW 87 Avenue	NW 77 Avenue	EB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	1,103 (3)	1,140	0	400	1,540	34	1,574
			WB	TM										713 (3)	737	0	190	926	15
NW 170 Street	NW 77 Avenue	NW 67 Avenue	EB	FDOT	2006	40,500	7.97	54.22	NA	NA	NA	0.6%	1,761 (2)	1,820	0	339	2,159	45	2,204
			WB	2517									1,487 (2)	1,536	0	171	1,707	20	1,727
	NW 67 Avenue	NW 57 Avenue (Red Rd)	EB	FDOT	2006	39,000	7.97	54.22	NA	NA	NA	0.6%	1,695 (2)	1,752	0	193	1,945	27	1,972
			WB	2516										1,432 (2)	1,479	0	76	1,556	12
NW 138 Street	HEFT	NW 97 Avenue	EB	NOT	NA	NA	NA	NA	NA	NA	NA	0.6%	0	0	174	141	315	386	701
			WB	EXISTIN									0	0	131	99	231	820	1,051
	NW 97 Avenue	I-75	EB	NOT	NA	NA	NA	NA	NA	NA	NA	0.6%	0	0	67	145	212	296	508
			WB	EXISTIN										0	0	43	97	140	133
NW 130 Street (W 76 Street)	I-75	NW 87 Avenue	EB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	60 (3)	62	67	138	267	296	563
			WB	TM									90 (3)	93	43	93	228	133	361
	NW 87 Avenue	NW 77 Avenue	EB	DPA	2007	NA	7.39	58.66	NA	NA	NA	0.6%	310 (3)	320	50	250	621	157	778
			WB	TM									376 (3)	389	35	130	554	70	624
Okeechobee Rd/US 27	NW 77 Avenue	NW 67 Avenue	EB	DPA	2007	NA	7.39	58.66	NA	NA	NA	0.6%	310 (3)	320	39	90	450	129	579
			WB	TM									376 (3)	389	31	50	469	58	527
	Okeechobee Rd/US 27	NW 107 Avenue	EB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	578 (3)	597	-90	127	633	36	669
			WB	TM									444 (3)	458	-70	64	452	80	532
NW 130 Street (W 76 Street)	NW 107 Avenue	NW 97 Avenue	EB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	541 (3)	559	-90	128	597	35	632
			WB	TM									413 (3)	427	-70	65	422	17	439
	NW 97 Avenue	Beacon Station Blvd	EB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	654 (3)	676	-90	139	724	819	1,543
			WB	TM									667 (3)	689	-70	70	690	368	1,058
Okeechobee Rd/US 27	NW 97 Av	Beacon Station Blvd	EB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	366 (3)	378	16	0	394	76	470
			WB	TM									530 (3)	548	19	0	567	34	601
	Beacon Station Blvd	NW 87 Av	EB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	565 (3)	584	0	0	584	64	648
			WB	TM									625 (3)	645	0	0	645	29	674
West Okeechobee Rd / Frontage Road	NW 87 Av	W of SR 826	EB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	411 (3)	425	0	0	425	14	439
			WB	TM									487 (3)	503	0	0	503	6	509
	West	HEFT	NWB	FDOT	2006	25,500	9	54.22	12.81	2	0.949	0.6%	1,319 (4)	1,364	0	29	1,393	25	1,418
			SEB	7									1,114 (4)	1,151	0	18	1,169	56	1,225
Gratigny Expressway	HEFT	NW 138 Street	NWB	FDOT	2006	24,500	9	54.22	15.34	2	0.937	0.6%	1,283 (4)	1,326	-16	56	1,366	25	1,391
			SEB	2536									1,083 (4)	1,120	-13	102	1,209	56	1,265
	NW 138 Street	Beacon Station Blvd	NWB	FDOT	2006	24,500	9	54.22	15.34	2	0.937	0.6%	1,283 (4)	1,326	-16	6	1,316	217	1,533
			SEB	2536									1,083 (4)	1,120	-13	3	1,110	98	1,208
W 68 Street/NW 122 Street	Beacon Station Blvd	NW 87 Avenue	NWB	FDOT	2006	39,500	9	54.22	15.34	2	0.937	0.6%	2,068 (4)	2,138	0	103	2,241	174	2,415
			SEB	109									1,746 (4)	1,805	0	191	1,996	78	2,074
	NW 87 Avenue	SR 826	NWB	FDOT	2006	45,000	9	54.22	7.36	2	0.974	0.6%	2,268 (4)	2,344	0	104	2,449	132	2,581
			SEB	2537									1,915 (4)	1,979	0	205	2,184	59	2,243
West Okeechobee Rd / Frontage Road	SR 826	NW 74 St	NWB	FDOT	2006	55,500	9	58.66	6.44	2	0.978	0.6%	3,013 (4)	3,114	0	19	3,133	64	3,197
			SEB	528									2,123 (4)	2,195	0	45	2,239	29	2,268
	US 27/NW 138 Street	NW 107 Avenue	NWB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	382 (3)	395	0	2	396	0	396
			SEB	TM									513 (3)	530	0	1	531	0	531
Gratigny Expressway	NW 107 Avenue	Hialeah Gardens Blvd	NWB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	476 (3)	492	-3	0	489	29	518
			SEB	TM									240 (3)	248	-3	0	245	13	258
	Hialeah Gardens Blvd	NW 87 Avenue	NWB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	264 (3)	272	0	0	272	31	303
			SEB	TM									282 (3)	291	0	0	291	14	305
W 68 Street/NW 122 Street	NW 87 Avenue	NW 77 Avenue	NWB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	741 (3)	766	0	0	766	16	782
			SEB	TM									338 (3)	349	0	0	349	7	356
	Gratigny Expressway	Red Road/W 4 Av	EB	FDOT	2006	52,500	8.79	53.81	4.69	4	0.997	0.6%	2,507 (4)	2,591	0	656	3,247	375	3,622
			WB	2511									2,152 (4)	2,224	0	727	2,951	168	3,119
W 68 Street/NW 122 Street	Okeechobee Road	NW 97 Avenue	EB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	315 (3)	326	0	2	327	39	366
			WB	TM									228 (3)	236	0	1	237	17	254
	NW 97 Avenue	NW 87 Av / W 28 Av	EB	DPA	2007	NA	NA	NA	NA	NA	NA	0.6%	501 (3)	517	0	49	566	46	612
			WB	TM									566 (3)	584	0	26	611	21	632
W 68 Street/NW 122 Street	NW 87 Av / W 28 Av	SR 826	EB	MDC	2004	NA	NA	55	NA	NA	NA	0.6%	1,295 (1)	1,339	0	47	1,385	13	1,398
			WB	9522									1,583 (1)	1,636	0	30	1,666	6	1,672

**Notes:**  
 (1) Hourly count \* D \* Yearly Growth Rate to 2007.  
 (2) AADT \* Yearly Growth Rate to 2007 \* K 100 \* D.  
 (3) Actual Count.  
 (4) AADT \* Yearly Growth Rate to 2007 \* K 100 \* D / T factor.

**Intersection Volume Breakdown ( R )**  
**Beacon Countyline DRI**

Intersection	Direction	Existing Counts	Background	Diversions	FEC Park of Commerce DRI	E Miramar Areawide DRI	Country Lakes DRI	Blue Grass Lakes	Dunwood y Estates	Graham East	Graham West	Doral Place	Islands of Doral	Total Committed Developments	Future wo Project 2018	Project	Pass-by Trips	Diverted Linked Trips	Future w Project 2018
		2007	2018	Total											Project	Trips	Trips	Trips	
NW 170 STREET / HEFT WEST RAMP	NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SBL	0	0	101	0	0	0	0	16	12	46	0	0	74	175	209	0	13	397
	Growth Rate: SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0.6% SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	50.0% EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBR	0	0	54	17	0	0	21	0	0	0	0	0	25	63	117	320	0	13
<b>TOTAL</b>		<b>0</b>	<b>0</b>	<b>155</b>										<b>137</b>	<b>292</b>	<b>529</b>			<b>848</b>
NW 170 STREET / HEFT EAST RAMP	NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NBR	0	0	46	32	0	0	24	0	0	0	0	12	68	114	144	0	20	278
	SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Growth Rate: SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0.6% SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	50.0% EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBT	0	0	101	0	0	0	0	16	12	46	0	0	74	175	209	0	13	397
	EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBT	0	0	54	17	0	0	21	0	0	0	0	25	63	117	320	0	13	450
	WBR	0	0	84	0	0	0	0	8	6	23	0	0	36	120	466	0	20	607
<b>TOTAL</b>		<b>0</b>	<b>0</b>	<b>84</b>					<b>8</b>	<b>6</b>	<b>23</b>			<b>241</b>	<b>526</b>	<b>1,140</b>			<b>1,732</b>
NW 170 STREET / NW 102 AVENUE	NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	626	18	33	677
	NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	271	22	0	293
	SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Growth Rate: SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0.6% SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	50.0% EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBT	0	0	157	31	0	0	24	16	12	46	0	12	141	298	72	-22	0	348
	EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	281	22	33	336
	WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	122	18	0	140
	WBT	0	0	148	17	0	0	21	8	6	23	0	25	99	247	161	-18	0	390
	WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>		<b>0</b>	<b>0</b>	<b>0</b>										<b>240</b>	<b>545</b>	<b>1,533</b>			<b>2,184</b>

**Intersection Volume Breakdown ( R )**

*Beacon Countyline DRI*

Intersection	Direction	Existing Counts	Background	Diversions	FEC Park of Commerce DRI	E Miramar Areawide DRI	Country Lakes DRI	Blue Grass Lakes	Dunwoody Estates	Graham East	Graham West	Doral Place	Islands of Doral	Total Committed Developments	Future w/o Project 2018	Project	Pass-by Trips	Diverted Linked Trips	Future w/ Project 2018
		2007	2018	Total											Project 2018	Project	Project	Project	Project
NW 170 STREET / NW 97 AVENUE	NBL	0	0	89	0	0	0	0	0	0	0	0	0	0	89	194	0	0	283
	NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100
	SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Growth Rate: SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0.6% SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	50.0% EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBT	0	0	51	29	0	0	26	17	14	49	0	11	146	197	196	0	0	393
	EBR	0	0	106	0	0	0	0	0	0	0	0	0	0	106	147	0	0	253
	WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	0	0	45
	WBT	0	0	59	16	0	0	24	8	7	24	0	22	101	160	88	0	0	248
	WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>		<b>0</b>	<b>0</b>											<b>246</b>	<b>551</b>	<b>771</b>		
NW 162 STREET / NW 107 AVENUE	NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79	0	0	79
	NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158	0	0	158
	SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Growth Rate: SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	176	0	0	176
	0.6% SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	50.0% EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	351	0	0	351
	WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>		<b>0</b>	<b>0</b>											<b>0</b>	<b>0</b>	<b>763</b>		
NW 162 STREET / NW 97 AVENUE	NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90	2	0	92
	NBT	0	0	89	0	0	0	0	0	0	0	0	0	0	89	134	-2	0	221
	NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Growth Rate: SBT	0	0	90	0	0	0	0	0	0	0	0	0	0	90	120	-2	0	208
	0.6% SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	2	0	74
	50.0% EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160	2	0	162
	EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	201	2	0	203
	WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>		<b>0</b>	<b>0</b>											<b>0</b>	<b>179</b>	<b>777</b>		

**Intersection Volume Breakdown ( R )**

*Beacon Countyline DRI*

Intersection	Direction	Existing Counts	Background	Diversions	FEC Park of Commerce DRI	E Miramar Areawide DRI	Country Lakes DRI	Blue Grass Lakes	Dunwoody Estates	Graham East	Graham West	Doral Place	Islands of Doral	Total Committed Developments	Future w/o Project 2018	Project	Pass-by Trips	Diverted Linked Trips	Future w/ Project 2018
		2007	2018	Total											Project 2018	Project	Trips	Trips	Trips
NW 156 STREET / NW 97 AVENUE	NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	280	5	0	285
	NBT	0	0	89	0	0	0	0	0	0	0	0	0	0	89	124	-5	0	208
	NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Growth Rate: SBT	0	0	90	0	0	0	0	0	0	0	0	0	0	90	276	-6	0	360
	0.6% SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	6	0	51
	50.0% EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	5	0	105
	EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	623	6	0	629
	WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>		<b>0</b>	<b>0</b>											<b>0</b>	<b>179</b>	<b>1,448</b>			<b>1,638</b>
NW 122 STREET / NW 97 AVENUE	NBL	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
	NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NBR	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
	SBL	93	96	0	0	0	0	0	0	0	0	0	0	0	96	1	0	0	97
	Growth Rate: SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0.6% SBR	42	43	0	0	0	0	0	0	0	0	0	0	0	43	0	0	0	43
	50.0% EBL	75	78	0	0	0	0	0	0	0	0	0	0	0	78	0	0	0	78
	EBT	239	247	0	0	0	0	0	0	2	0	0	0	0	2	249	39	0	287
	EBR	1	1	19	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20
	WBL	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
	WBT	185	191	0	0	0	0	0	0	1	0	0	0	0	192	17	0	0	209
	WBR	157	162	0	0	0	0	0	0	0	0	0	0	0	162	0	0	0	163
<b>TOTAL</b>		<b>796</b>	<b>823</b>											<b>3</b>	<b>844</b>	<b>57</b>			<b>902</b>
NW 122 STREET / NW 87 Avenue	NBL	236	244	0	0	0	0	0	0	0	0	0	0	0	244	4	0	0	248
	NBT	858	887	0	0	0	5	6	13	0	13	0	0	37	924	1	0	0	925
	NBR	116	120	0	0	0	0	0	0	0	0	0	0	0	120	0	0	0	120
	SBL	246	254	0	0	0	0	0	3	0	0	0	0	3	258	15	0	0	273
	Growth Rate: SBT	626	647	0	0	0	14	5	7	0	7	0	0	32	679	3	0	0	682
	0.6% SBR	125	129	0	0	0	0	0	0	0	0	0	0	0	129	6	0	0	135
	50.0% EBL	156	161	0	0	0	0	0	0	0	0	0	0	0	161	13	0	0	174
	EBT	394	407	0	49	0	0	0	0	5	0	0	0	54	461	10	0	0	471
	EBR	117	121	0	0	0	0	0	0	0	0	0	0	0	121	8	0	0	129
	WBL	201	208	0	0	0	0	0	0	0	0	0	0	0	208	0	0	0	208
	WBT	426	440	0	27	0	0	0	0	2	0	0	0	29	469	4	0	0	474
	WBR	333	344	0	0	0	0	0	7	0	0	0	0	7	351	7	0	0	358
<b>TOTAL</b>		<b>3,834</b>	<b>3,962</b>											<b>162</b>	<b>4,124</b>	<b>70</b>			<b>4,194</b>

**Intersection Volume Breakdown ( R )**  
*Beacon Countyline DRI*

Intersection	Direction	Existing Counts	Back ground	Diversions	FEC Park of Commerce DRI	E Miramar Areawide DRI	Country Lakes DRI	Blue Grass Lakes	Dunwood y Estates	Graham East	Graham West	Doral Place	Islands of Doral	Total Committed Developments	Future wo Project 2018	Project	Pass-by Trips	Diverted Linked Trips	Future w Project 2018	
		2007	2018	Total																
NW 170 STREET / NW 87 AVENUE	NBL	6	6	0	8	0	0	0	9	0	30	0	0	47	53	2	0	0	55	
	NBT	50	52	0	0	0	0	11	42	0	53	0	6	112	164	0	0	0	164	
	NBR	91	94	0	0	0	0	0	0	0	0	0	0	0	94	0	0	0	94	
	SBL	168	174	0	0	0	20	0	0	39	0	0	0	59	233	0	0	0	233	
	Growth Rate:	SBT	103	106	0	0	0	10	85	0	108	0	11	214	320	0	0	0	320	
	0.6%	SBR	9	9	28	6	0	26	0	0	0	0	0	32	69	40	0	0	109	
	50.0%	EBL	6	6	12	12	0	29	0	0	0	0	0	41	59	88	0	0	147	
		EBT	50	52	28	0	0	0	0	18	0	0	7	25	105	192	0	0	297	
		EBR	4	4	0	15	0	0	18	0	63	0	0	96	100	5	0	0	105	
		WBL	124	128	0	0	0	0	0	0	0	0	0	0	128	0	0	0	128	
		WBT	75	78	23	0	0	0	0	9	0	0	15	24	125	87	0	0	212	
		WBR	177	183	0	0	0	7	0	0	0	0	0	26	209	0	0	0	209	
<b>TOTAL</b>			<b>892</b>											<b>676</b>	<b>1,659</b>	<b>414</b>			<b>2,073</b>	
		<b>Counts</b>																		
		2008	2018																	
NW 170 STREET / NW 78 AVENUE	NBL	214	221	23	0	0	6	0	0	31	0	0	12	49	293	63	0	0	356	
	NBT	431	444	0	0	0	0	0	0	0	0	0	0	0	444	6	0	0	450	
	NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Growth Rate:	SBT	295	304	0	0	0	0	0	0	0	0	0	0	304	15	0	0	319	
	0.6%	SBR	9	9	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	
	50.0%	EBL	5	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	
		EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		EBR	159	164	28	0	0	18	0	0	60	0	5	83	275	142	0	0	417	
		WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>TOTAL</b>		<b>1,113</b>	<b>1,147</b>											<b>132</b>	<b>1,330</b>	<b>226</b>			<b>1,556</b>	

**Ramp Volume Breakdown ( R )**  
**Beacon Countyline DRI**

X-way	Ramp	PM PEAK HOUR																									
		Count		Seasonal Factor	Truck Factor	Growth Rate	Existing (1)	Source	Growth Rate (2)	Back ground	Divers ions	Country Lakes DRI	Doral Place	Islands at Doral	FEC	Dun woody	Gra ham East	Gra ham West	Blue Grass Lakes	E Mirama r DRI	Comm Devs	Future w/o Project	Volum e on Table 21-6	Pro ject	Volume on Table 21-7	Future w/ Project	Volume on Table 21-7
		Day 1	Day 2																								
HEFT / I-75	NEB HEFT Mainline (before Diverge)						5,713	Table 21-1	6.0%	7,908	0	28	5	34	255	8	6	23	0	127	485	8,393	8,393	466	466	8,859	8,859
	I-75 NB On-Ramp	2,333	2,321	1.02	1.029	4.2%	2,542	Sta 6083	4.2%	3,187	0	28	2	15	102	0	0	0	0	146	3,333	10,213	329	329	3,662	3,662	
	NB I-75 Mainline (after Merge)						8,441	Table 21-1	2.3%	9,572	0	347	6	15	102	37	34	61	0	40	641	10,213	10,213	329	329	10,542	10,542
	NB I-75 Mainline (before Merge)						5,899	Difference	2.3%	6,689	0	319	4	0	0	37	34	61	0	40	495	7,184	10,213	0	0	7,184	7,184
	SWB HEFT Mainline (before Merge)						2,424	Difference	6.0%	3,355	0	0	4	40	83	16	12	46	0	257	458	3,813	6,073	61	61	3,874	3,874
	SWB HEFT Mainline (after Merge)						3,934	Table 21-1	6.0%	5,446	0	79	10	69	138	16	12	46	0	257	627	6,073	6,073	209	209	6,282	6,282
HEFT / NW 170 Street	I-75 SB Off-Ramp	1,387	1,377	1.02	1.029	4.2%	1,510	Sta 6084	4.2%	1,893	0	79	3	29	55	0	0	0	0	166	2,059	6,073	148	148	2,207	2,207	
	SB I-75 Mainline (before Diverge)						7,039	Table 21-1	2.3%	7,982	0	987	11	29	55	75	69	123	0	80	1,430	9,412	148	148	9,560	9,560	
	NB Before Diverge						5,713	Table 21-1	6.0%	7,908	-38	28	5	46	287	0	0	0	24	127	517	8,387	8,387	144	144	8,531	8,531
	NB Off Ramp						0		6.0%	0	51	0	0	12	32	0	0	0	24	0	68	119	8,387	0	0	283	283
	NB After Diverge/before Merge						5,713	Difference	6.0%	7,908	-89	28	5	34	255	0	0	0	0	127	449	8,268	8,387	0	0	8,268	8,268
	NB On Ramp						0		6.0%	0	89	0	0	0	0	8	6	23	0	0	37	126	8,387	486	486	612	612
I-75 / NW 138 Street	NB After Merge						5,713	Table 21-1	6.0%	7,908	0	28	5	34	255	8	6	23	0	127	486	8,394	8,393	466	466	8,860	8,859
	SB Before Diverge						3,934	Table 21-1	6.0%	5,446	0	79	10	69	138	16	12	46	0	257	627	6,073	6,073	209	209	6,282	6,282
	SB Off Ramp						0		6.0%	0	106	0	0	0	0	16	12	46	0	74	180	6,073	222	222	402	402	
	SB After Diverge/before Merge						3,934	Difference	6.0%	5,446	-106	79	10	69	138	0	0	0	0	257	553	5,893	6,073	0	0	5,893	5,893
	SB On Ramp						0		6.0%	0	59	0	0	25	17	0	0	0	21	0	63	122	6,073	333	333	455	455
	SB After Merge						3,934	Table 21-1	6.0%	5,446	-47	79	10	94	155	0	0	0	21	257	616	6,015	6,014	320	320	6,335	6,334
I-75 / NW 138 Street	NW 138 STREET EB ON RAMP	887	NA	1.04	1.046	NA (4)	964	TM Count	2.3%	1,094	0	0	0	259	0	75	211	0	0	545	1,639	6,894	775	775	2,414	2,414	
	I75 EB (after merge)						5,053	Table 21-1	2.3%	5,730	0	503	8	0	259	0	95	211	8	80	1,165	6,895	6,894	775	775	7,670	7,669
	I75 EB (before merge)						4,089	Difference	2.3%	4,637	0	503	8	0	0	0	20	0	8	80	620	5,256	6,894	0	0	5,256	5,256
I-75 / SR 826	NW 138 STREET WB OFF RAMP	683	689	1.04	1.046	2.3%	763	Sta 6075	2.3%	866	0	0	0	140	0	37	104	0	0	281	1,147	7,391	348	348	1,495	1,495	
	I75 WB (before diverge)						6,059	Table 21-1	2.3%	6,871	0	177	4	0	140	0	47	104	8	40	520	7,391	7,391	348	348	7,739	7,739
	I 75 EB before Diverge						5,053	Table 21-1	2.3%	5,730	0	503	8	0	259	0	95	211	8	80	1,164	6,895	6,894	775	775	7,670	7,669
	I75 EB to SR 826 SB Ramp (3)	1,584	1,646	1.08	1.025	1.9%	1,811	Sta 6071	1.9%	2,004	0	271	8	0	0	0	0	0	0	40	319	2,324	6,894	275	275	2,599	2,599
	Gratigny WB to SR 826 SB Ramp (3)	843	853	1.04	1.025	1.9%	920	Sta 6266	1.9%	1,018	0	0	34	51	0	0	0	0	0	0	85	1,103	6,894	0	0	1,103	1,103
	Combined Ramp @ Merge						2,731	Sum	1.9%	3,023	0	271	42	51	0	0	0	0	0	40	404	3,427	6,894	275	275	3,702	3,702
	SR 826 SB before Merge						4,300	Difference	1.4%	4,642	-31	0	31	77	0	37	67	173	28	0	413	5,025	6,894	0	0	5,025	5,025
	SR 826 SB after Merge						7,031	Table 21-1	1.4%	7,592	-31	271	73	128	0	37	67	173	28	40	817	8,379	8,379	275	275	8,654	8,654
SR 826 NB before Diverge						9,040	Table 21-1	1.4%	9,761	-39	95	37	63	0	75	136	352	31	20	809	10,531	10,530	123	123	10,654	10,653	
SR 826 NB to I 75 WB Ramp	2,986	2,869	1.04	1.025	1.9%	3,177	Sta 6085	1.9%	3,516	0	95	4	0	0	0	0	0	0	20	119	3,635	10,530	123	123	3,758	3,758	
I 75 WB Before Merge						2,882	Difference	2.3%	3,268	0	81	0	0	140	0	47	104	8	20	400	3,668	10,530	225	225	3,893	3,893	
I 75 WB After Merge						6,059	Table 21-1	2.3%	6,871	0	177	4	0	140	0	47	104	8	40	520	7,391	7,391	348	348	7,739	7,739	

(1) Adjusted to 100th highest hour conditions, to 2007 by applying the average growth rate of both expressways, and by truck factor consistent with the roadway segments analyzed in the ADA.

(2) Average growth rate of expressways used for the ramp

(3) These two single lane ramps merge into a 2 lane ramp before merging into SR 826

(4) 2007 Count

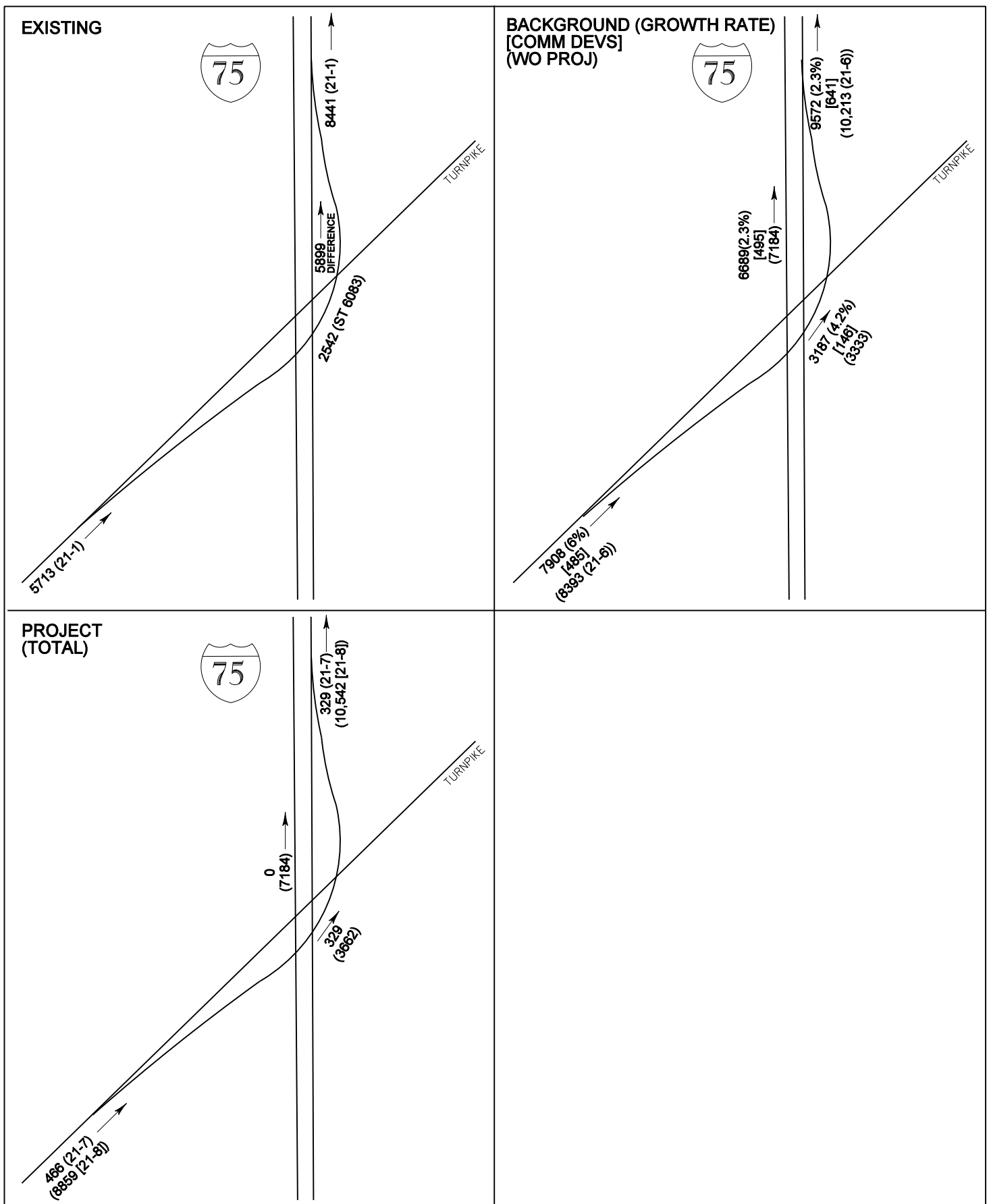


**Ramp Volume Breakdown ( R )  
Beacon Countyline DRI**

X-way	Ramp	AM PEAK HOUR																							
		Count		Seasonal Factor	Truck Factor	Growth Rate	Existing (1)	Source	Growth Rate (2)	Back ground	Divers ions	Country Lakes DRI	Doral Place	Islands at Doral	FEC	Dun woody	Gra ham East	Gra ham West	Blue Grass Lakes	E Miramar DRI	Comm Devs	Future w/o Project	Pro ject	Future w/ Project	
		Day 1	Day 2																						
HEFT / I-75	NEB HEFT Mainline (before Diverge)	3,624	NA	1.00	1.029	6.0%	3,951	Sta 9934 (4)	6.0%	5,469	0	36	10	72	58	24	20	69	0	257	546	6,015	95	6,111	
	I-75 NB On-Ramp	1,266	1,204	1.04	1.029	4.2%	1,410	Sta 6083	4.2%	1,768	0	36	3	32	23	0	0	0	0	0	94	1,862	67	1,929	
	NB I-75 Mainline (after Merge)						5,824	Sum	2.3%	6,605	0	445	12	32	23	114	113	186	0	80	1,005	7,610	67	7,677	
	NB I-75 Mainline (before Merge)	4,301	4,155	1.02	1.046	2.3%	4,413	Sta 2503	2.3%	5,005	0	410	0	0	0	114	113	186	0	80	903	5,908	0	5,908	
	SWB HEFT Mainline (before Merge)						2,751	Difference	2.3%	3,120	0	0	1	8	126	5	4	14	0	127	285	3,405	0	3,405	
	SWB HEFT Mainline (after Merge)	5,550	NA	1.00	1.029	6.0%	6,051	Sta 9934***	6.0%	8,376	0	24	2	14	210	5	4	14	0	127	401	8,777	411	9,188	
	I-75 SB Off-Ramp	2,962	2,827	1.04	1.029	4.2%	3,300	Sta 6084	4.2%	4,136	0	24	1	6	84	0	0	0	0	0	115	4,251	291	4,542	
	SB I-75 Mainline (before Diverge)						11,801	Sum	2.3%	13,383	0	300	3	6	84	23	23	38	0	40	517	13,899	291	14,190	
I-75 / NW 138 Street	NW 138 STREET EB ON RAMP						1,122	Sta 5076 AM /PM Ratio	2.3%	1,272	0	0	0	0	58	0	25	65	0	0	149	1,421	157	1,578	
	I75 EB (after merge)						6,295	Sta 2501 AM SB /PM NB Ratio	2.3%	7,139	0	153	2	0	58	0	32	65	5	40	355	7,493	157	7,650	
	I75 EB (before merge)						5,173	Difference	1.9%	5,740	0	153	2	0	0	0	7	0	5	40	206	5,946	0	5,946	
	NW 138 STREET WB OFF RAMP	573	574	1.04	1.046	2.3%	638	Sta 6075	2.3%	724	0	0	0	0	213	0	124	319	0	0	656	1,380	675	2,055	
	I75 WB (after diverge)						4,255	Difference	2.3%	4,825	0	227	9	0	0	0	33	0	3	80	352	5,177	0	5,177	
I75 WB (before diverge)						4,893	Sta 2501AM NB /PM SB Ratio	2.3%	5,549	0	227	9	0	213	0	157	319	3	80	1,008	6,557	675	7,232		
I-75/SR 826	I 75 EB before Diverge						6,295	Sta 2501AM SB /PM NB Ratio	2.3%	7,139	0	153	2	0	58	0	32	65	5	40	354	7,493	157	7,650	
	I75 EB to SR 826 SB Ramp (3)	1,991	1,963	1.04	1.025	1.9%	2,172	Sta 6071	1.9%	2,403	0	82	2	0	0	0	0	0	0	20	104	2,507	56	2,563	
	Gratigny WB to SR 826 SB Ramp (3)	1,976	1,924	1.08																					
	Combined Ramp @ Merge	571	561	1.04	1.025	1.9%	614	Sta 6266	1.9%	680	0	0	7	10	0	0	0	0	0	0	18	698	0	698	
	SR 826 SB before Merge						2,786	Sum	1.9%	3,083	0	82	9	10	0	0	0	0	0	0	102	3,185	56	3,241	
	SR 826 SB after Merge	5,446	5,404	1.04	1.003	1.4%	5,768	Sta 6575	1.4%	6,229	-25	82	16	16	0	0	223	532	16	0	794	3,989	0	3,989	
		5,511																							
	SR 826 NB before Diverge	4,677	4,606	1.04	1.003	1.4%	4,919	Sta 6575	1.4%	5,311	-21	122	74	134	0	23	46	109	10	40	559	5,849	240	6,089	
	SR 826 NB to I 75 WB Ramp	4,669	1,432	1.04	1.003	1.4%	1,545	Sta 6085	1.9%	1,710	0	122	9	0	0	0	0	0	0	40	171	1,881	240	2,121	
	I 75 WB Before Merge						3,348	Difference	2.3%	3,796	0	105	0	0	213	0	156	319	3	40	836	4,633	435	5,068	
I 75 WB After Merge						4,893	Sta 2501AM NB /PM SB Ratio	2.3%	5,549	0	227	9	0	213	0	156	319	3	80	1,007	6,556	675	7,231		

Highlighted Cells Revised October 2008

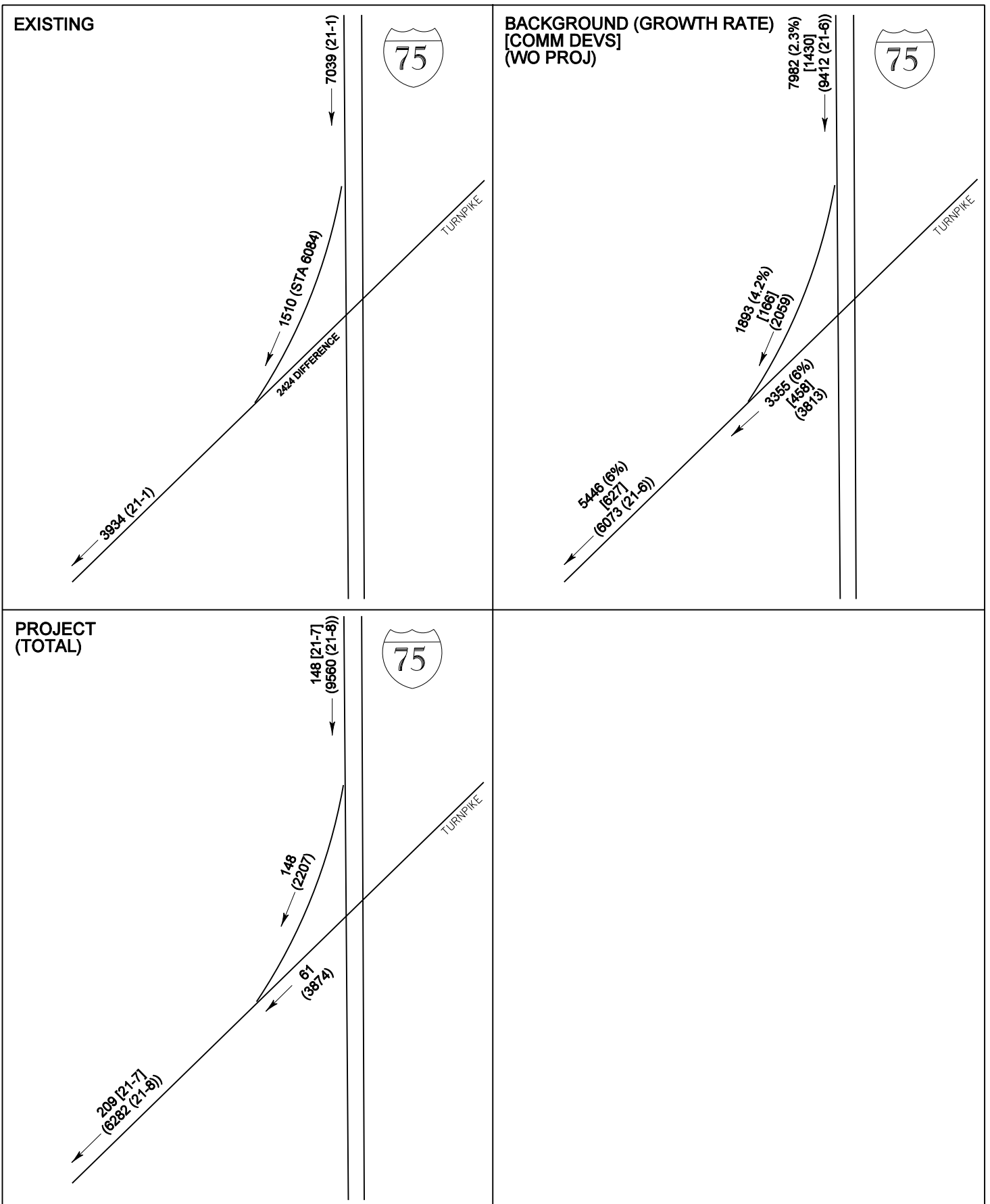
- (1) Adjusted to 100th highest hour conditions, to 2007 by applying the average growth rate of both expressways, and by truck factor consistent with the roadway segments analyzed in
- (2) Average growth rate of expressways used for the ramp
- (3) These two single lane ramps merge into a 2 lane ramp before merging into SR 826
- (4) Continuous Count Station-Count for the first 2 Weeks of May



Source: David Plummer & Associates

Ramp Volume Breakdown  
 HEFT NB TO I-75 NB (PM)  
 Beacon Countyline DRI

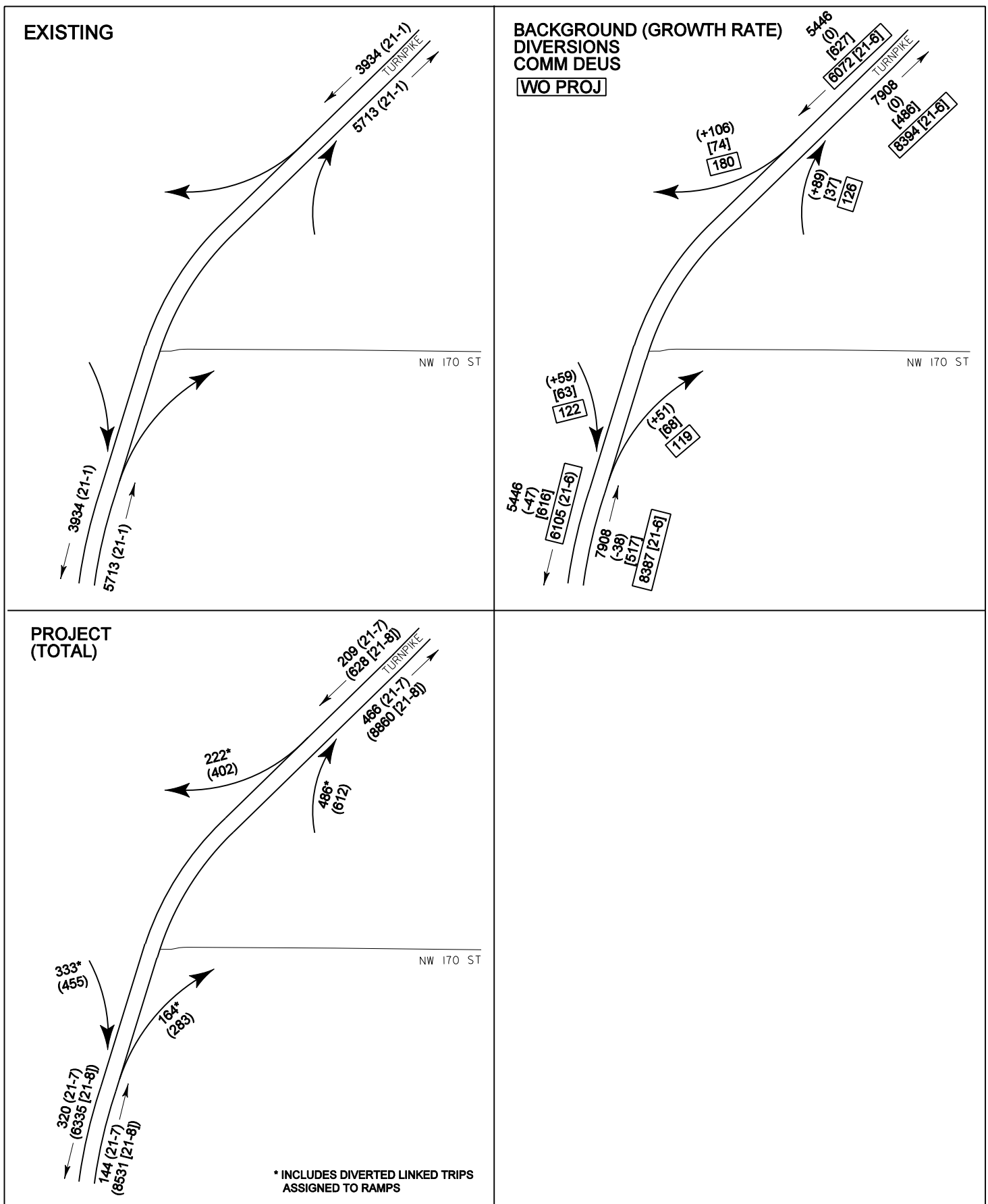
Exhibit Prepared For  
 October 2008 Submittal



Source: David Plummer & Associates

**Ramp Volume Breakdown  
I-75 SB TO HEFT SWB (PM)  
Beacon Countyline DRI**

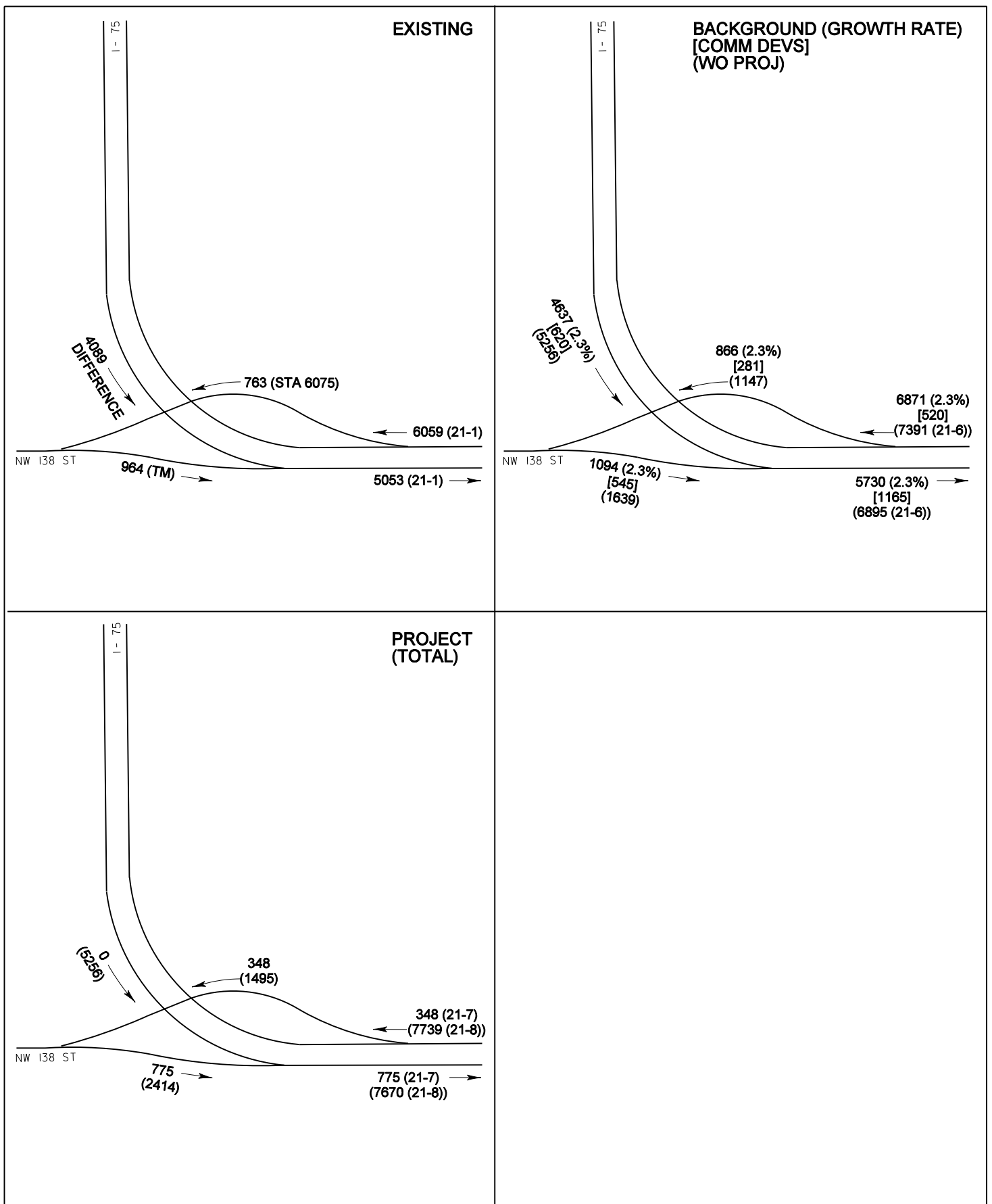
Exhibit Prepared For  
October 2008 Submittal



Source: David Plummer & Associates

Exhibit Prepared For  
October 2008 Submittal

Ramp Volume Breakdown  
HEFT /NW 170 ST INTERCHANGE (PM)  
Beacon Countyline DRI



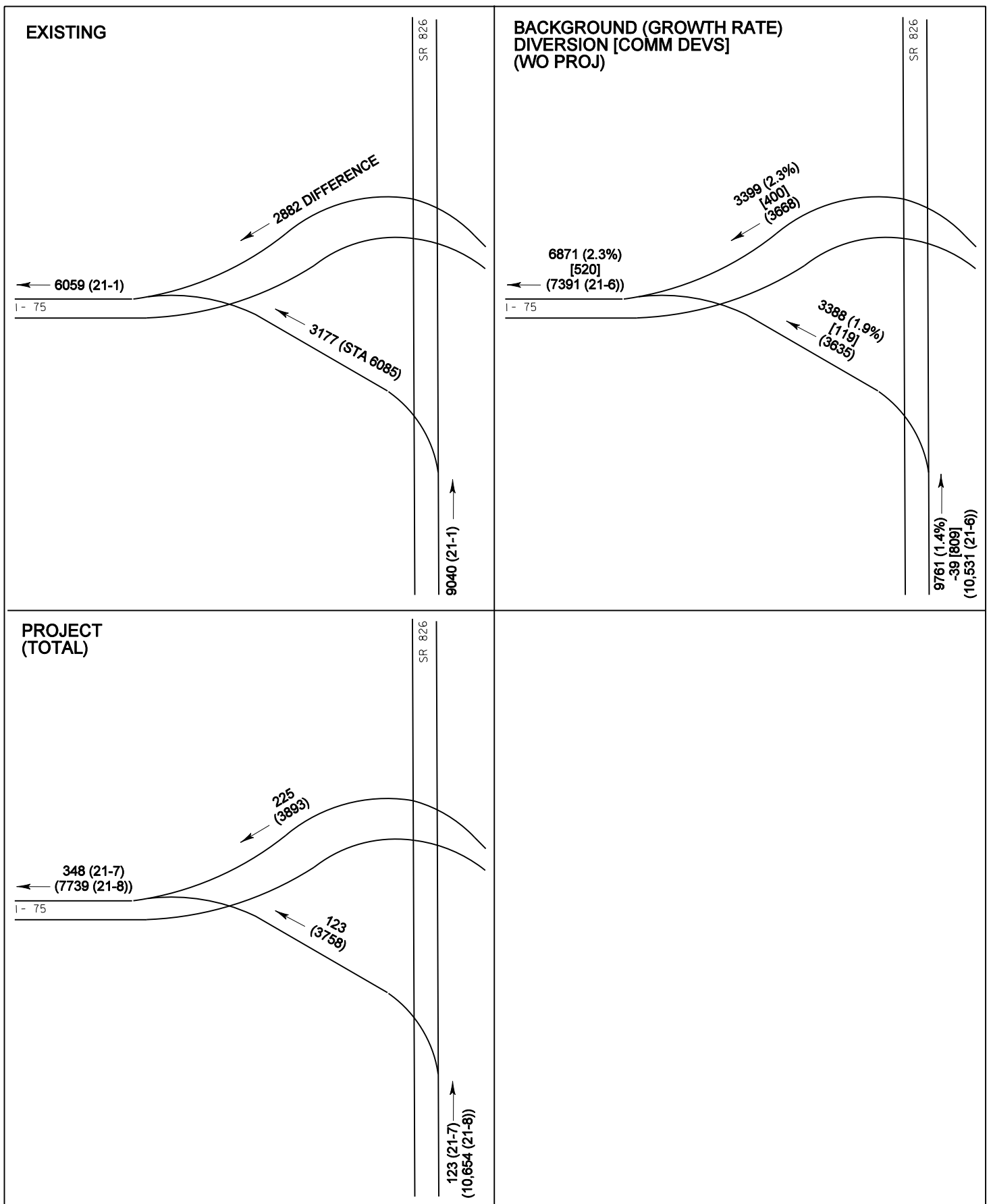
Source: David Plummer & Associates

### Ramp Volume Breakdown

I-75 / NW 138 ST EB ON RAMP AND WB OFF RAMP

Exhibit Prepared For  
October 2008 Submittal

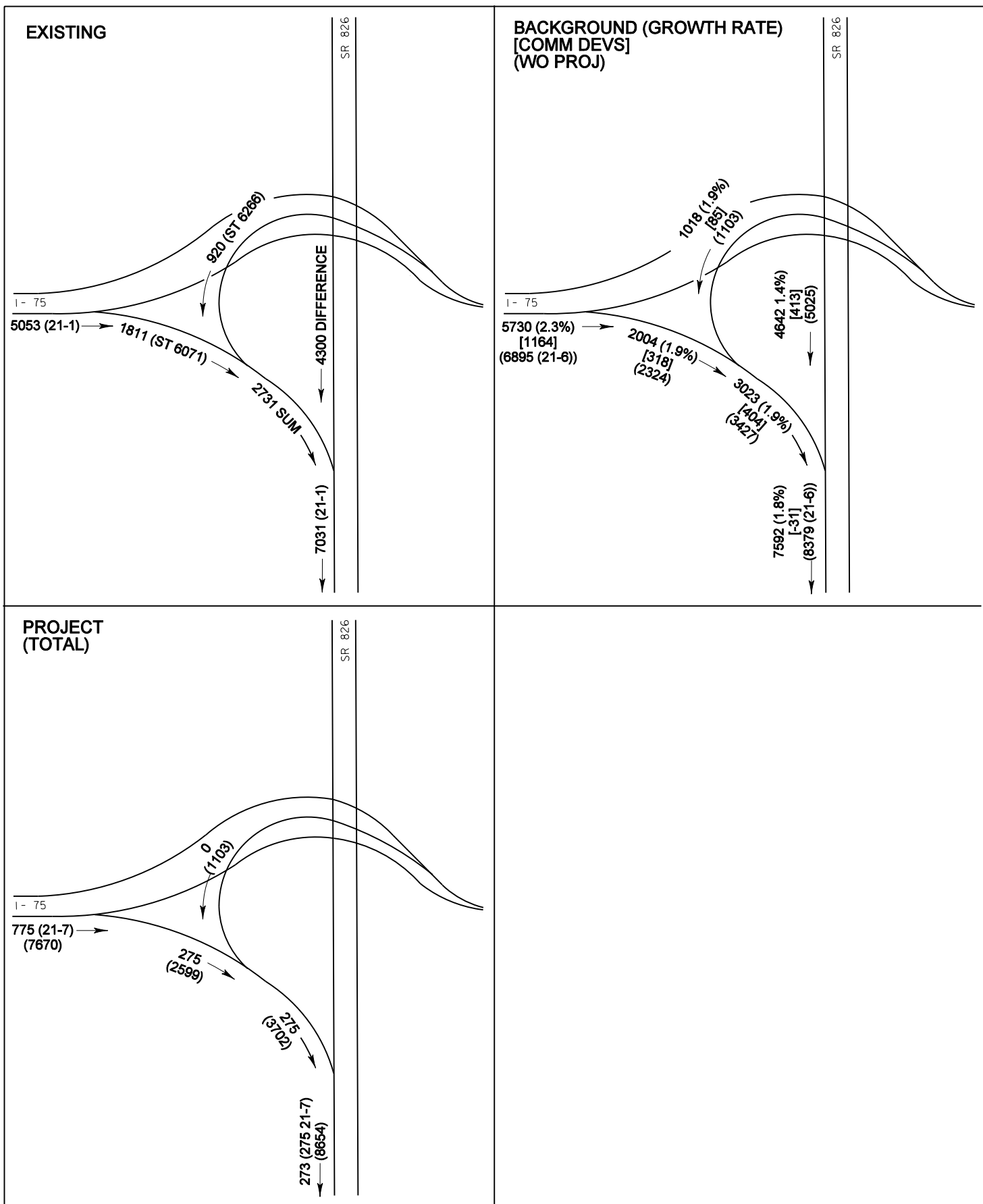
Beacon Countyline DRI



Source: David Plummer & Associates

**Ramp Volume Breakdown**  
 SR 826 NB TO 1-75 WB (PM)  
 Beacon Countyline DRI

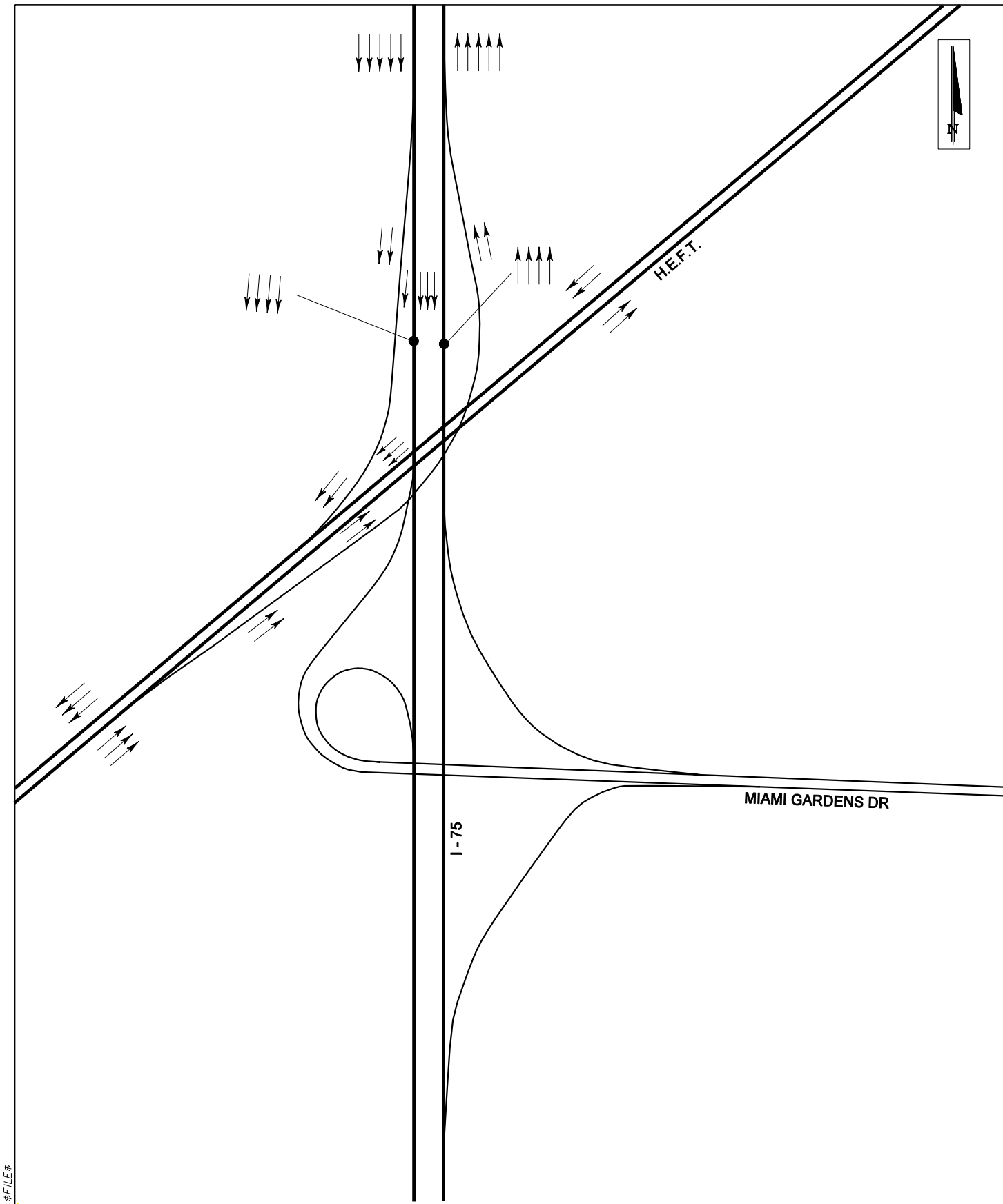
Exhibit Prepared For  
 October 2008 Submittal



Source: David Plummer & Associates

Ramp Volume Breakdown  
 I-75 EB TO SR 826 SB (PM)  
 Beacon Countyline DRI

Exhibit Prepared For  
 October 2008 Submittal

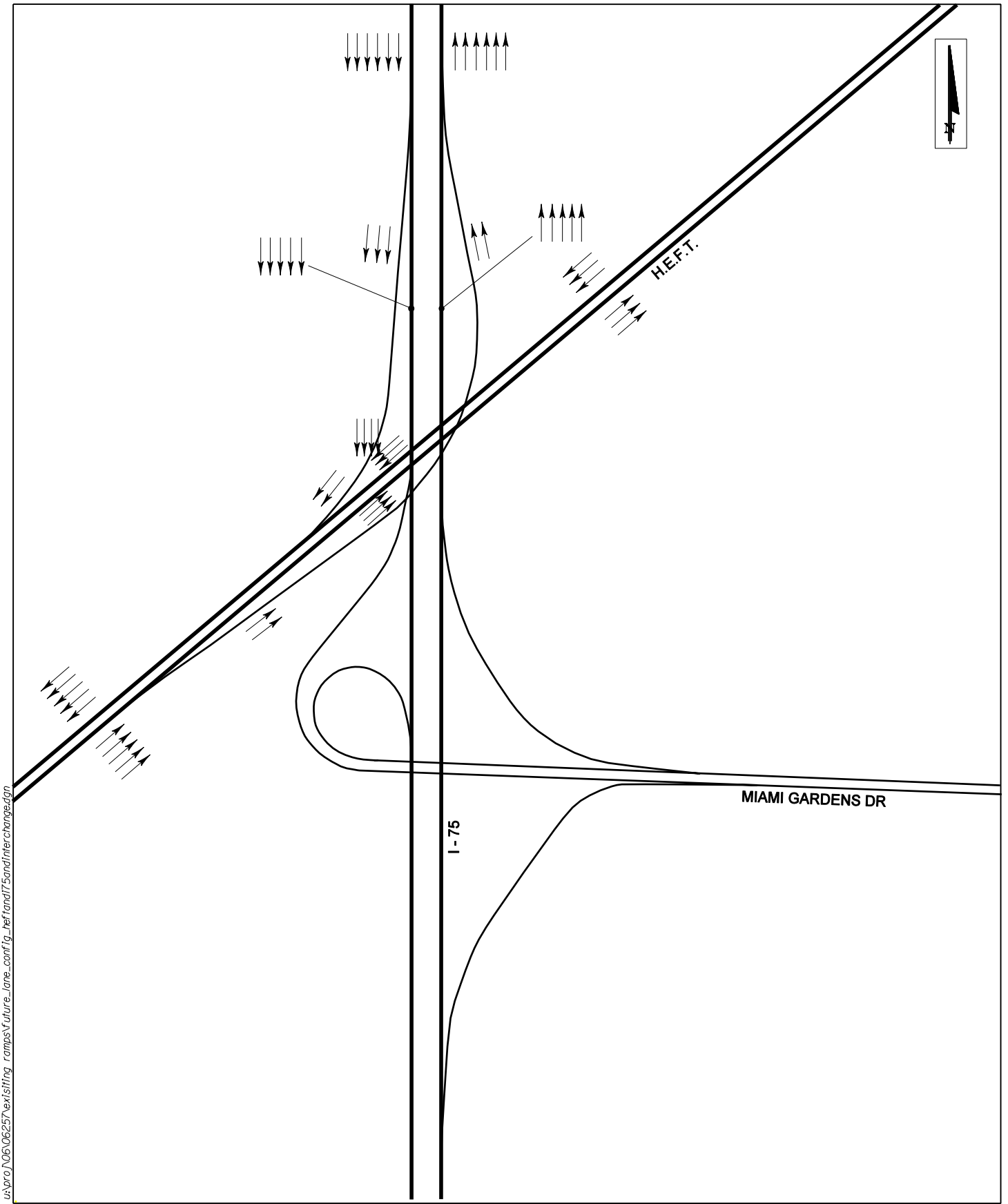


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Source: David Plummer & Associates

**H.E.F.T./I-75/Interchange**  
 Existing Lane Configuration  
 Beacon County Line DRI

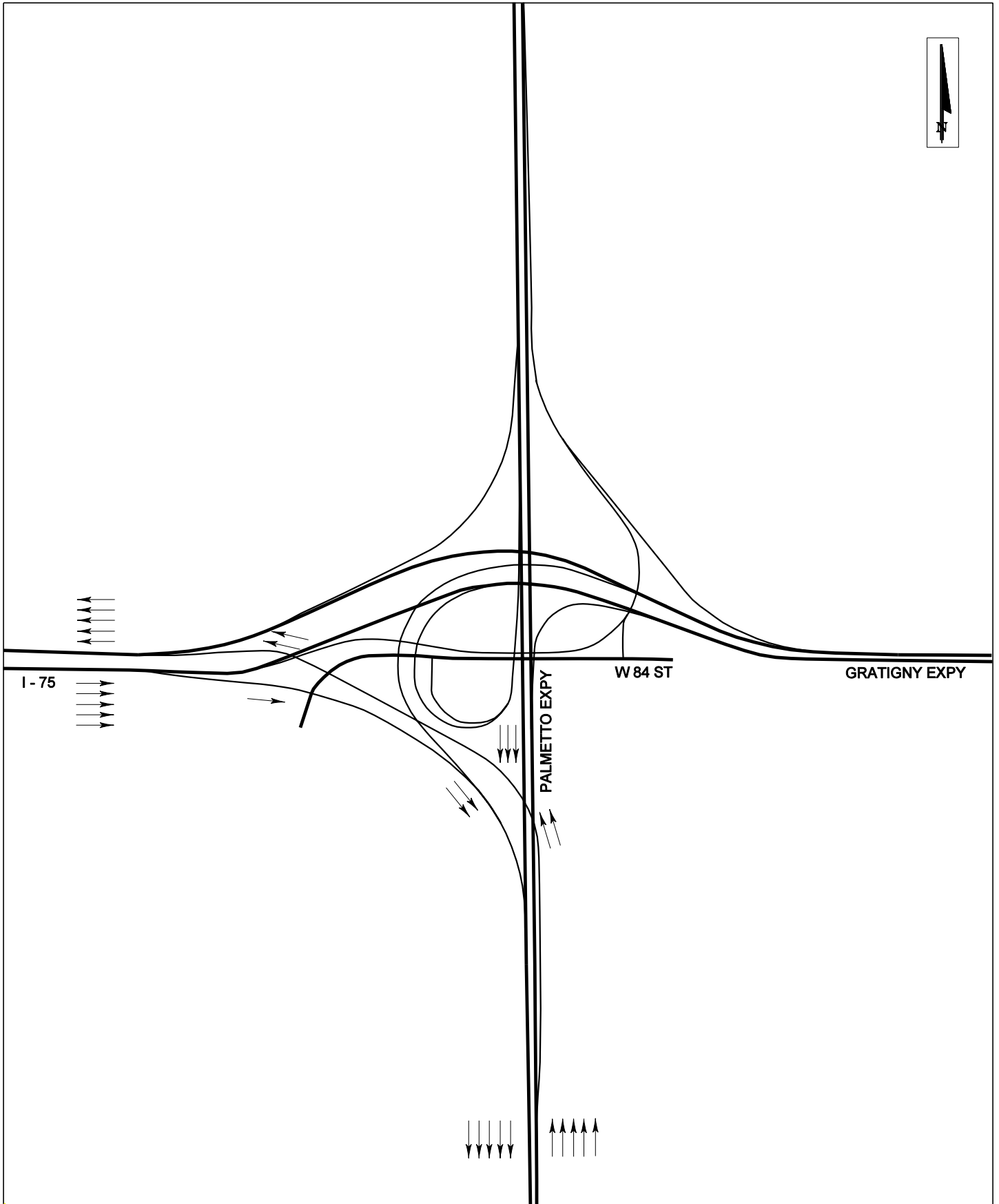




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Source: David Plummer & Associates

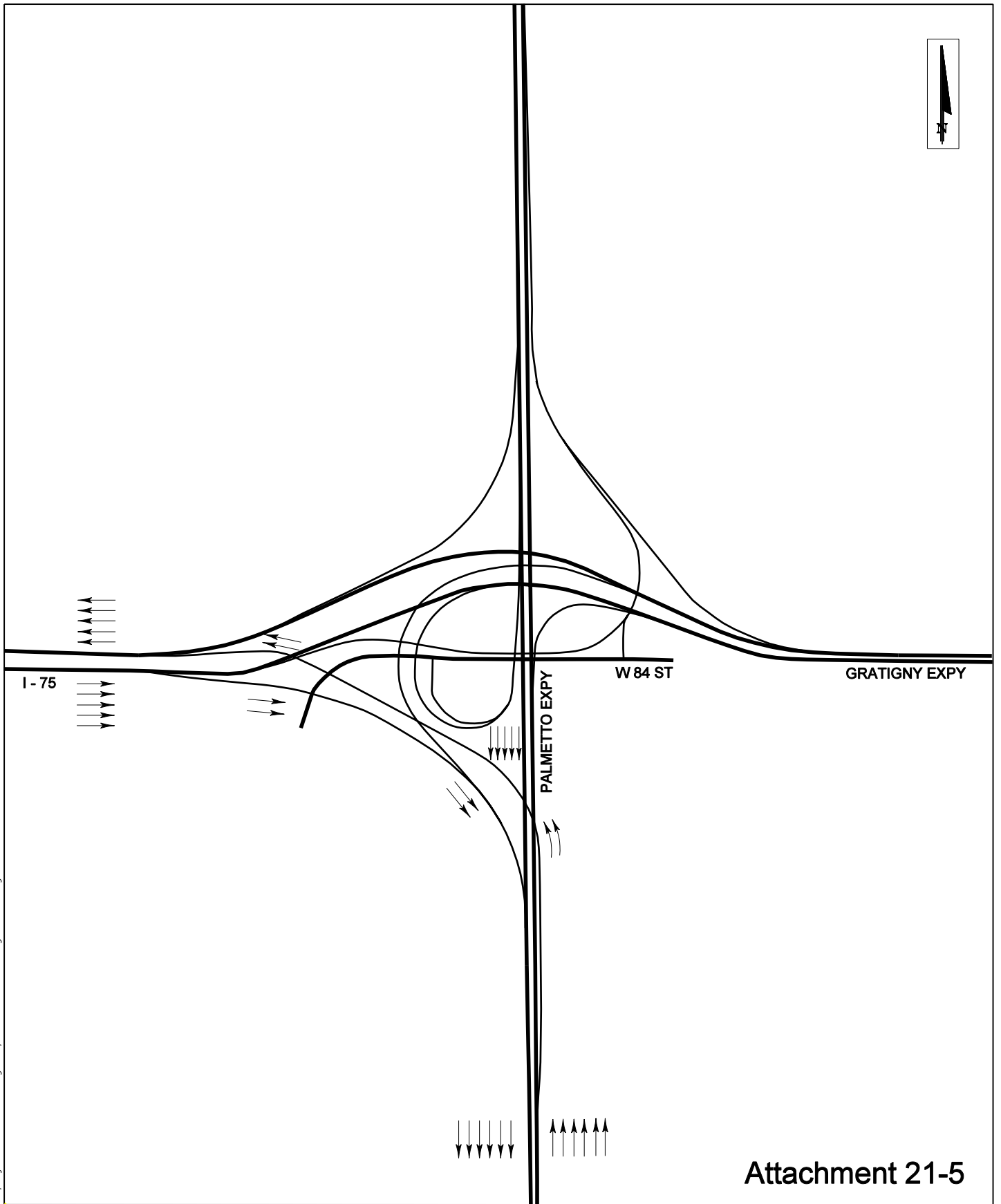
**H.E.F.T./I-75/Interchange**  
 Future Lane Configuration  
 Beacon County Line DRI



\$FILE\$

Source: David Plummer & Associates

**I-75 / S.R. 826 Ramps**  
Existing Lane Configuration  
Beacon County Line DRI

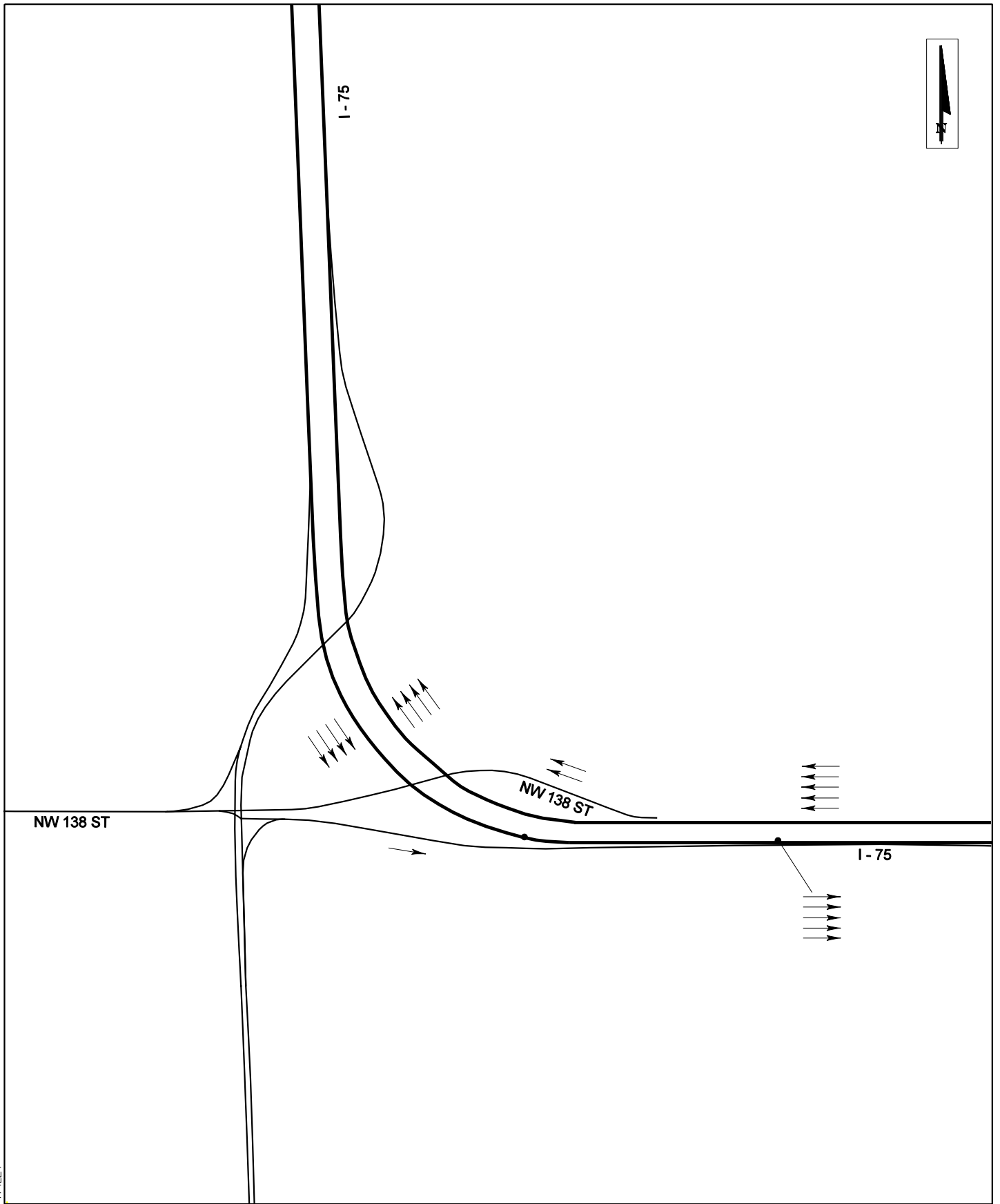


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Attachment 21-5

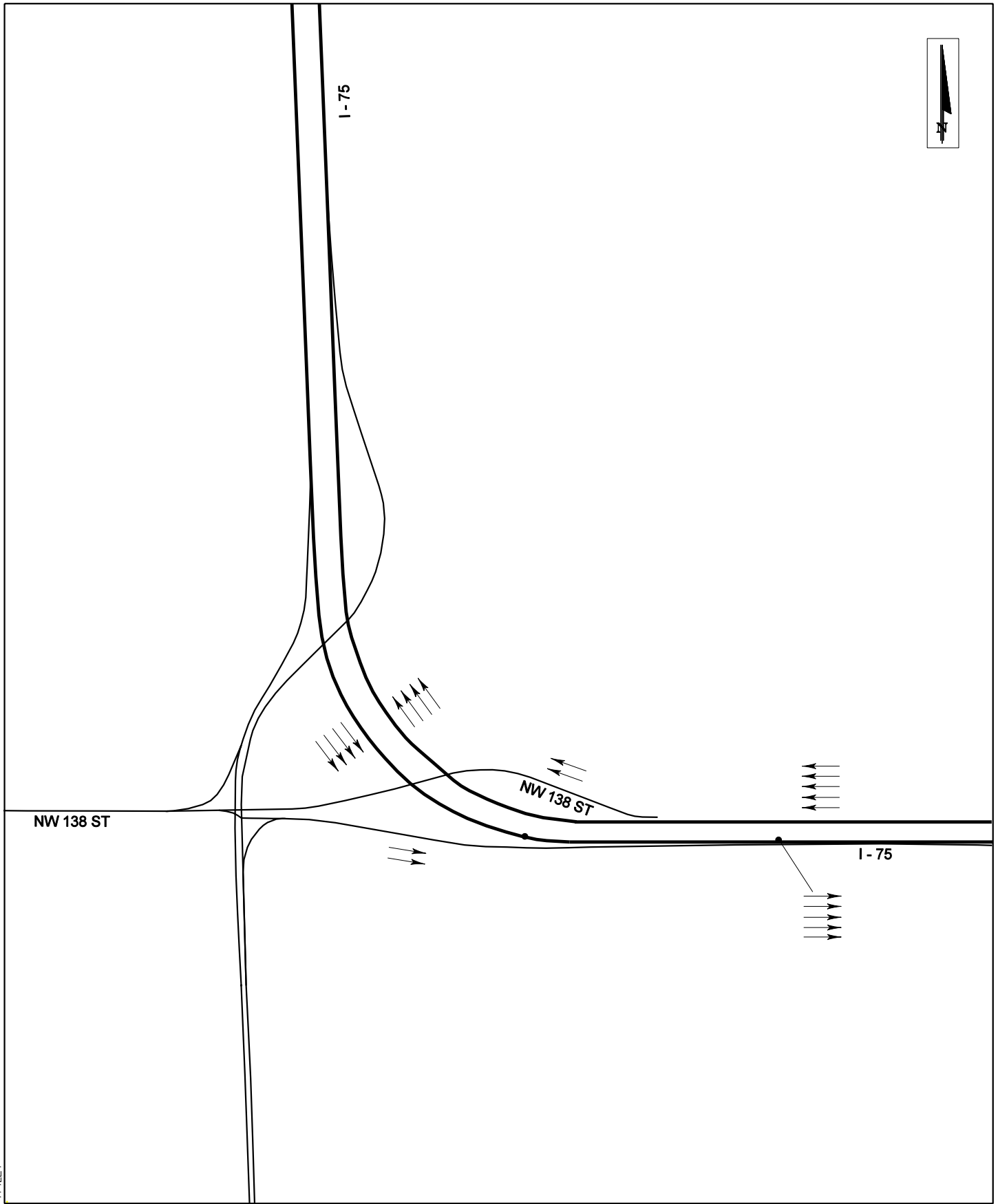
Source: David Plummer & Associates

I-75 / S.R. 826 Ramps  
Future Lane Configuration  
Beacon County Line DRI



Source: David Plummer & Associates

**I-75/NW 138 St Ramps**  
Existing Lane Configuration  
Beacon County Line DRI



\$FILE\$

Source: David Plummer & Associates

**I-75/NW 138 St Ramps**  
Future Lane Configuration  
Beacon County Line DRI