

**ENTERING PHV COMPARISON - WINTER 2007 VS WINTER 2012 TMCs BY  
I-75 at North Down River Road IAJR**

Intersection	WINTER AM ENTERING PHV				WINTER PM ENTERING PHV			
	2007	2012	+/-	% +/-	2007	2012	+/-	% +/-
1. I-75 Northbound ramps/M-93 (Exit 259)	115	95	-20	-17%	120	90	-30	-25%
2. I-75 Southbound ramps/M-93 (Exit 259)	125	115	-10	-8%	135	105	-30	-22%
3. I-75 Northbound ramp/North Down River Road (Exit 256)	325	320	-5	-2%	405	365	-40	-10%
4. I-75 Southbound ramp/North Down River Road (Exit 256)	415	405	-10	-2%	505	415	-90	-18%
5. M-93/I-75 Business Loop/Old 27/Hartwick Pines Road	535	500	-35	-7%	335	285	-50	-15%
6. M-93/I-75 Business Loop /North Down River Road	765	620	-145	-19%	555	500	-55	-10%
7. M-72 West Junction/M-93/I-75 Business Loop/Cedar Street	1035	895	-140	-14%	1195	1040	-155	-13%
8. M-72 East Junction/I-75 Business Loop /Huron Street	1055	880	-175	-17%	1680	1445	-235	-14%
9. I-75 BL/Game Club Rd (to access the ramps to/from I-75 at Exit 254)	no counts done here in 2007							
<b>TOTAL</b>	<b>4370</b>	<b>3830</b>	<b>-540</b>	<b>-12%</b>	<b>4930</b>	<b>4245</b>	<b>-685</b>	<b>-14%</b>
			Range -2 to -17%				Range -10 to -25%	

2007: Winter TMCs by URS

2012: Winter TMCs by URS