Signal Timings

Print Date:
7/11/2009

Miami-Dade Co... affic Signals

Print Time:
7:06 PM

TOD Schedule Report for Old Cutler Rd&SW 184 St

Active Phase Bank: Phase Bank

Phase		Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1	NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	10 - 7 - 10	3	0
2	SBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	1 - 1 - 1	35 - 41 - 31	0 - 41 - 0	4	1
3		0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	WBT	2 - 2 - 2	10 - 10 - 10	7 - 7 - 7	2.5 - 2.5 - 2.5	12 - 20 - 12	25 - 15 - 25	4	1
5	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	10 - 7 - 10	3	0
6	NBT	0 - 0 - 0	0 - 0 - 0	18 - 18 - 18	1 - 1 - 1	35 - 41 - 31	0 - 41 - 0	4	1
7		0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	EBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	12 - 20 - 12	25 - 15 - 25	4	1

Last In Service Date:

Permitted Phases

	12345678
Default	12-456-8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3	4 WBT	5 SBL	6 NBT	7	8 EBT	Ring Offset	Offset
	6	120	10	72	0	25	10	72	0	25	0	78
	7	130	7	95	0	15	7	95	0	15	0	22
	10	120	7	80	0	20	7	80	0	20	0	90
	16	130	10	82	0	25	10	82	0	25	0	105

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su S
0000	Flash	M T W Th F
0100	Flash	Su S
0530	Free	M T W Th F
0600	Free	Su S
0630	10	M T W Th F
0715	6	M T W Th F
0800	Free	S
0800	Free	Su
0815	16	M T W Th F
0900	Free	M T W Th F
1545	7	M T W Th F
1900	Free	M T W Th F
2200	Free	Su M T W Th F S

TOD Schedule Report for Old Cutler Rd&SW 184 St

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----3--	Su M T W Th F S
0100	TOD OUTPUTS	--------	Su S
0600	TOD OUTPUTS	-----3--	Su S
0800	TOD OUTPUTS	-------1	Su
2200	TOD OUTPUTS	-----3--	Su M T W Th F S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----3--	Su M T W Th F S
0100	TOD OUTPUTS	--------	Su S
0530	TOD OUTPUTS	-------1	M T W Th F
0600	TOD OUTPUTS	-----3--	Su S
0630	TOD OUTPUTS	--------	M T W Th F
0800	TOD OUTPUTS	------2-	S
0800	TOD OUTPUTS	-------1	Su
0900	TOD OUTPUTS	-------1	M T W Th F
1345	TOD OUTPUTS	------2-	M T W Th F
1545	TOD OUTPUTS	--------	M T W Th F
1900	TOD OUTPUTS	-------1	M T W Th F
2200	TOD OUTPUTS	-----3--	Su M T W Th F S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

Print Date:
7/11/2009

Miami-Dade Cou... affic Signals

Print Time:
7:52 PM

TOD Schedule Report for Old Cutler Rd&SW 176 St

Active Phase Bank: Phase Bank

Phase		Walk Phase Bank 1	2	3	Don't Walk 1	2	3	Min Initial 1	2	3	Veh Ext 1	2	3	Max Limit 1	2	3	Max 2 1	2	3	Yellow	Red
1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	SBT	0	0	0	0	0	0	16	16	16	1	1	1	30	30	30	0	0	0	4.3	1
3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	NBT	0	0	0	0	0	0	16	16	16	1	1	1	30	30	30	0	0	0	4.3	1
7		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	EBT	0	0	0	0	0	0	7	7	7	2.5	-2.5	2.5	12	12	12	25	25	25	4	1

Last In Service Date:

Permitted Phases

	12345678
Default	-2---6-8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1	2 SBT	3	4	5	6 NBT	7	8 EBT	Ring Offset	Offset
	1	120	0	89	0	0	0	89	0	21	0	0
	2	70	0	40	0	0	0	40	0	20	0	0
	3	60	0	37	0	0	0	37	0	13	0	0
	6	120	0	89	0	0	0	89	0	21	0	26
	7	130	0	99	0	0	0	99	0	21	0	97
	10	120	0	90	0	0	0	90	0	20	0	33
	16	130	0	99	0	0	0	99	0	21	46	33

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	3	Su M T W Th F S
0630	10	M T W Th F
0715	6	M T W Th F
0815	16	M T W Th F
0900	2	Su M T W Th F S
1500	7	Su M T W Th F S
1900	2	Su M T W Th F S
2200	3	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	Su M T W Th F S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	Su M T W Th F S
0000	PERMIT	--------	

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

Appendix C

Travel Time and Delay Study

other hand, longer urban street segments comprising heavily loaded intersections can provide reasonably good LOS, although an individual signalized intersection might be operating at a lower level. The term through vehicle refers to all vehicles passing directly through a street segment and not turning.

Exhibit 15-2 lists urban street LOS criteria based on average travel speed and urban street class. It should be noted that if demand volume exceeds capacity at any point on the facility, the average travel speed might not be a good measure of the LOS. The street classifications identified in Exhibit 15-2 are defined in the next section.

Travel speed defines LOS on urban streets

EXHIBIT 15-2. URBAN STREET LOS BY CLASS

Urban Street Class	I	II	III	IV
Range of free-flow speeds (FFS)	55 to 45 mi/h	45 to 35 mi/h	35 to 30 mi/h	35 to 25 mi/h
Typical FFS	50 mi/h	40 mi/h	35 mi/h	30 mi/h
LOS	Average Travel Speed (mi/h)			
A	> 42	> 35	> 30	> 25
B	> 34–42	> 28–35	> 24–30	> 19–25
C	> 27–34	> 22–28	> 18–24	> 13–19
D	> 21–27	> 17–22	> 14–18	> 9–13
E	> 16–21	> 13–17	> 10–14	> 7–9
F	≤ 16	≤ 13	≤ 10	≤ 7

DETERMINING URBAN STREET CLASS

The first step in the analysis is to determine the urban street's class. This can be based on direct field measurement of the FFS or on an assessment of the subject street's functional and design categories. A procedure for measuring the FFS is described in Appendix B.

If the FFS measurements are not available, the street's functional and design categories must be used to identify its class. The functional category is identified first, followed by the design category. This identification uses the definitions provided in Chapter 10 and Exhibit 10-4. After determining the functional and design categories, the urban street class can be established using Exhibit 10-3.

DETERMINING RUNNING TIME

Running time is estimated using FFS, urban street classification, and arterial segment length

There are two principal components of the total time that a vehicle spends on a segment of an urban street: running time and control delay at signalized intersections. To compute the running time for a segment, the analyst must know the street's classification, its segment length, and its FFS. The segment running time then can be found by using Exhibit 15-3.

Within each urban street class there are several influences on actual running time. Exhibit 15-3 shows the effect of street length. In addition, the presence of parking, side friction, local development, and street use can affect running time. In this chapter, these also are assumed to influence the FFS. Direct observation of the FFS, therefore, includes the effect of these factors and, by implication, their effect on the running speed.

If it is not possible to observe the FFS on the actual or a comparable facility, default values are given in a note to Exhibit 15-3.

DETERMINING DELAY

Computing the urban street or section speed requires the intersection control delays. Because the function of an urban street is to serve through traffic, the lane group for through traffic is used to characterize the urban street.

Results

Palmer Trinity Traffic Study
Old Cutler Road between SW 176 Street & SW 184 Street
AM Peak - Northbound

Scenario	ArtPlan Travel Speed (mph)	Change	Average Travel Speed (mph)[1]	LOS[2]
Existing (2008) [3]	6	-	14	E
Fut w proj	11	82.0%	26	C

[1] Based on travel time and delay study
[2] LOS obtained from Exhibit 15-2 of the Highway Capacity Manual
[3] Based on field conditions at the time when the data was gathered

Palmer Trinity Traffic Study
Old Cutler Road between SW 176 Street & SW 184 Street
PM Peak - Southbound

Scenario	ArtPlan Travel Speed (mph)	Change	Average Travel Speed (mph)[1]	LOS[2]
Existing (2008) [3]	24	-	36	B
Fut w proj	18	-25.0%	27	C
Fut w proj w Imps	23	-4.2%	35	B

[1] Based on travel time and delay study

[2] LOS obtained from Exhibit 15-2 of the Highway Capacity Manual

[3] Based on field conditions at the time when the data was gathered

Travel Time and Delay Study