Park View at Palmetto Bay

Traffic Study



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EXECUTIVE SUMMARY

Parkview at Palmetto Bay project will be located on the south side of SW 174th Street just east of SW 95th Avenue in Palmetto Bay, Florida. The application is proposing 308 residential rental dwelling units. Access to and from the site will be provided via a proposed full access two-way driveway accessing SW 174th Street. This traffic study is consistent with the methodology previously discussed with and agreed to by the village of Palmetto Bay traffic consultant. For the purpose of this traffic analysis, project build-out is anticipated by 2019.

An assessment of the traffic impacts associated with the proposed project was performed in accordance with the requirements of the village of Palmetto Bay. The analysis shows that all roadway segments analyzed currently operate and will continue to operate within the adopted village of Palmetto Bay Level of Service Standard. Intersection analysis indicates that the westbound approach of the US-1 Southbound / SW 174th Street intersection currently experiences and will continue to experience some delays with the existing signal timing. Signal timing improvements are recommended at the intersection to improve operations. Regardless of the improvement, the overall LOS at all the study intersections analyzed currently meet and are projected to continue to meet the village's LOS standards with and without the recommended signal timings.

The SW 95th Avenue improvement was considered in the future condition analysis of this study. For comparison purposes, the analysis was performed with and without the SW 95th Avenue improvement. Results shown above reflect the future conditions without the SW 95th Avenue link. In conclusion, the analysis shows that the proposed project will not adversely impact the intersections and segments that were analyzed within the study area. All intersections and roadway segments will meet the villages' LOS standard at future with project condition with and without the proposed extension of SW 95th Avenue.

1.0 INTRODUCTION

1.1 Project Background

Parkview at Palmetto Bay project will be located on the south side of SW 174th Street just east of SW 95th Avenue in Palmetto Bay, Florida (see Exhibit 1). The application is proposing 308 residential rental dwelling units. Access to and from the site will be provided via a proposed full access two-way driveway accessing SW 174th Street. The proposed site plan is provided in Appendix A.

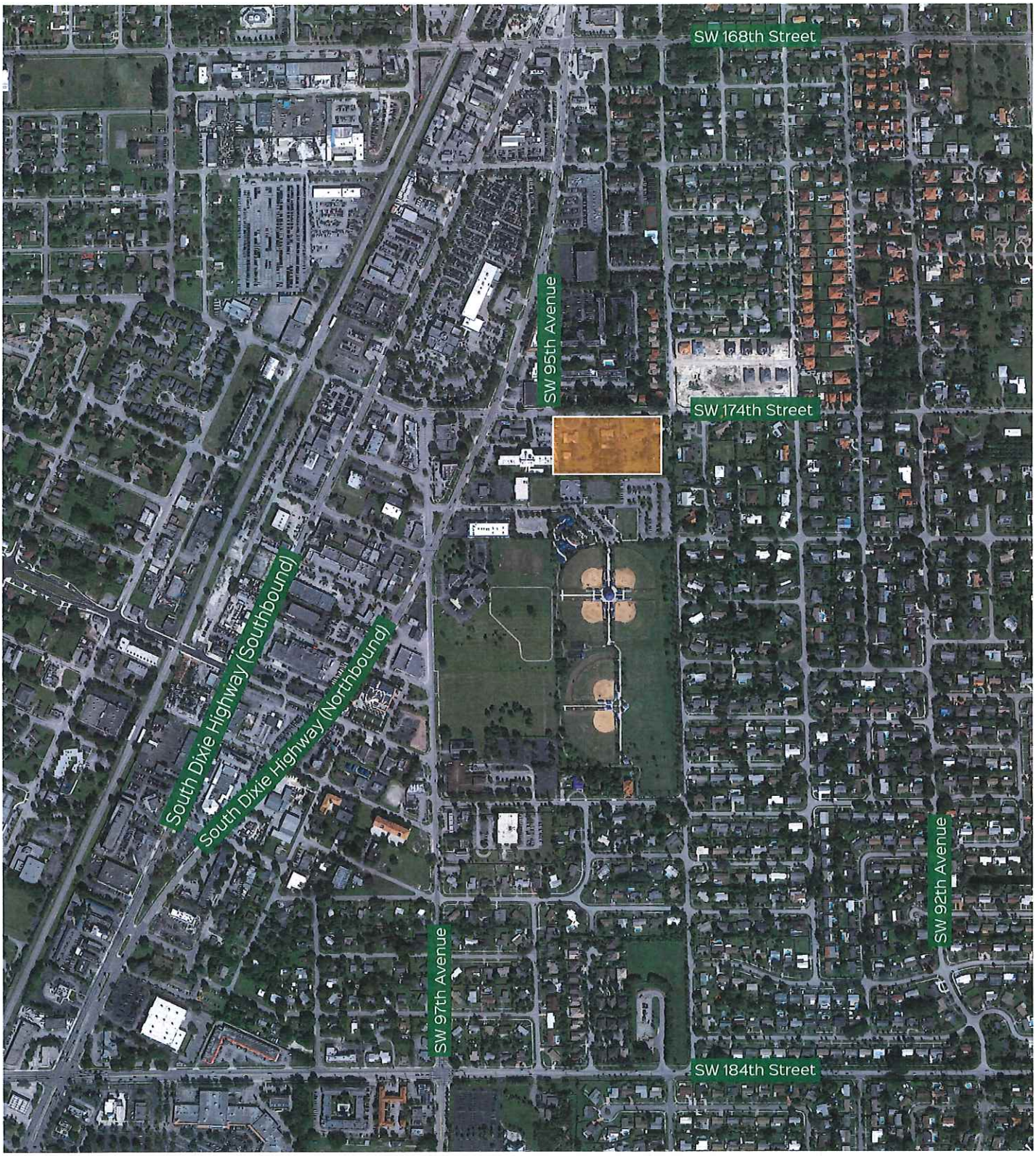
This traffic study is consistent with the methodology previously discussed with and agreed to by the village of Palmetto Bay traffic consultant. For the purpose of this traffic analysis, project build-out is anticipated by 2019.

1.2 Study Objective

The purpose of the study is to provide a traffic study that meets the requirements of the village of Palmetto Bay for the project. This study includes vehicular flow, trip generation, roadway segment and intersection analyses.

1.3 Study Area and Methodology

The analysis undertaken follows the study methodology previously discussed with and approved by the village of Palmetto Bay traffic consultant (See Appendix B). A synopsis of the methodology is as follows.



Project Location

Exhibit 1

Location Map

NORTH
MAP NOT TO SCALE

Study Area

The following intersections were analyzed:

- SW 174th Street / US 1 SB (S)
- SW 174th Street / US 1 NB (S)
- SW 174th Street / SW 95th Avenue (U)

S = Signalized
U = Un-signalized

The following roadway links were analyzed:

- SW 174th Street between US 1 and SW 95th Avenue;
- SW 174th Street between SW 95th Avenue and SW 92nd Avenue; and,
- SW 95th Avenue between US 1 and SW 174th Street.

Roadway Improvements

As part of the redevelopment of this area of Palmetto Bay, the village is proposing to extend SW 95th Avenue from its present terminus at SW 174th Street, south to SW 184th Avenue, providing additional access to US 1. The analysis was performed with and without this improvement.

Project Trip Generation

Using information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*, 9th Edition, trips associated with the proposed development was be estimated. Pass - by capture and internal capture was established based on the ITE, *Trip Generation Manual, Users Guide and Handbook*, 9th Edition.

Project Trip Distribution

Trip Distribution / Trip Assignment – Net new external project traffic were assigned to the adjacent street network using the appropriate cardinal distribution from the *Miami-Dade Long Range Transportation Plan Update,* published by the *Metropolitan Planning Organization*. Normal traffic patterns were considered when assigning project trips.

Analysis Scenarios

The analysis scenarios for this study were as follows:

- Existing year
- Future (2019) without project trips (background traffic) without SW 95th Avenue extension
- Future (2019) with project trips (total traffic) without SW 95th Avenue extension
- Future (2019) without project trips (background traffic) with SW 95th Avenue extension
- Future (2019) with project trips (total traffic) with SW 95th Avenue extension

Data Collection

- Vehicle turning movement counts were collected during the AM (7 – 9) and PM (4 – 6) peak hour conditions of a regular weekday at study intersections.
- Collected counts were adjusted to reflect Average Annual Daily Traffic conditions by applying the corresponding seasonal conversion factors obtained from the latest published factors by Florida Department of Transportation (FDOT).
- Field reviews were performed to obtain existing physical and operating characteristics of the roadway network within the study area. Acquired data included the number and type of traffic lanes, intersection geometrics, signal timings, speed limit information, and other appropriate physical and operating characteristics.
- Roadway improvements included within the first three years of the 5-year FDOT Work Program or roadway improvements identified by the village of Palmetto Bay were assumed as committed for analysis purposes.

Existing Conditions Intersection / Link Analysis

- Intersection capacity analysis was evaluated for the study area intersections using the Synchro software. All input files are provided for review purposes.

Future Conditions Intersection / Link Analysis – Background Traffic Conditions

- Future background traffic volumes were determined by applying a compound growth rate to

existing volumes and adding committed development traffic (if any). The growth rate was calculated based on a review of historical volumes obtained from FDOT and Miami-Dade County.

- Committed development information was provided by the village of Palmetto Bay.
- Intersection capacity analyses were evaluated using the Synchro software.
- Link /Segment capacity was estimated using generalized vehicular capacities from the latest FDOT LOS Manual. The roadway link analysis was completed for peak hour two-way traffic volumes.

Future Conditions Intersection / Link Analysis – Total Traffic Conditions

- Future total traffic volumes were determined by adding project trips and background traffic volumes.
- Intersection capacity analyses were evaluated using the Synchro software. Access driveways were included as part of the LOS analysis.
- Link/Segment capacity was estimated using generalized vehicular capacities from the latest FDOT LOS Manual. The roadway link analysis was completed for peak hour two-way traffic volumes.

2.0 DATA COLLECTION

Data collection for this study included roadway characteristics, roadway segment counts, intersection traffic counts, signal timing, and seasonal adjustment factors. The data collection effort is described in the following sections.

2.1 Roadway Characteristics

US -1 (S Dixie Highway)

US-1 is a state principal arterial roadway that provides north/south access throughout Miami-Dade County. Within the study area, US-1 splits up and operates as a one-way three-lane roadway on each northbound and southbound direction. There is no on-street parking provided on this roadway. FDOT has jurisdiction over US-1. The posted speed limit is 45 mph.

SW 95th Avenue

SW 95th Avenue is a local road that currently provides north / south access from US-1 to SW 174th Street. Within the study area, SW 95thAvenue is a two-way, two-lane, undivided roadway. There is no on-street parking provided on the roadway. The village of Palmetto Bay has jurisdiction over SW 95thAvenue. The posted speed limit is 30 mph.

SW 174th Street

SW 184th Street is a local road that provides east/west access in the village between US 1 and SW 84th Avenue. It is two-way, two-lane, undivided roadway. There is no on-street parking provided on the roadway. The village of Palmetto Bay has jurisdiction over SW 174th Street. The posted speed limit is 30 mph.

2.2 Traffic Counts

Vehicle turning movement counts were taken on December 14, 2016 at the study intersections during the AM (7-9 AM) and PM (4-6 PM) peak periods. The counts were adjusted to reflect average annual daily traffic conditions using the latest weekly volume adjustment factors obtained from FDOT. A weekly volume seasonal conversion factor of 1.02 (Miami-Dade County South) corresponding to the dates of the counts was used. Traffic counts and FDOT season factors are provided in Appendix C.

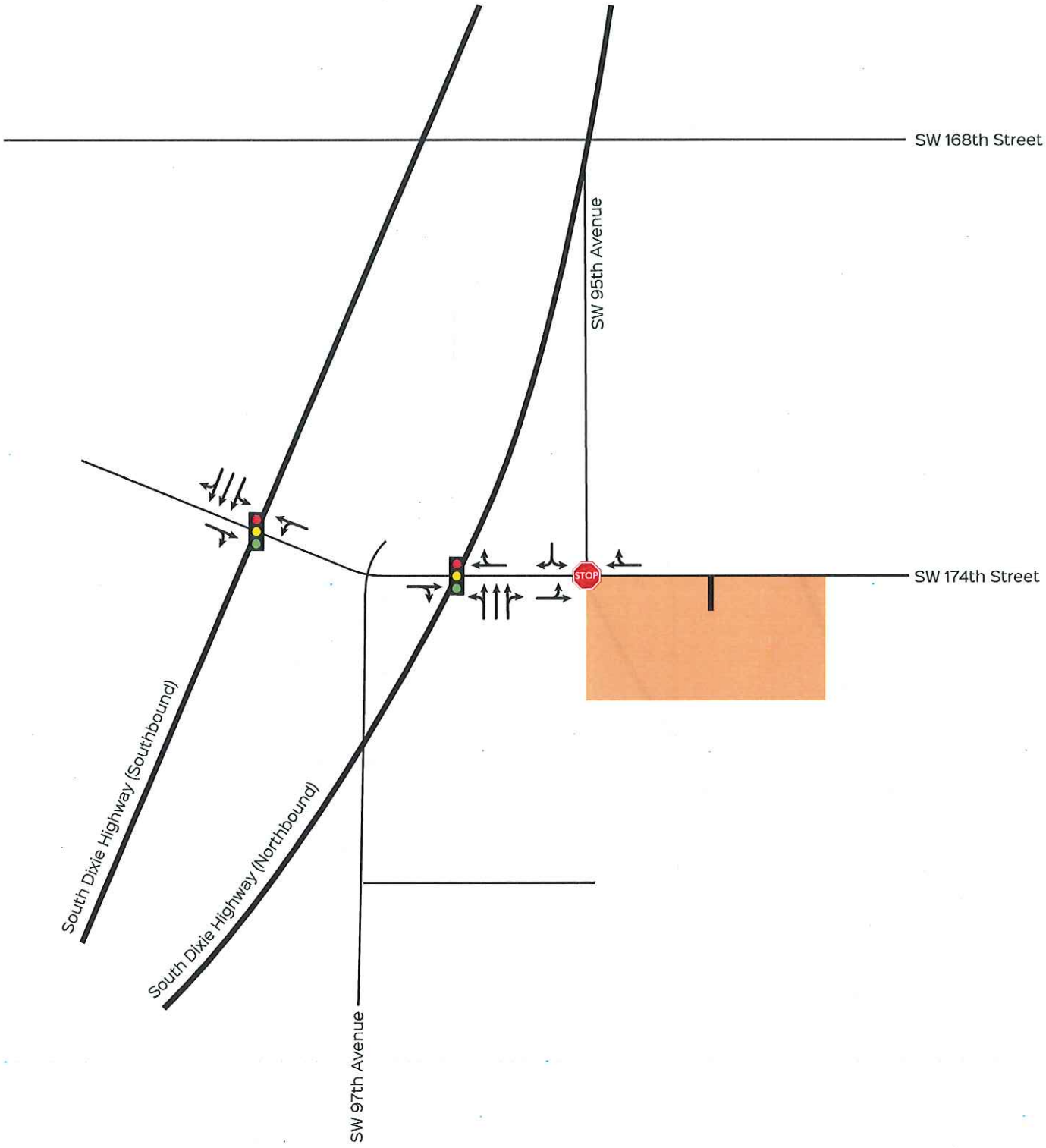
2.3 Intersection Data

Signal timing data was obtained from Miami-Dade County for the signalized intersection analyzed in this study. This information was used for the signal phasing and timing required for the intersection capacity analysis. A field survey was also conducted to obtain the intersection lane configurations to be used in the intersection analysis. Exhibit 2 shows the existing lane configurations at the analyzed intersections. Existing volumes for the morning and afternoon peak hour at the segments and intersections analyzed are shown in Exhibit 3. The signal timings are also provided in Appendix C.

2.4 Roadway Capacity Analysis

The FDOTs generalized service volume tables provide the maximum volume for a specific Level of Service (LOS). LOS is a qualitative assessment of a road's operating conditions and is represented by the letters A through F, where A is free flow (best condition) and F is the most congested condition. FDOTs generalized service volume tables are provided in Appendix C.

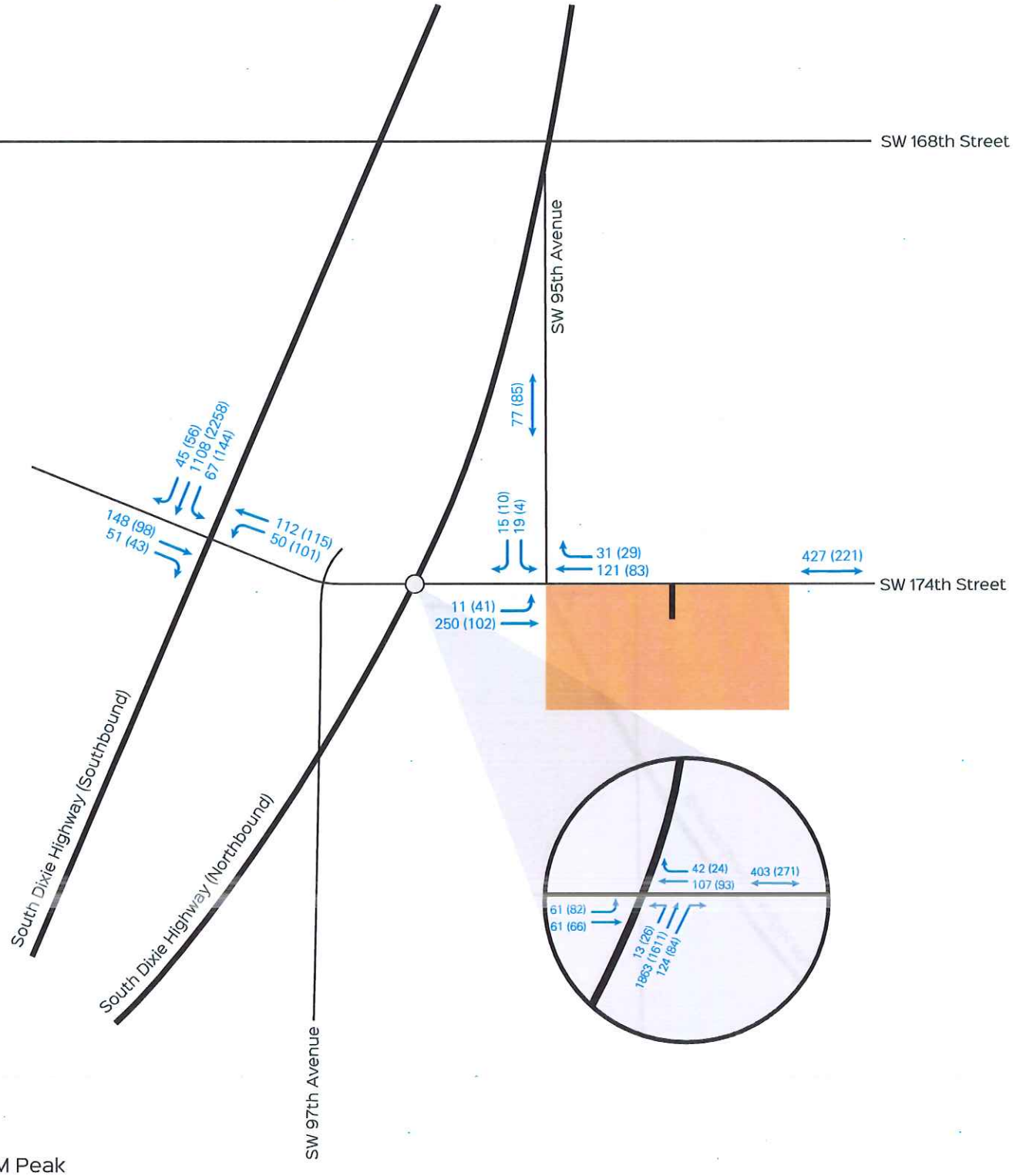
Exhibit 4 shows roadway link analysis for the study area segments based on the FDOT generalized peak hour two-way service volume table. All roadway segments analyzed currently operate within the village's LOS standards.



Project Location

Exhibit 2
Existing Lane Configurations

NORTH
MAP NOT TO SCALE



00 AM Peak
(00) PM Peak

Project Location

Exhibit 3
Existing Traffic Volumes

NORTH
MAP NOT TO SCALE

Exhibit 4: Existing Roadway Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Roadway	# of Lanes	AM Peak Volume	PM Peak Volume	LOS Std	SV[1]	Meet LOS Std?
SW 174th Street east of US 1	2LU	397	267	D	958	Yes
SW 174th Street east of SW 95th Avenue	2LU	421	218	D	958	Yes
SW 95th Avenue north of SW 174th Street	2LU	76	84	D	958	Yes

SW 174th Street & SW 95th Avenue: Class II Arterial 2 Lanes -10% Non-State Signalized Roadway and -20% Undivided without Exclusive Left Turns;
Peak Hour Directional (750 vph * 0.9 *.8 = 540 vph);
Peak Hour Two-Way (1,330 vph * 0.9 *.8 = 958 vph).

2.5 Intersection Capacity Analysis

The Synchro software was used to perform intersection capacity analysis at the analyzed intersections. Synchro is a macroscopic analysis and optimization software application that implements the Intersection Capacity Utilization method for determining intersection capacity. Synchro also supports the Highway Capacity Manual's methodology for signalized / un-signalized intersections. Exhibit 5 shows the resulting LOS for existing conditions during morning and afternoon peak hours. The analysis indicates that for the westbound approach of the US-1 Southbound / SW 174th Street intersection currently experience some delays during the PM peak hour. However, all the study intersections' overall LOS meet the village's LOS standards. Analysis worksheets are included in Appendix D.

Exhibit 5: Existing Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Un-signalized	Direction	AM Peak LOS	PM Peak LOS	LOS Standard
US-1Southbound / SW 174th Street	S	SB	A	D	E+ 20%
		EB	D	C	D
		WB	D	E	D
		Overall	***B***	***D***	***E + 20%***
US-1Northbound / SW 174th Street	S	NB	B	B	E + 20%
		EB	D	D	D
		WB	D	D	D
		Overall	***B***	***B***	***E + 20%***
SW 95th Avenue / SW 174th Street	U	SB	B	A	D
		EB	A	A	D
		WB	B	A	D
		Overall	***B or better***	***A***	***D***

Source: David Plummer & Associates

3.0 PLANNED AND PROGRAMED ROADWAY IMPROVEMENTS

The *2017 Miami-Dade County Transportation Improvement Program (TIP)* and the *2040 Long Range Transportation Program* were reviewed to identify any programmed or planned projects within the limits of the study area established. These documents show no officially programmed or planned capacity improvement projects within the study area.

It should be noted that the project is part of the Palmetto Bay Downtown Redevelopment area. This consists of residential and retail/office land uses, to be built in three development phases occurring in 2025, 2035, and 2045. Several roadway improvements have been recommended to mitigate the impacts. Construction of SW 95th Avenue is proposed from its present terminus at SW 174th Street, south to SW 184th Avenue, providing additional access to US 1, and a parallel facility to SW 97th Avenue. This improvement was considered in the future condition analysis of this study. For comparison purposes, the analysis was performed with and without the SW 95th Avenue improvement.

4.0 FUTURE TRAFFIC CONDITIONS

4.1 Background Traffic and Committed Developments

Average Daily Traffic counts published by the Miami-Dade Public Works Department and the FDOT were reviewed to determine historic growth in the area. Historic growth rate documentation is included in Appendix C. This analysis indicated that traffic has decreased in the past years. However, a conservative 0.5% annual growth rate was used for this study.

The village was consulted to determine any committed development in the vicinity of the project site. Two committed development was identified for estimating future traffic volumes in this study: Parkside at Palmetto Bay and Atlantico. The Committed development information is included in Appendix E.

4.2 Project Trip Generation

Trip generation for the proposed project was estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition. This manual provides gross trip generation rates and/or equations by land use type. These rates and equations estimate vehicle trip ends at a free-standing site's driveways. The project is located within a Palmetto Bay designated Enterprise Zone due to proximity to transit, suggesting higher ridership for the area. A 10% adjustment was applied to account for other modes of transportation. The project trip generation summary is provided in Exhibit 6. See Appendix E for project trip generation worksheets.

Exhibit 6: Project Trip Generation Summary

ITE Land Use Designation[1]	Size/Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Mid-Rise Apartment (Land Use 223)	308 Units	35	78	113	79	58	137
		$Rate = \frac{0.3\ trips}{Unit}$			$Rate = \frac{0.39\ trips}{Unit}$		
		31% In	69% Out		58% In	42% Out	
Transit and Pedestrian	-10%	-3	-8	-11	-8	-6	-14
Net External Trips (Proposed)		**32**	**70**	**102**	**71**	**52**	**123**

[1] Based on ITE Trip Generation Manual, Ninth Edition.

4.3 Future Traffic Conditions *(without SW 95th Avenue Improvement)*

4.3.1 Future Roadway Analysis without Project *(without SW 95th Avenue Improvement)*

Traffic volumes for future without project conditions were obtained by adding background traffic to existing traffic volumes. Exhibit 7 shows the future without project AM and PM peak hour traffic at each roadway segment based on the FDOT generalized peak hour two-way service volume table. All roadway segments are projected to operate within the village's LOS standards during the AM and PM peak hours. Exhibit 8 shows the projected volumes for future without project traffic.

Exhibit 7: Future without Project Roadway Capacity Analysis
(without SW 95th Avenue Improvement)
Weekday AM Peak Hour Conditions

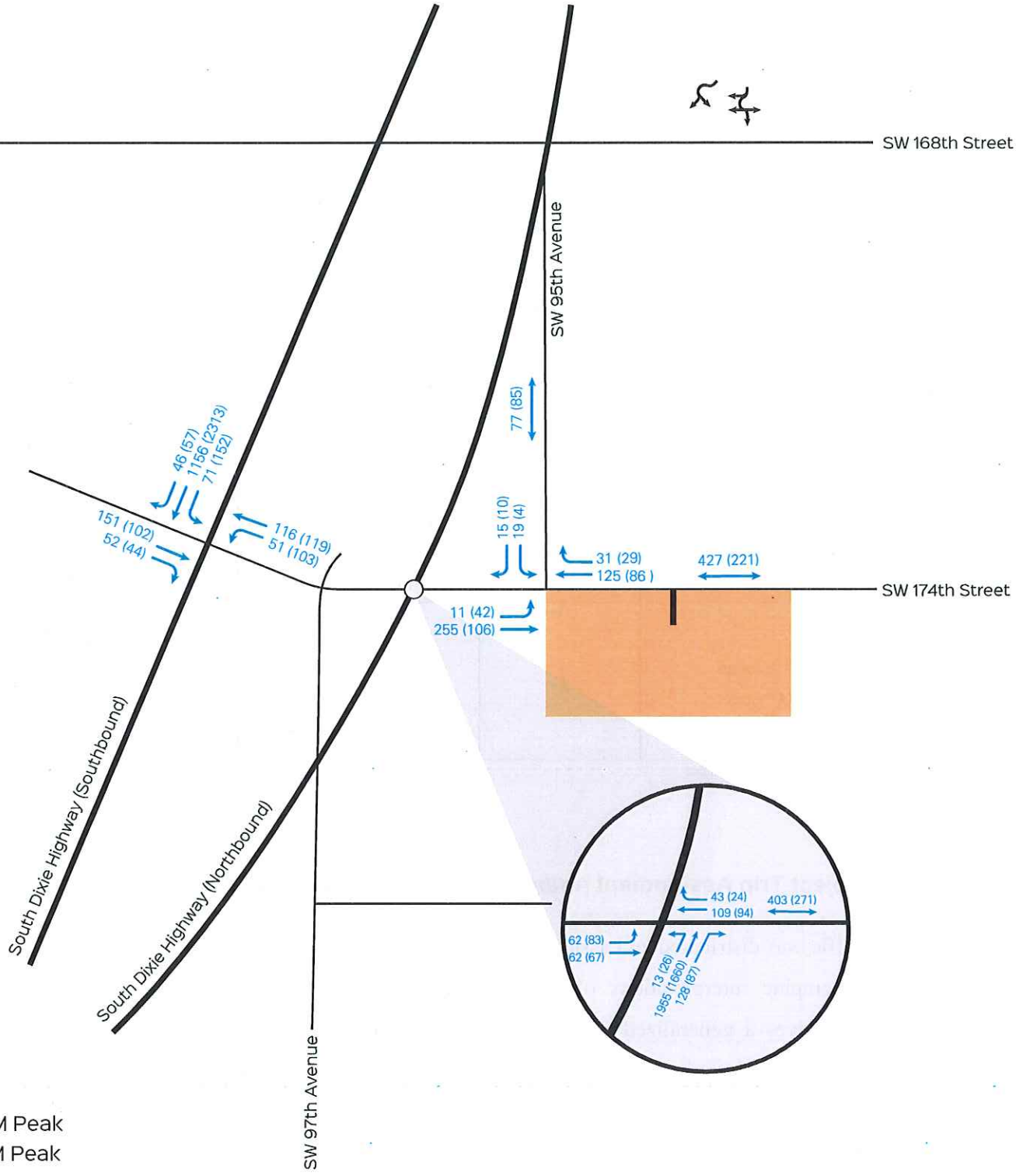
Roadway	# of Lanes	AM Peak Volume	PM Peak Volume	LOS Std	SV (LOS D)	Meet LOS Std?
SW 174th Street east of US 1	2LU	403	271	D	958	Yes
SW 174th Street east of SW 95th Avenue	2LU	427	221	D	958	Yes
SW 95th Avenue north of SW 174th Street	2LU	77	85	D	958	Yes

SW 174th Street & SW 95th Avenue: Class II Arterial 2 Lanes -10% Non-State Signalized Roadway and -20% Undivided without Exclusive Left Turns;
Peak Hour Directional (750 vph * 0.9 * .8 = 540 vph);
Peak Hour Two-Way (1,330 vph * 0.9 * .8 = 958 vph).

4.3.2 Future Intersection Analysis without Project *(without SW 95th Avenue Link)*

Traffic volumes for future conditions without project condition were obtained by adding background traffic to existing traffic. Exhibit 8 also shows the projected turning movements for future without project traffic.

Exhibit 9 shows the resulting LOS for morning and afternoon peak conditions for future without project. The analysis indicates that the westbound approach of the US-1 Southbound / SW 174th Street intersection will continue to experience some delays during the PM peak hour. However, all the study intersections' overall LOS meet the village's LOS standards. Capacity worksheets are included in Appendix D.



00 AM Peak
(00) PM Peak

Project Location

Exhibit 8
Future Traffic Volumes Without Project (Without SW 95th Avenue Improvement)

NORTH
MAP NOT TO SCALE

Exhibit 9: Future without Project Intersection Capacity Analysis
(without SW 95th Avenue Improvement)
Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Un-signalized	Direction	AM Peak LOS	PM Peak LOS	LOS Standard
US-1Southbound / SW 174th Street	S	SB	A	D	E+ 20%
		EB	D	C	D
		WB	D	F	D
		Overall	***B***	***D***	***E+ 20%***
US-1Northbound / SW 174th Street	S	NB	B	B	E + 20%
		EB	D	D	D
		WB	D	D	D
		Overall	***C***	***B***	***E+ 20%***
SW 95th Avenue / SW 174th Street	U	SB	B	A	D
		EB L	A	A	D
		WB L	B	A	D
		Overall	***B or better***	***A***	***D***

Source: David Plummer & Associates

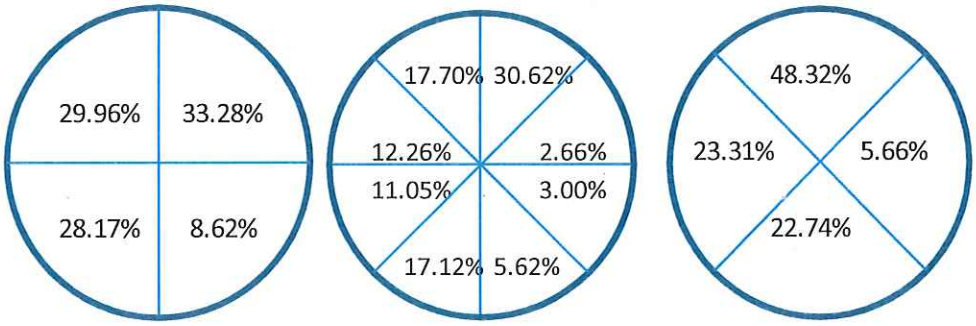
4.3.3 Project Trip Assignment *(without SW 95th Avenue Improvement)*

Project traffic was distributed and assigned to the study area using the Cardinal Distribution for TAZ 1143 and graphic interpretations of the distribution are shown in Exhibit 10. The Cardinal Distribution gives a generalized distribution of trips from a TAZ to other parts of Miami-Dade County. For estimating trip distribution for the project traffic, consideration was given to conditions such as the roadway network accessed by the project traffic, roadways available to travel in the desired direction, and attractiveness of traveling on a specific roadway. Project trip distribution and assignment for the proposed project is shown in Exhibit 11 and Exhibit 12 respectively.

Exhibit 10: TAZ 1143 Cardinal Distribution

DIRECTION	2010	2040	2019
NNE	31.40%	28.80%	30.62%
ENE	2.90%	2.10%	2.66%
ESE	3.60%	1.60%	3.00%
SSE	6.40%	3.80%	5.62%
SSW	15.80%	20.20%	17.12%
WSW	10.00%	13.50%	11.05%
WNW	10.70%	15.90%	12.26%
NNW	19.20%	14.20%	17.70%

Source: Miami-Dade Long Range Transportation Plan



4.3.4 Future with Project Roadway Capacity Analysis *(without SW 95th Av Improvement)*

Trip assignments in the previous sections and traffic projections for the project were combined to obtain the total traffic on the analyzed roadway segments. Exhibit 13 shows roadway capacity for the future with project during the AM and PM Peak hour for each roadway segment based on the FDOT generalized peak hour two-way service volume table. All roadways are projected to operate within the village's LOS standards during the AM and PM peak hour. Exhibit 14 shows the projected AM and PM roadway volumes.

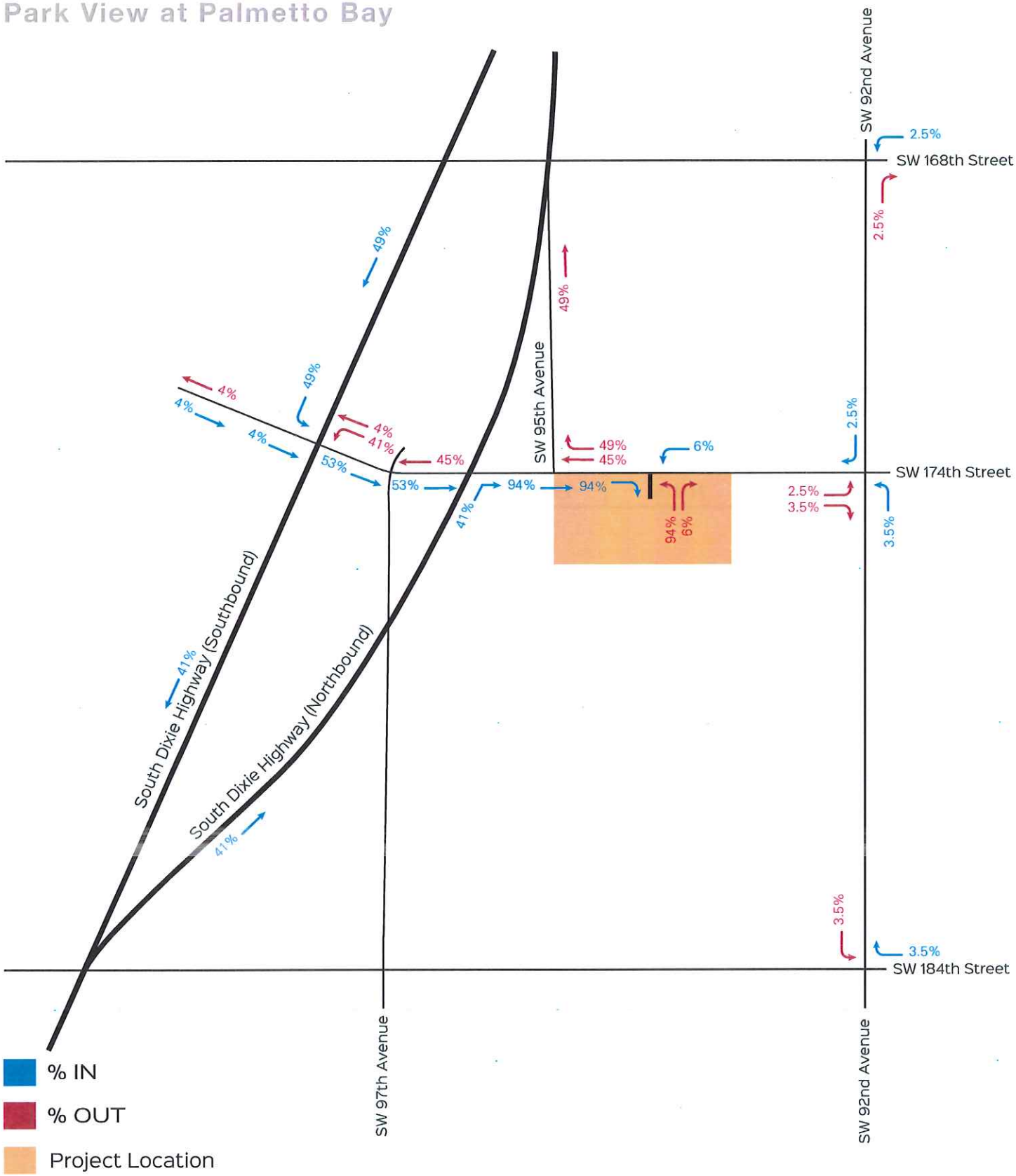
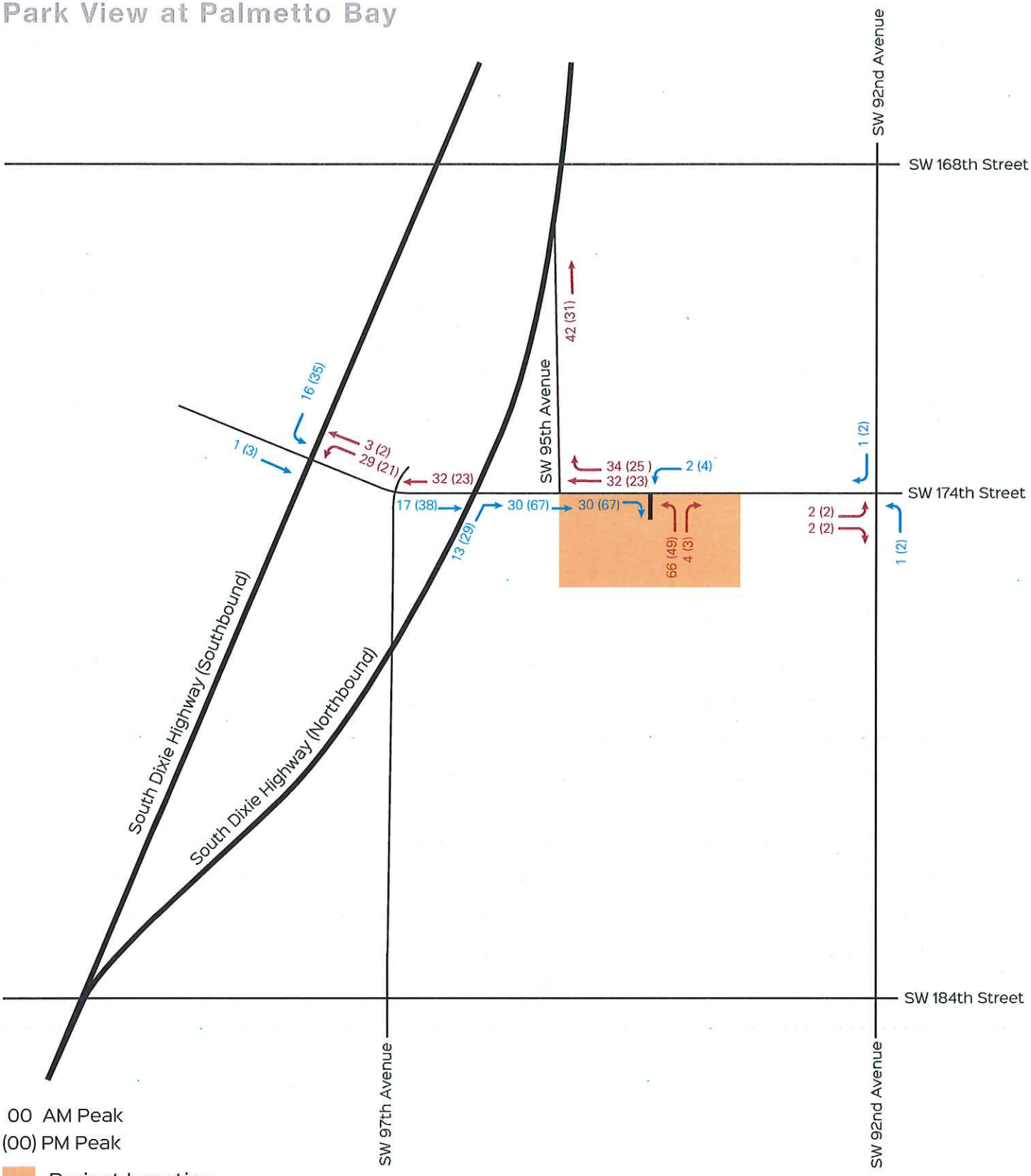


Exhibit 11
Project Trip Distribution
(Without SW 95th Avenue Improvement)

NORTH
MAP NOT TO SCALE



00 AM Peak
(00) PM Peak

Project Location

Exhibit 12
Project Trip Assignment
(Without SW 95th Avenue Improvement)

NORTH
MAP NOT TO SCALE

Exhibit 13: Future with Project Roadway Capacity Analysis (without SW 95th Avenue Improvement)

Weekday AM and PM Peak Hour Conditions

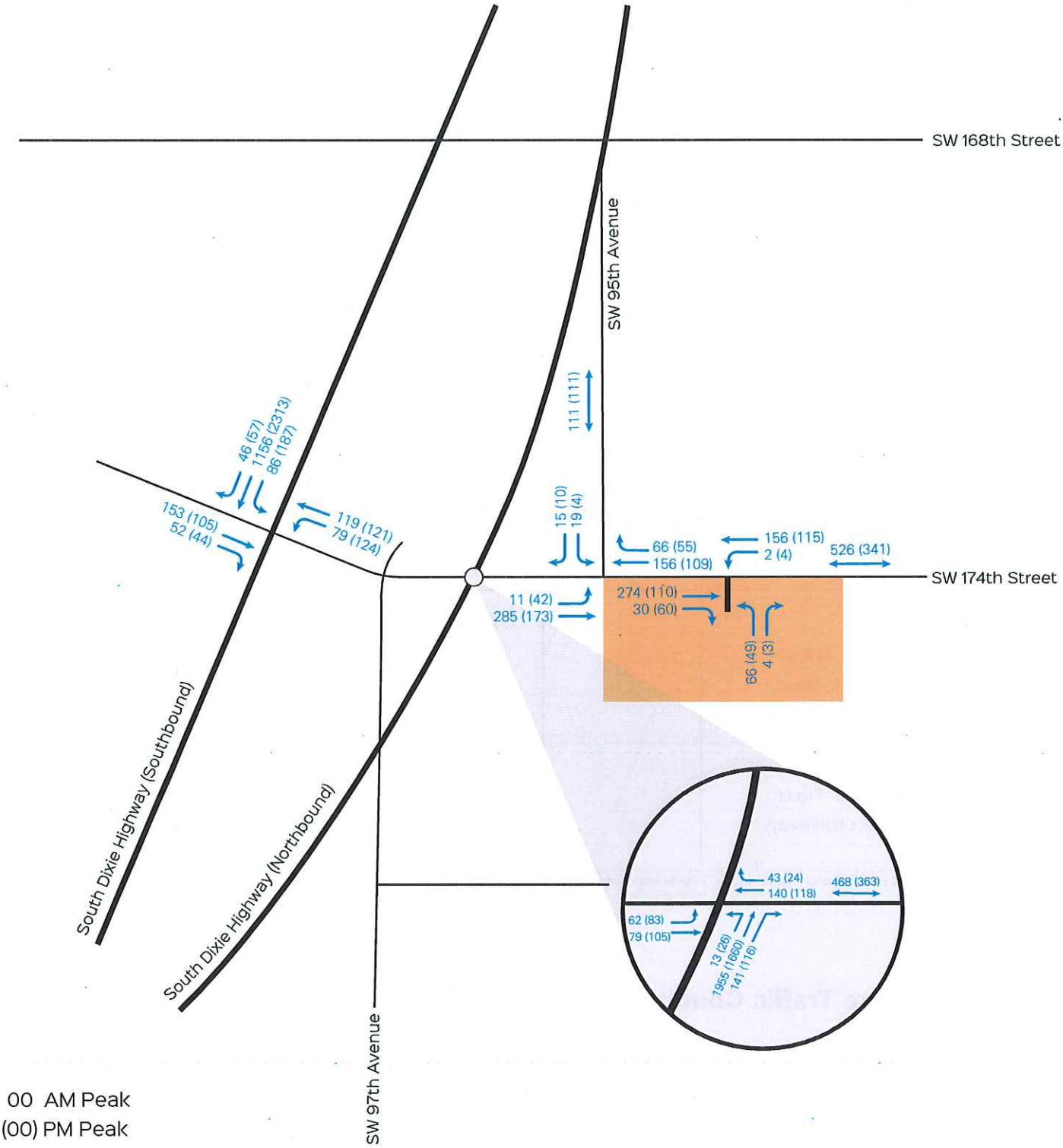
Roadway	# of Lanes	AM Peak Volume	PM Peak Volume	LOS Std	SV (LOS D)	Meet LOS Std?
SW 174th Street east of US 1	2LU	468	363	D	958	Yes
SW 174th Street east of SW 95th Avenue	2LU	526	341	D	958	Yes
SW 95th Avenue north of SW 174th Street	2LU	111	111	D	958	Yes

SW 174th Street & SW 95th Avenue: Class II Arterial 2 Lanes -10% Non-State Signalized Roadway and -20% Undivided without Exclusive Left Turns; ***Peak Hour Directional*** (750 vph * 0.9 * .8 = 540 vph); Peak Hour Two-Way (1,330 vph * 0.9 * .8 = 958 vph).

4.3.5 Future with Project Intersection Analysis *(without SW 95th Avenue Improvement)*

The trip assignments in the previous section, traffic projections for the project and background growth were combined to obtain future traffic with project at the analyzed intersection. Exhibit 14 also shows the projected turning movement volumes for future with project. Exhibit 15 shows the resulting LOS for the morning and afternoon peak conditions for future with project.

The future with project analysis indicates that the westbound approach of the US-1 Southbound / SW 174th Street intersection will continue to experience some delays with the existing signal timing. Signal timing improvements are recommended at the intersection to improve operations. Regardless of the improvement, the overall LOS at all the study intersections analyzed are projected to meet village's LOS standards with and without the recommended signal timings. Capacity worksheets are included in Appendix D.



00 AM Peak
(00) PM Peak

Project Location

Exhibit 14
Future Traffic Volumes With Project (Without SW 95th Avenue Improvement)

NORTH
MAP NOT TO SCALE

Exhibit 15: Future with Project Intersection Capacity Analysis
(without SW 95th Avenue link)
Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Un-signalized	Direction	AM Peak LOS	PM Peak LOS	LOS Standard
US-1 Southbound / SW 174th Street [1]	S	SB	B	E + 5%	E+ 20%
		EB	C	C	D
		WB	D	D	D
		Overall	***B***	***E***	***E + 20%***
US-1 Northbound / SW 174th Street	S	NB	C	B	E + 20%
		EB	D	D	D
		WB	D	C	D
		Overall	***C***	***B***	***E + 20%***
SW 95th Avenue / SW 174th Street	U	SB	B	A	D
		EB	A	A	D
		WB	B	A	D
		Overall	***B or better***	***A***	***D***
SW 174th Street / Project Driveway	U	NB	B	B	NA
		WBL	A	A	D
		Overall	***B or better***	***B or better***	***D***

[1] AM and PM Peak Hour LOS with Signal Timing Improvements

Source: David Plummer & Associates

4.4 Future Traffic Conditions *(with SW 95th Avenue Improvement)*

The construction of the extension of SW 95th Avenue will improve connectivity in the study area allowing motorists presently on the road to choose an alternative route to travel north/south. Therefore, this improvement will impact existing traffic patterns at the study roadway segments and intersections. Background traffic patterns were adjusted to reflect the improved accessibility and connectivity. Traffic diversions were obtained from the *Traffic Impact Analysis for Downtown*

Redevelopment Task Force, prepared by Marlin Engineering in February 2015 for the village of Palmetto Bay. Excerpts documenting these diversions are provided in Appendix F.

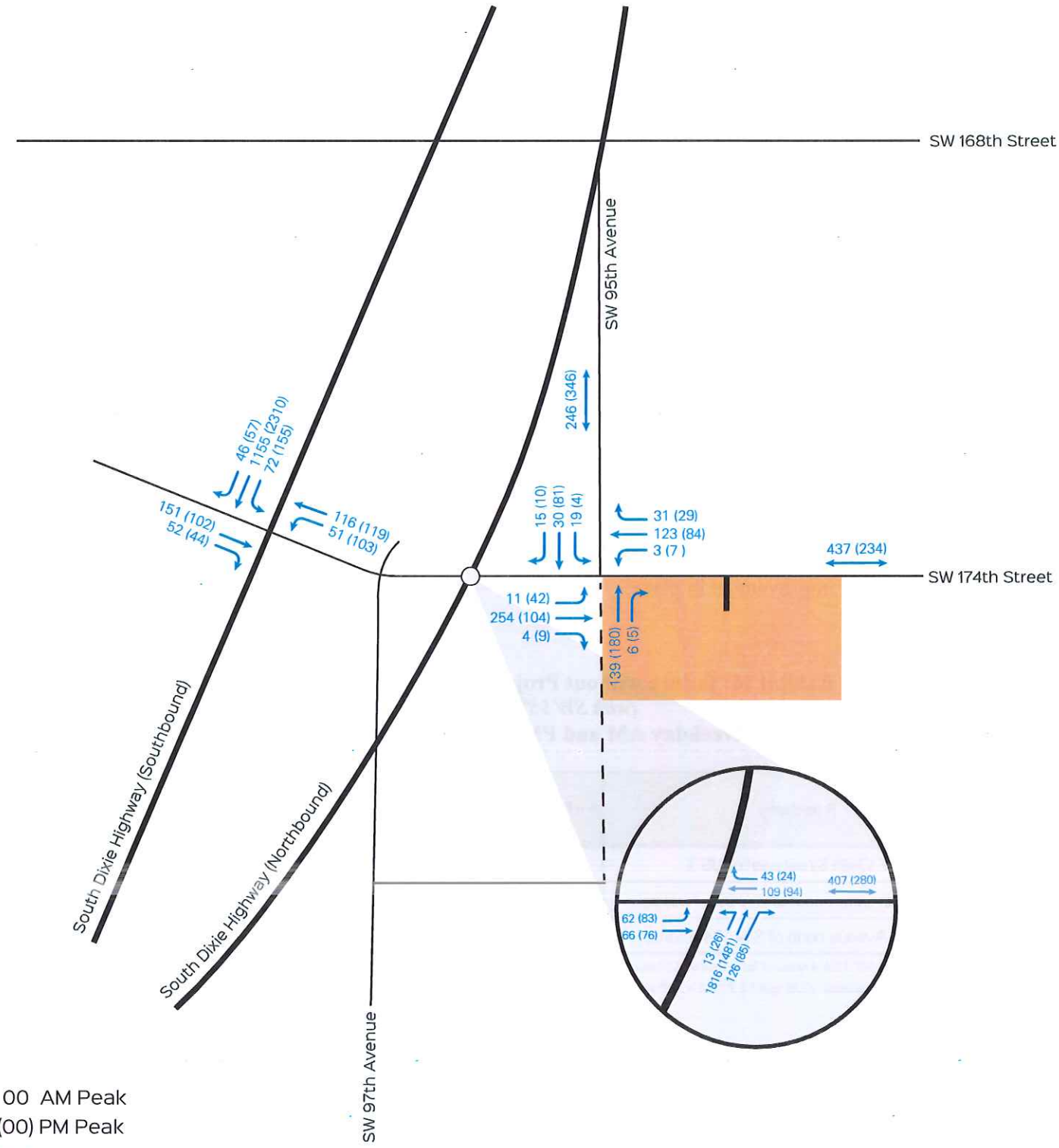
4.4.1 Future Roadway Analysis without Project *(with SW 95th Avenue Improvement)*

Traffic volumes for future without project conditions for this scenario were obtained by adding background traffic, existing traffic volumes and the diverted volumes. Exhibit 16 shows AM and PM peak hour roadway segment analysis for future without project with the proposed roadway network. All roadway segments analyzed are projected to continue to operate within the village's LOS standards during the AM and PM peak hour. Exhibit 17 shows the projected roadway volumes with SW 95th Avenue improvement in place.

Exhibit 16: Future without Project Roadway Capacity Analysis
(with SW 95th Avenue link)
Weekday AM and PM Peak Hour Conditions

Roadway	# of Lanes	AM Peak Volume	PM Peak Volume	LOS Std	SV (LOS D)	Meet LOS Std?
SW 174th Street east of US 1	2LU	403	271	D	958	Yes
SW 174th Street east of SW 95th Avenue	2LU	427	221	D	958	Yes
SW 95th Avenue north of SW 174th Street	2LU	77	85	D	958	Yes

SW 174th Street & SW 95th Avenue: Class II Arterial 2 Lanes -10% Non-State Signalized Roadway and -20% Undivided without Exclusive Left Turns;
Peak Hour Directional *(750 vph * 0.9 *0.8 = 540 vph); Peak Hour Two-Way (1,330 vph * 0.9 * 0.8 = 958 vph).*



00 AM Peak
(00) PM Peak

Project Location

Exhibit 17 ---- Committed Roadway Improvement
Future Traffic Volumes Without Project (With SW 95th Avenue Improvement)

NORTH
MAP NOT TO SCALE

4.4.2 Future Intersection Analysis without Project *(with SW 95th Avenue Improvement)*

Traffic volumes for future conditions without project with the proposed roadway network were obtained by adding background traffic, existing traffic and traffic diversions. Exhibit 17 also shows the projected turning movements for future without project traffic.

Exhibit 18 shows the resulting LOS for morning and afternoon peak conditions at the study intersections. The analysis indicates that the westbound approach of the US-1 Southbound / SW 174th Street intersection will continue to experience some delays during the PM peak hour. However, all the study intersections' overall LOS meet the village's LOS standards. Capacity worksheets are included in Appendix D.

Exhibit 18: Future without Project Intersection Capacity Analysis
(with SW 95th Avenue Improvement)
Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Un-signalized	Direction	AM Peak LOS	PM Peak LOS	LOS Standard
US-1Southbound / SW 174th Street	S	SB	A	D	E+ 20%
		EB	D	C	D
		WB	D	F	D
		Overall	***B***	***D***	***E+ 20%***
US-1Northbound / SW 174th Street	S	NB	B	B	E + 20%
		EB	D	D	D
		WB	D	D	D
		Overall	***B***	***B***	***E+ 20%***
SW 95th Avenue / SW 174th Street	U	NB	C	C	D
		SB	B	B	D
		EB	A	A	D
		WB	A	A	D
		Overall	***C or better***	***C or better***	***D***

Source: David Plummer & Associates

4.3.3 Project Trip Assignment *(with SW 95th Avenue Improvement)*

The project traffic distribution based on the cardinal distribution discussed in Section 4.2.3 was re-distributed to reflect the improved roadway network available for access by project traffic. The resulting trip distribution and assignment is shown in Exhibit 19 and Exhibit 20 respectively.

4.3.4 Future with Project Roadway Capacity Analysis *(with SW 95th Av Improvement)*

Traffic projections for the project were combined with volumes for future conditions without the project for the proposed roadway network to obtain the total traffic on the analyzed roadway segments. Exhibit 21 shows roadway capacity for the future with project during the AM and PM Peak hour. As in the future without project conditions, both the roadway segment of SW 97th Avenue between US-1 and SW 180th Street and SW 97th Avenue between SW 180th Street and SW 184th Street continue to operate within the village's LOS standards during the AM and PM peak hour. Exhibit 22 shows the projected AM and PM roadway volumes.

Exhibit 19: Future with Project Roadway Capacity Analysis
(with SW 95th Avenue link)
Weekday AM and PM Peak Hour Conditions

Roadway	# of Lanes	AM Peak Volume	PM Peak Volume	LOS Std	SV (LOS D)	Meet LOS Std?
SW 174th Street east of US 1	2LU	466	367	D	958	Yes
SW 174th Street east of SW 95th Avenue	2LU	533	349	D	958	Yes
SW 95th Avenue north of SW 174th Street	2LU	280	173	D	958	Yes

SW 174th Street & SW 95th Avenue: Class II Arterial 2 Lanes -10% Non-State Signalized Roadway and -20% Undivided without Exclusive Left Turns;
Peak Hour Directional (750 vph * 0.9 * .8 = 540 vph); Peak Hour Two-Way (1,330 vph * 0.9 * .8 = 958 vph).

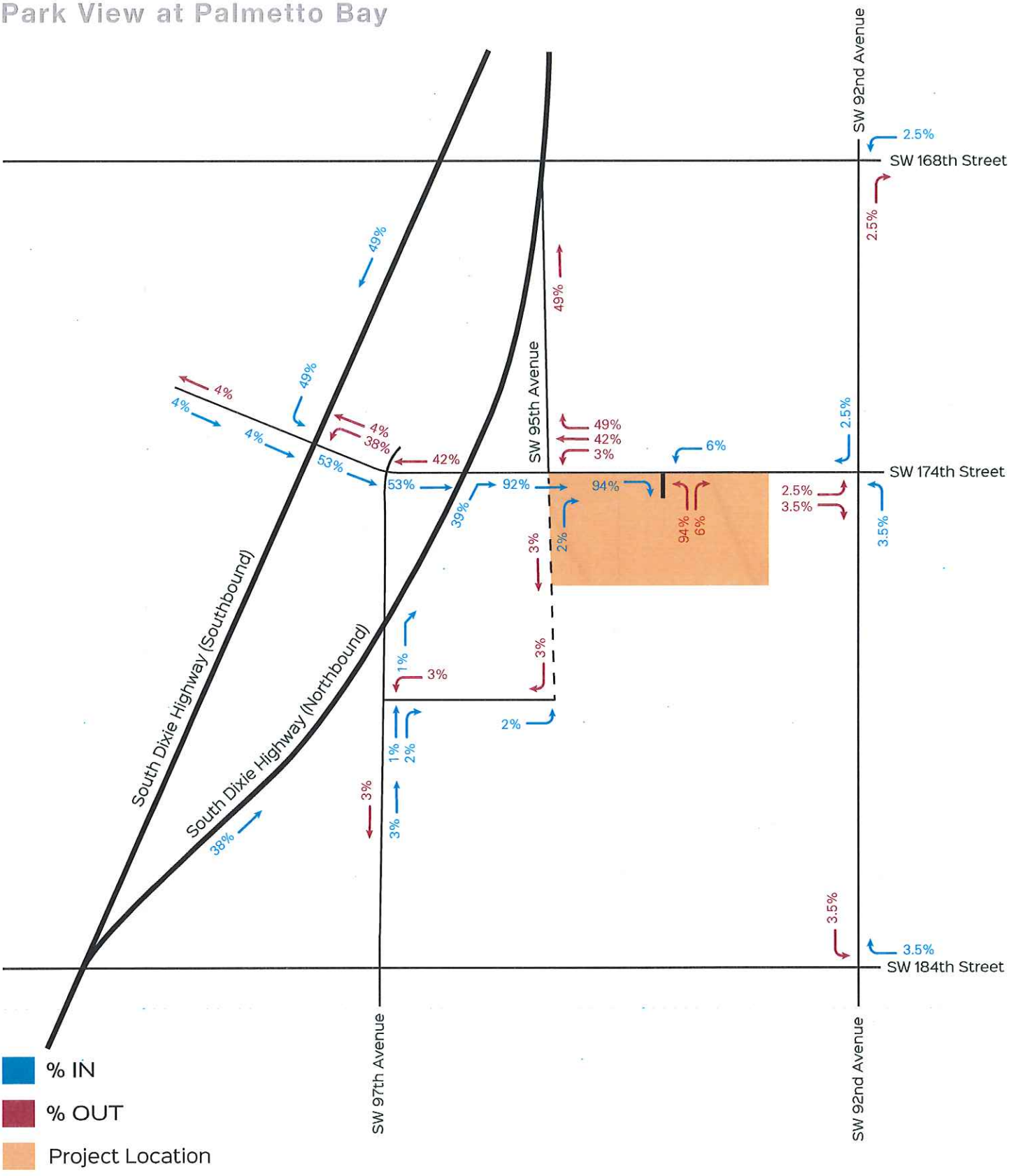
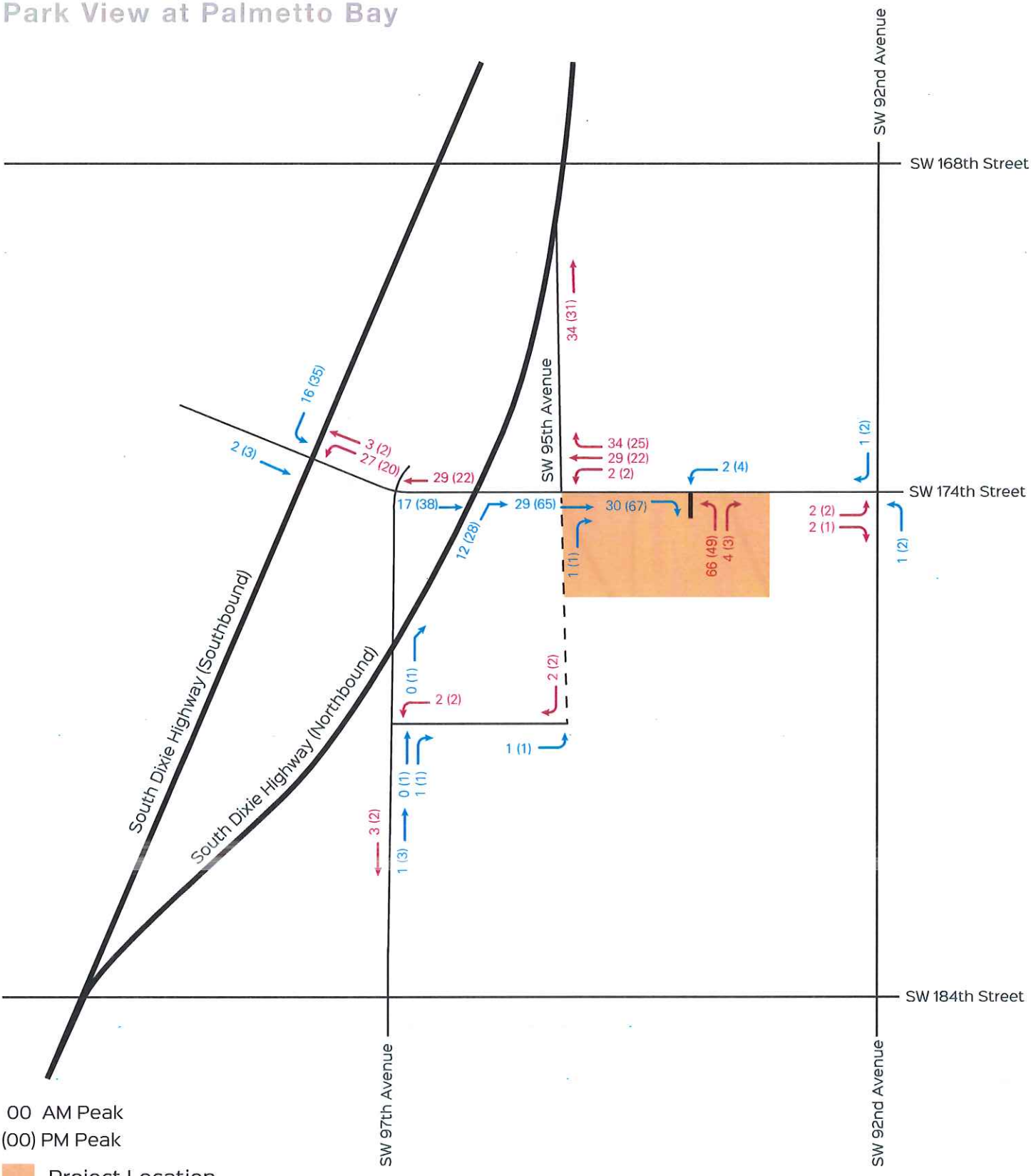


Exhibit 19 ---- Committed Roadway Improvement
Project Trip Distribution With SW 95th Avenue Extension

NORTH
MAP NOT TO SCALE

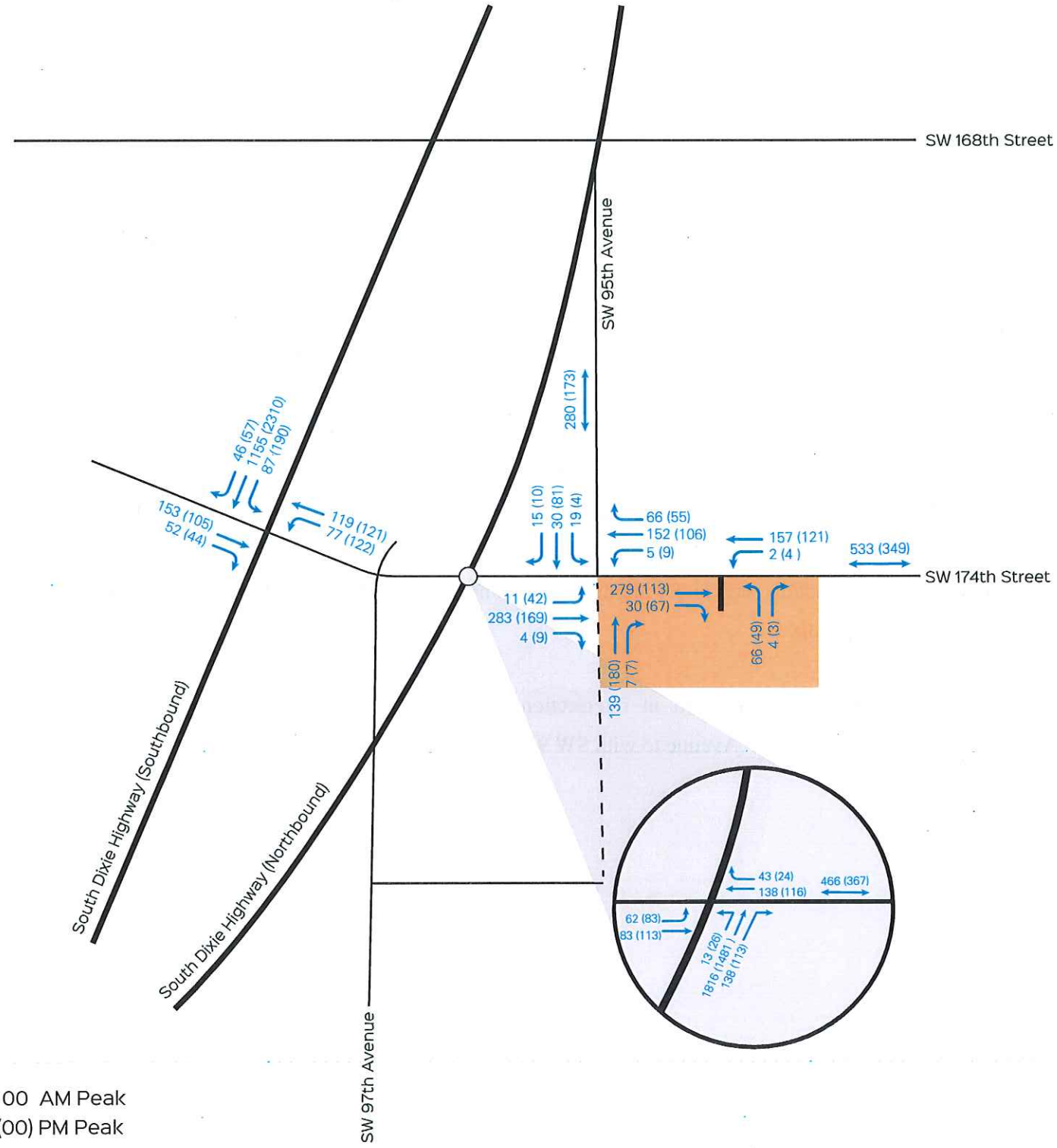


00 AM Peak
(00) PM Peak

Project Location

Exhibit 20 ---- Committed Roadway Improvement
Project Trip Assignment With SW 95th Avenue Extension

NORTH
MAP NOT TO SCALE



00 AM Peak
(00) PM Peak

Project Location

Exhibit 22
Future Traffic Volumes With Project (With SW 95th Avenue Improvement)

NORTH
MAP NOT TO SCALE

4.3.5 Future w Project Intersection Analysis *(with SW 95th Avenue Improvement)*

Traffic projections for the project were combined with volumes for future conditions without the project for the proposed roadway network to obtain the total traffic on the analyzed intersections. Exhibit 22 also shows the projected turning movement volumes for future with project. Exhibit 23 shows the resulting LOS for the morning and afternoon peak conditions for future with project.

The future with project analysis indicates that the westbound approach of the US-1 Southbound / SW 174th Street intersection will continue to experience some delays with the existing signal timing. Signal timing improvements are recommended at the intersection to improve operations. Regardless of the improvement, the overall LOS at all the study intersections analyzed are projected to meet the village's LOS standards with and without the recommended signal timings. Capacity worksheets are included in Appendix D.

Exhibit 24 shows the reduction in intersection delay when comparing the future with project condition without SW 95th Avenue to with SW 95th Avenue condition.

Exhibit 23: Future with Project Intersection Capacity Analysis
(with SW 95th Avenue Improvement)
Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Un-signalized	Direction	AM Peak LOS	PM Peak LOS	LOS Standard
US-1Southbound / SW 174th Street [1]	S	SB	B	E + 5%	E+ 20%
		EB	C	C	D
		WB	D	D	D
		Overall	***B***	***E***	***E + 20%***
US-1Northbound / SW 174th Street	S	NB	B	B	E + 20%
		EB	D	D	D
		WB	D	C	D
		Overall	***C***	***B***	***E + 20%***
SW 95th Avenue / SW 174th Street	U	NB	C	C	D
		SB	C	B	D
		EB	A	A	D
		WB	A	A	***D***
		Overall	***C or better***	***C or better***	
SW 174th Street / Project Driveway	U	NB	B	B	NA
		WBL	A	A	D
		Overall	***B B or better***	***B or better***	*N/A*

[1] AM and PM Peak Hour LOS with Signal Timing Improvements

Source: David Plummer & Associates

Exhibit 24: Future with Project Intersection Delay Comparison
(With / Without SW 95th Avenue link)

Intersection	Direction	Future with Project			
		AM Peak Delay		PM Peak Delay	
		Without SW 95th Av	With SW 95th Av	Without SW 95th Av	With SW 95th Av
US-1Southbound / SW 174th Street [1]	*Overall*	18.7	18.7	78.3	78.3
US-1Northbound / SW 174th Street	*Overall*	25.9	21.7	19.0	17.6
SW 95th Avenue / SW 174th Street	*SB*	12.4	16.7	9.8	14.4

[1] with signal timing improvements.

Source: David Plummer & Associates

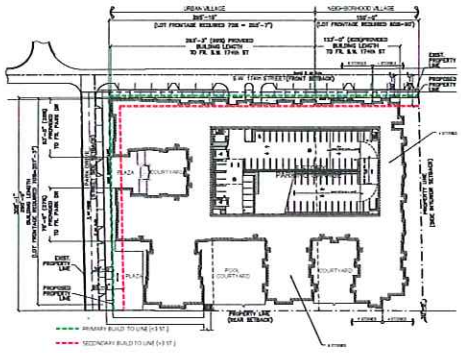
5.0 CONCLUSIONS

An assessment of the traffic impacts associated with the proposed project was performed in accordance with the requirements of the village of Palmetto Bay. The analysis shows that all roadway segments analyzed currently operate and will continue to operate within the adopted village of Palmetto Bay Level of Service Standards. Intersection analysis indicates that the westbound approach of the US-1 Southbound / SW 174th Street intersection currently experiences and will continue to experience some delays with the existing signal timing. Signal timing improvements are recommended at the intersection to improve operations. Regardless of the improvement, the overall LOS at all the study intersections analyzed currently meet and are projected to continue to meet the village's LOS standards with and without the recommended signal timings.

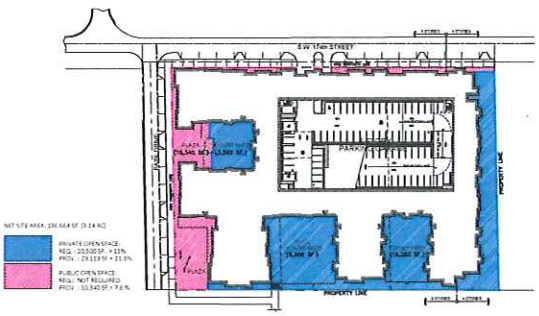
Appendix A
Site Plan

SITE NOTES:

1. THIS PROJECT SHALL NOT BE A PHASED PROJECT.
2. THE BUILDING SHALL BE SEEKING BASELINE FLORIDA GREEN BUILDING COALITION (FGBC) GREEN RATING SYSTEM.
3. NO COMMERCIAL SPACE IS PROPOSED FOR THIS DEVELOPMENT.
4. ALL COMMON OPEN SPACE OUTSIDE THE ROW SHALL BE MAINTAINED BY PROPERTY OWNER.
5. ALL PROPOSED LEASING OR RESIDENTIAL SIGNAGE AND EXTERIOR LIGHTING SHALL BE APPROVED UNDER SEPARATE PERMIT.
6. DERM APPROVAL SHALL BE OBTAINED PRIOR TO ISSUANCE OF BUILDING PERMIT AND SHALL COMPLY WITH AN APPROVAL FOR THE PROVISIONS FOR THE DISPOSITION OF OPEN SPACE AND A LANDSCAPE AND IRRIGATION PLAN INDICATING THE LOCATION, TYPE, SIZE AND DESCRIPTION OF ALL PROPOSED LANDSCAPE MATERIALS INCLUDING THE LIMITS OR EXTENT OF TREE REMOVAL OR TREE PROTECTION PURSUANT TO DIVISION 90-33B AND SHALL COMPLY WITH ALL DERM REGULATIONS.
7. IDENTIFICATION AND LOCATION OF ALL EXISTING AND PROPOSED UTILITIES, INCLUDING, BUT NOT LIMITED TO:
   I. WATER AND SANITARY SEWER OR ON SITE SEPTIC TANK;
   II. TELEPHONE, ELECTRIC, GAS AND OTHER UTILITIES;
   III. SOLID WASTE DISPOSAL FACILITIES INCLUDING CONTAINERS OR OTHER EQUIPMENT; AND
   IV. FIBER OPTIC CABLE SHALL BE PROVIDED AT TIME OF BUILDING PERMIT. PLEASE REFER TO SURVEY FOR EXISTING UTILITY LOCATIONS.
8. PROVISIONS FOR THE ADEQUATE DISPOSITION OF NATURAL AND STORM WATER IN ACCORDANCE WITH THE ADOPTED DESIGN CRITERIA AND STANDARDS OF THE VILLAGE, INDICATING THE LOCATION, SIZE, TYPE AND GRADE OF DITCHES, CATCH BASINS AND PIPES AND CONNECTIONS TO THE EXISTING DRAINAGE SYSTEM ON SITE SYSTEM, AND MIAMI-DADE COUNTY'S ENVIRONMENTAL RESOURCES MANAGEMENT (DERM) CRITERIA SHALL BE PROVIDED AT TIME OF BUILDING PERMIT.
9. THIS SITE IS NOT IN A FLOOD ZONE (FLOOD ZONE X). A CERTIFICATE FROM A REGISTERED PROFESSIONAL ENGINEER OR ARCHITECT THAT THE NONRESIDENTIAL FLOOD PROOFED BUILDING WILL MEET THE FLOOD PROOFING CRITERIA AND DETAILED PLAN DOCUMENTING SCOPE OF WORK TO ENSURE COMPLIANCE WITH SUBSECTION 30-90.2(A) TO 30B.6, AND THE APPLICABLE FLORIDA BUILDING CODE IS NOT REQUIRED BECAUSE SITE IS NOT IN A FLOOD ZONE.
10. A CERTIFIED GEOTECHNICAL PERCOLATION TEST(S) TO ESTABLISH WATER DRAINAGE THROUGH SOILS SHALL BE PROVIDED AT TIME OF BUILDING PERMIT.
11. DEVELOPMENT WITH PROPER EXPERT TESTIMONY AND ANALYSIS OF A MAINTENANCE OF TRAFFIC (MOT) PLAN, WHICH PLAN SHALL BE PROVIDED PRIOR TO COMMENCEMENT OF CONSTRUCTION, TO ENSURE SAFE PASSAGE OF BOTH PEDESTRIAN AND MOTORIST TRAFFIC ADJACENT TO PROPOSED DRAINAGE WORK.
12. PROVISION FOR THE ADEQUATE CONTROL OF DUST, EROSION AND SEDIMENTATION, INDICATING THE PROPOSED TEMPORARY AND PERMANENT CONTROL PRACTICES AND MEASURES THAT WILL BE IMPLEMENTED DURING ALL PHASES OF CLEARING, GRADING AND CONSTRUCTION SHALL BE PROVIDED PRIOR TO COMMENCEMENT OF CONSTRUCTION.
13. CONCURRENCY COMPLIANCE FACILITIES AND OTHER UTILITIES OR SERVICES AS REQUIRED UNDER THIS CODE SHALL BE MET FOR THIS PROJECT.
14. ALL BONDS, ASSESSMENTS, BACK CITY TAXES, FEES AND LIENS (OTHER THAN MORTGAGES) AFFECTING ALL PROPERTIES SUBJECT TO THE APPLICATION SHALL BE PAID IN FULL PRIOR TO RECORDATION OF THE WARRANTY DEED FOR THE TRANSFER OF THE DEVELOPMENT RIGHTS IF APPLICABLE.
15. ANY APPLICABLE IMPACT FEES AND INCENTIVE BASED BONUS FEES MUST BE PAID IN FULL AT TIME OF BUILDING PERMIT ISSUANCE.
16. APPROVED ALLOCATION OF RESERVE RESIDENT UNITS, RESERVE COMMERCIAL SQUARE FOOTAGE AND/OR TOP TO SHALL EXPIRE IF THE TIMETABLE FOR PERMITTING CONSTRUCTION IS NOT MET PURSUANT SECTION 90-102.2(I) OR AS SO PROVIDED IN THE APPROVED PHASING PLAN OF THE APPROVED SITE PLAN APPLICATION REQUEST.
17. ALL NEW AND EXISTING UTILITIES, OTHER THAN FIRE HYDRANTS SHALL RUN UNDERGROUND AND BE ACCESSED ACCORDING TO THE STANDARDS OF THIS SECTION 4.03 (D).
18. ALL RESIDENTIAL UNITS SHALL BE 12 INCHES MINIMUM ABOVE FLOOD LEVEL CRITERIA OR AVERAGE CROWN OF THE ROAD, WHICHEVER IS GREATER.
19. ALL FLEX BUILDINGS SHALL BE IN ACCORDANCE WITH THE LIGHTING STANDARDS, SEC. 4.05A.1 UNLESS A DESIGN CONSIDERATION IS BEING REQUESTED.
20. PROPERTY OWNER SHALL BE RESPONSIBLE FOR THEIR HALF OF THE PORTION OF ANY RIGHT-OF-WAY ABUTTING THE DEVELOPMENT ON SW 174 St, AND FOR ALL ROWS ON WEST SIDE OF DEVELOPMENT. THE VILLAGE SHALL ENSURE THAT WEST SIDE ROW ABUTTING DEVELOPMENT SHALL BE CONSTRUCTED FOR THROUGH TRAFFIC WITH A TYPICAL STREET RIGHT-OF-WAY CONFIGURATION FROM THE SOUTH END OF SUBJECT PROPERTY TO SW 174 St. PRIOR TO OBTAINING A BUILDING PERMIT.
21. FOR ALL LANDSCAPE RELATED NOTES, REFER TO LANDSCAPE PLANS.
22. "PURSUANT TO DOWNTOWN URBAN VILLAGE REGULATIONS 30-102.2(L) GENERAL INTRODUCTION, SECTION 5.09 DEVELOPMENT BONUSES, B. DEVELOPMENT BONUS OPPORTUNITIES, 2. LANDSCAPE AND OPEN BONUS (5). PROJECT SHALL CONSTRUCT PUBLIC OPEN SPACES TO BE PERMITTED TO BUILD 4 STORIES AS DESCRIBED IN THE SITE PLAN AND BUILDING PLANS".
23. ALL ROOF TOP MECHANICAL EQUIPMENT SUCH AS ROOFTOP AC UNITS OR THE LIKE SHALL BE SCREENED BY PARAPETS OR ARCHITECTURAL ROOFTOP TREATMENTS.
24. ALL FLORIDA BLOCK BUILDINGS SHALL BE IN ACCORDANCE WITH SEC 4.03 F.

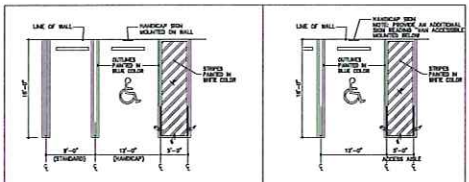


LOT FRONTAGE/ BUILD-TO DIAGRAM
SCALE 1"= 60'-0"



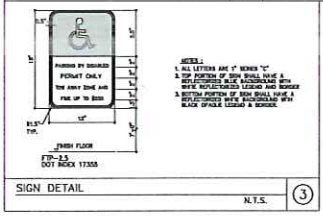
OPEN SPACE DIAGRAM
SCALE 1"= 60'-0"

NORTH



HANDICAP & STANDARD STALL DTL. ①
SCALE: 1/8" = 1'-0"

HANDICAP VAN PARKING ②
SCALE: 1/8" = 1'-0"



NOTES:
1. ALL LETTERS ARE 1" SERIES "C".
2. TOP PORTION OF SIGN SHALL HAVE A REFLECTORIZED BLUE BACKGROUND WITH REFLECTORIZED WHITE SYMBOL AND BORDER.
3. BOTTOM PORTION OF SIGN SHALL BE OF A WHITE REFLECTORIZED BACKGROUND WITH BLACK UPPER CASE LETTERS & BORDER.

SIGN DETAIL ③
N.T.S.

PARKING DETAILS

PROJECT DATA



SITE MAP

REVISIONS	BY
SITE PLAN SUBMITTAL 09/11/2014	
SITE PLAN RESUBMITTAL #1 11/26/2014	
SITE PLAN RESUBMITTAL #2 12/08/2014	
SITE PLAN RESUBMITTAL #3 01/15/2015	

PARK VIEW AT PALMETTO BAY.
FOR:
LOCATED AT:
PALMETTO BAY, FLORIDA

GEORGE L. MOURIZ
ARCHITECT

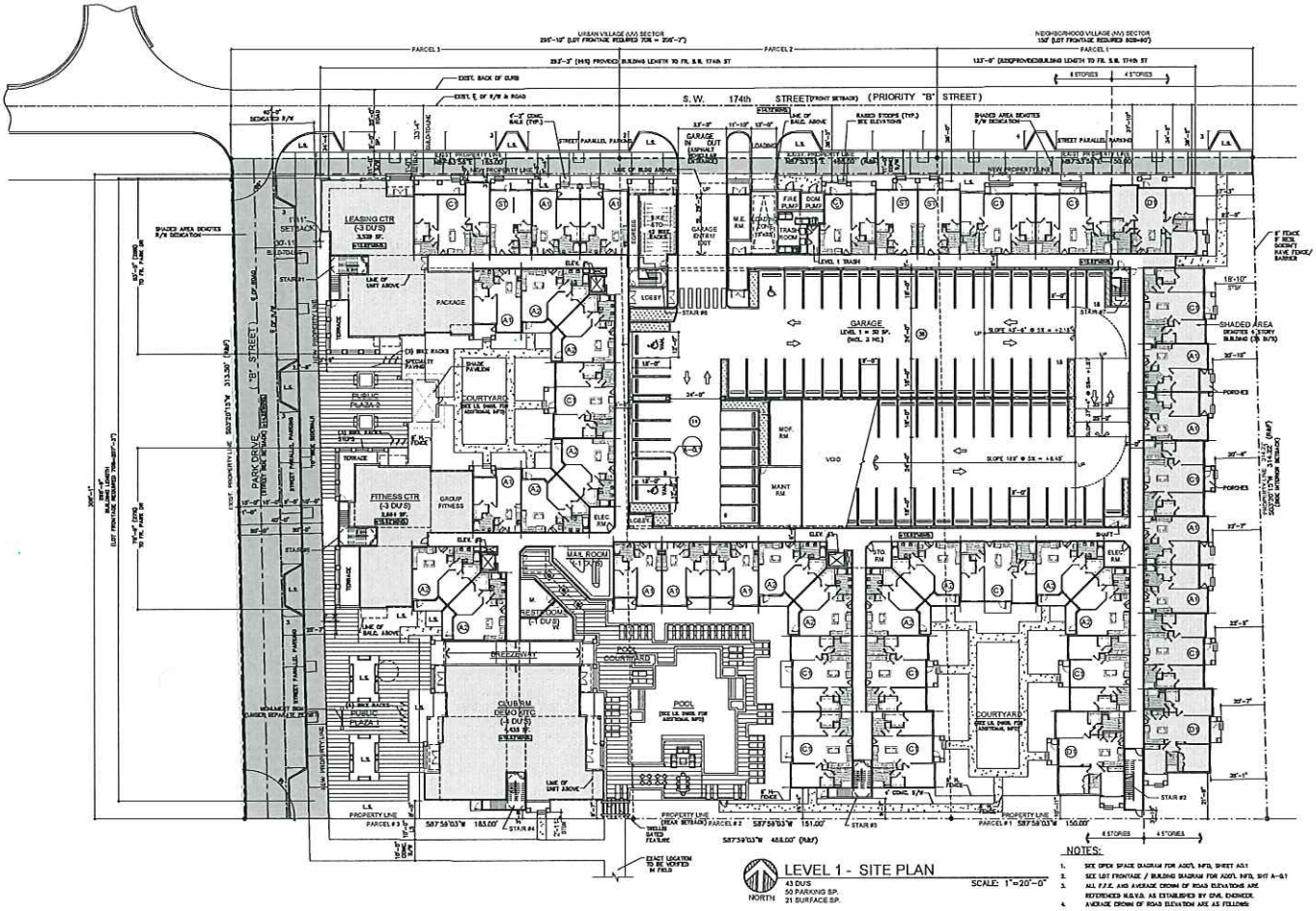
MSA ARCHITECTS, INC.
ARCHITECTURE & PLANNING
MIAMI OFFICE:
MIAMI, FLORIDA, 33130
(305) 858-8818
FAX: (305) 858-8819
2601 SOUTH BAYSHORE DRIVE
2ND FLOOR, PH #2
MIAMI, FLORIDA 33133

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DRAWN	
CHECKED	
DATE	
SCALE	AS SHOWN
JOB NO.	1713.PBJ
SUBMITTAL SET:	09/11/2014

A-0.1

OF SHEETS



LEVEL 1 - SITE PLAN

SCALE: 1"=20'-0"

43 DUS
50 PARKING SP.
21 SURFACE SP.

NOTES:

1. SEE OPEN SPACE DIAGRAM FOR A001, INFO, SHEET A0.1
2. SEE LOT FRONTAGE / BUILDING DIAGRAM FOR A001, INFO, SHT A-0.1
3. ALL F.F.E. AND AVERAGE CROWN OF ROAD ELEVATIONS ARE REFERENCED N.G.V.D. AS ESTABLISHED BY CIVIL ENGINEER.
4. AVERAGE CROWN OF ROAD ELEVATION ARE AS FOLLOWS:
   - S.W. 174TH STREET : +14.13' NGVD
   - PARK DRIVE : +14.33' NGVD
5. FFE RESIDENTIAL : +15.83' NGVD
6. ALL ON-STREET PARALLEL PARKING SPACES ARE 8'X24'
7. ALL DRIVEWAYS LEADING TO GARAGE ARE ASPHALT PAVEMENT.
8. SEE STALL DETAILS SHT. A-0.1

REVISIONS	BY
SITE PLAN SUBMITTAL 09/11/2016	
SITE PLAN RESUBMITTAL @ 11/29/2016	
SITE PLAN RESUBMITTAL @ 12/14/2016	
SITE PLAN RESUBMITTAL @ 01/23/2017	

PARK VIEW AT PALMETTO BAY.

FOR:

LOCATED AT:
PALMETTO BAY, FLORIDA

GEORGE L. WOLFE
AR0007824

MSA ARCHITECTS, INC.
ARCHITECTS
SEAN OTTEN
AR0018181
MIAMI, FLORIDA 33134
(305) 373-0111
2601 SOUTH BAYSHORE DRIVE
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CHECKED	
DATE	
SCALE	AS SHOWN
JOB NO.	1753.PV
SUBMITTAL SET:	09/11/2016

A-2.1

OF SHEETS

Appendix B
Methodology

Elisa Solorzano

From: James Spinks [jspinks@marlinengineering.com]
Sent: Tuesday, December 06, 2016 12:10 PM
To: Elisa Solorzano
Cc: Beatriz Hernandez; tkendall@palmettobay-fl.gov; Juan Espinosa; azurita@puglieseco.com; GPenn@brzoninglaw.com
Subject: RE: Park View at Palmetto Bay - 16222

Approved with comments.

1. Please include 174th Street at 95th Avenue in analysis, as 95th Avenue is significant north of 174th Street
2. Future analysis (both with and without project trips) should be run under 2 scenarios
    a. Scenario 1 - without 95th Avenue, south of 174th Street
    b. Scenario 2 – with 95th Avenue, south of 174th Street

James E. Spinks III, PE, PTOE | P 305.477.7575 | D 954.870.5061 | C 954.882.3563 | jspinks@marlinengineering.com

From: Elisa Solorzano [mailto:Elisa.Solorzano@dplummer.com]
Sent: Tuesday, December 06, 2016 11:53 AM
To: James Spinks <jspinks@marlinengineering.com>
Cc: Beatriz Hernandez <BHernandez@msaarchitectsinc.com>; tkendall@palmettobay-fl.gov; Juan Espinosa <Juan.Espinosa@dplummer.com>; azurita@puglieseco.com; GPenn@brzoninglaw.com
Subject: RE: Park View at Palmetto Bay - 16222

Attached is the revised final methodology for this project. It assigns 6% to the east, which is consistent with the cardinal distribution, which would ultimate access Old Cutler Road (east of the site) and travel to and from the north and the south.

Elisa Solorzano
Sr. Project Manager
DAVID PLUMMER & ASSOCIATES
Transportation • Civil • Structural • Environmental
1750 Ponce de Leon Boulevard
Coral Gables, Florida 33134
Phone: 305-447-0900
www.dplummer.com

From: James Spinks [mailto:jspinks@marlinengineering.com]
Sent: Tuesday, December 06, 2016 11:17 AM
To: Elisa Solorzano
Subject: RE: Park View at Palmetto Bay - 16222

Ok. This was not clear. Please finalize methodology.

James E. Spinks III, PE, PTOE | P 305.477.7575 | D 954.870.5061 | C 954.882.3563 | jspinks@marlinengineering.com

DAVID PLUMMER & ASSOCIATES
TRANSPORTATION • CIVIL • STRUCTURAL • ENVIRONMENTAL

1750 PONCE DE LEON BOULEVARD, CORAL GABLES, FLORIDA 33134
305 447-0900 • FAX: 305 444-4986 • EMAIL: DPA@DPLUMMER.COM

Park View at Palmetto Bay
Traffic Consumption Analysis

August 30, 2016
Revised November 28, 2016
Revised December 6, 2016

DPA has undertaken a Traffic Consumption Analysis for this project to establish project significance on the external roadway network, and determine roadways and intersections to be analyzed in their traffic study. The project is located on the south side of SW 174th Street just east of SW 95th Avenue in Palmetto Bay, Florida and is proposing 306 residential dwelling units. Buildout year is anticipated by 2019.

The following information is provided to support the consumption analysis:

1. Trip Generation for the proposed use;
2. Cardinal Distribution for the area;
3. Resulting Project Distribution
4. Service Volume and Adjustments for each roadway analyzed;
5. Supporting FDOT Generalized Service Volumes; and,
6. Project Consumption.

The analysis shows that the project is significant (3% or more of the adopted service volume) on one segments along SW 174th Street, between US 1 and the Project Driveway. The analysis will include this roadway segment.

The following adjacent intersections will be analyzed:

1. SW 174th Street /US 1
2. SW 174th Street / Project Driveway

Trip Generation Summary

Alternative: Alternative 1
Phase:
Project: Park View at Palmetto Bay

Open Date: 8/30/2016
Analysis Date: 8/30/2016

ITE	Land Use	Weekday AM Peak Hour of Adjacent Street Traffic *	Enter	Exit	Total	Weekday PM Peak Hour of Adjacent Street Traffic *	Enter	Exit	Total
223	6 stories 306 Dwelling Units		35	77	112		79	57	136
Unadjusted Volume			35	77	112		79	57	136
Internal Capture Trips			0	0	0		0	0	0
Pass-By Trips			0	0	0		0	0	0
Volume Added to Adjacent Streets			35	77	112		79	57	136

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent
Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

Miami-Dade 2010 Directional Distribution Summary

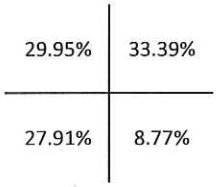
Origin TAZ			Cardinal Directions								Total
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1128	4028	PERCENT	26.6	9.1	0.8	0.8	8.4	23.2	13.1	18.0	
1129	4029	TRIPS	642	178	178	13	212	561	313	553	2,650
1129	4029	PERCENT	24.2	6.7	6.7	0.5	8.0	21.2	11.8	20.9	
1130	4030	TRIPS	288	33	0	0	35	222	130	258	966
1130	4030	PERCENT	29.8	3.4	0.0	0.0	3.6	23.0	13.5	26.7	
1131	4031	TRIPS	1,042	43	0	0	204	683	751	901	3,624
1131	4031	PERCENT	28.8	1.2	0.0	0.0	5.6	18.9	20.7	24.9	
1132	4032	TRIPS	216	57	3	28	119	172	207	133	935
1132	4032	PERCENT	23.1	6.1	0.3	3.0	12.7	18.4	22.1	14.2	
1133	4033	TRIPS	293	10	0	0	56	165	264	266	1,054
1133	4033	PERCENT	27.8	1.0	0.0	0.0	5.3	15.7	25.1	25.2	
1134	4034	TRIPS	361	35	0	0	59	299	424	450	1,628
1134	4034	PERCENT	22.2	2.2	0.0	0.0	3.6	18.4	26.0	27.6	
1135	4035	TRIPS	2	0	0	0	0	3	1	3	9
1135	4035	PERCENT	22.2	0.0	0.0	0.0	0.0	33.3	11.1	33.3	
1136	4036	TRIPS	434	20	0	0	72	273	321	664	1,784
1136	4036	PERCENT	24.3	1.1	0.0	0.0	4.0	15.3	18.0	37.2	
1137	4037	TRIPS	151	0	0	0	42	176	118	220	707
1137	4037	PERCENT	21.4	0.0	0.0	0.0	5.9	24.9	16.7	31.1	
1138	4038	TRIPS	295	10	0	0	63	151	315	312	1,146
1138	4038	PERCENT	25.7	0.9	0.0	0.0	5.5	13.2	27.5	27.2	
1139	4039	TRIPS	115	0	0	28	109	231	260	277	1,020
1139	4039	PERCENT	11.3	0.0	0.0	2.8	10.7	22.7	25.5	27.2	
1140	4040	TRIPS	999	43	3	104	152	408	332	502	2,543
1140	4040	PERCENT	39.3	1.7	0.1	4.1	6.0	16.0	13.1	19.7	
1141	4041	TRIPS	470	25	10	36	95	131	208	367	1,342
1141	4041	PERCENT	35.0	1.9	0.8	2.7	7.1	9.8	15.5	27.4	
1142	4042	TRIPS	908	146	0	91	262	363	403	596	2,769
1142	4042	PERCENT	32.8	5.3	0.0	3.3	9.5	13.1	14.6	21.5	
1143	4043	TRIPS	1,255	115	142	254	631	401	427	768	3,993
1143	4043	PERCENT	31.4	2.9	3.6	6.4	15.8	10.0	10.7	19.2	
1144	4044	TRIPS	505	14	67	159	404	257	160	247	1,813
1144	4044	PERCENT	27.9	0.8	3.7	8.8	22.3	14.2	8.8	13.6	
1145	4045	TRIPS	1,446	175	159	550	1,577	637	558	727	5,829
1145	4045	PERCENT	24.8	3.0	2.7	9.4	27.1	10.9	9.6	12.5	
1146	4046	TRIPS	1,318	134	87	523	1,115	852	764	890	5,683
1146	4046	PERCENT	23.2	2.4	1.5	9.2	19.6	15.0	13.4	15.7	
1147	4047	TRIPS	1,202	213	130	89	721	416	506	737	4,014
1147	4047	PERCENT	30.0	5.3	3.2	2.2	18.0	10.4	12.6	18.4	
1148	4048	TRIPS	1,321	298	142	285	1,914	1,048	803	1,516	7,327
1148	4048	PERCENT	18.0	4.1	1.9	3.9	26.1	14.3	11.0	20.7	

Miami-Dade 2040 Directional Distribution Summary											
Origin TAZ			Cardinal Directions								Total
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1128	4028	PERCENT	27.9	10.0	1.1	0.5	6.4	21.0	13.0	20.1	
1129	4029	TRIPS	760	141	73	12	145	588	359	578	2,656
1129	4029	PERCENT	28.6	5.3	2.8	0.5	5.5	22.1	13.5	21.8	
1130	4030	TRIPS	307	40	0	15	74	181	151	208	976
1130	4030	PERCENT	31.5	4.1	0.0	1.5	7.6	18.6	15.5	21.3	
1131	4031	TRIPS	1,125	56	4	0	193	794	716	895	3,783
1131	4031	PERCENT	29.7	1.5	0.1	0.0	5.1	21.0	18.9	23.7	
1132	4032	TRIPS	298	110	1	23	136	185	272	246	1,271
1132	4032	PERCENT	23.5	8.7	0.1	1.8	10.7	14.6	21.4	19.4	
1133	4033	TRIPS	289	4	0	0	43	172	237	289	1,034
1133	4033	PERCENT	28.0	0.4	0.0	0.0	4.2	16.6	22.9	28.0	
1134	4034	TRIPS	336	12	0	0	92	242	279	439	1,400
1134	4034	PERCENT	24.0	0.9	0.0	0.0	6.6	17.3	19.9	31.4	
1135	4035	TRIPS	2	0	0	0	0	12	1	7	22
1135	4035	PERCENT	9.1	0.0	0.0	0.0	0.0	54.6	4.6	31.8	
1136	4036	TRIPS	547	12	0	0	144	289	465	681	2,138
1136	4036	PERCENT	25.6	0.6	0.0	0.0	6.7	13.5	21.8	31.9	
1137	4037	TRIPS	96	5	0	0	41	86	155	156	539
1137	4037	PERCENT	17.8	0.9	0.0	0.0	7.6	16.0	28.8	28.9	
1138	4038	TRIPS	291	0	0	0	104	243	357	390	1,385
1138	4038	PERCENT	21.0	0.0	0.0	0.0	7.5	17.6	25.8	28.2	
1139	4039	TRIPS	193	0	0	23	115	304	218	313	1,166
1139	4039	PERCENT	16.6	0.0	0.0	2.0	9.9	26.1	18.7	26.8	
1140	4040	TRIPS	1,002	11	8	145	339	485	449	639	3,078
1140	4040	PERCENT	32.6	0.4	0.3	4.7	11.0	15.8	14.6	20.8	
1141	4041	TRIPS	466	40	4	27	168	255	208	328	1,496
1141	4041	PERCENT	31.2	2.7	0.3	1.8	11.2	17.1	13.9	21.9	
1142	4042	TRIPS	756	107	12	114	569	458	438	694	3,148
1142	4042	PERCENT	24.0	3.4	0.4	3.6	18.1	14.6	13.9	22.1	
1143	4043	TRIPS	1,803	134	100	236	1,263	845	993	888	6,262
1143	4043	PERCENT	28.8	2.1	1.6	3.8	20.2	13.5	15.9	14.2	
1144	4044	TRIPS	821	61	155	247	706	290	313	424	3,017
1144	4044	PERCENT	27.2	2.0	5.1	8.2	23.4	9.6	10.4	14.1	
1145	4045	TRIPS	2,289	326	226	557	2,297	1,095	1,214	1,281	9,285
1145	4045	PERCENT	24.7	3.5	2.4	6.0	24.7	11.8	13.1	13.8	
1146	4046	TRIPS	1,801	216	112	502	1,485	932	927	893	6,868
1146	4046	PERCENT	26.2	3.2	1.6	7.3	21.6	13.6	13.5	13.0	
1147	4047	TRIPS	1,315	112	118	94	1,099	494	556	1,038	4,826
1147	4047	PERCENT	27.3	2.3	2.5	2.0	22.8	10.2	11.5	21.5	
1148	4048	TRIPS	1,883	360	138	326	2,336	1,142	944	1,795	8,924
1148	4048	PERCENT	21.1	4.0	1.6	3.7	26.2	12.8	10.6	20.1	

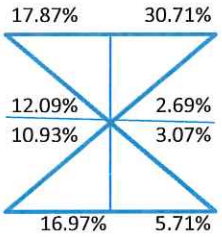
CARDINAL DISTRIBUTION

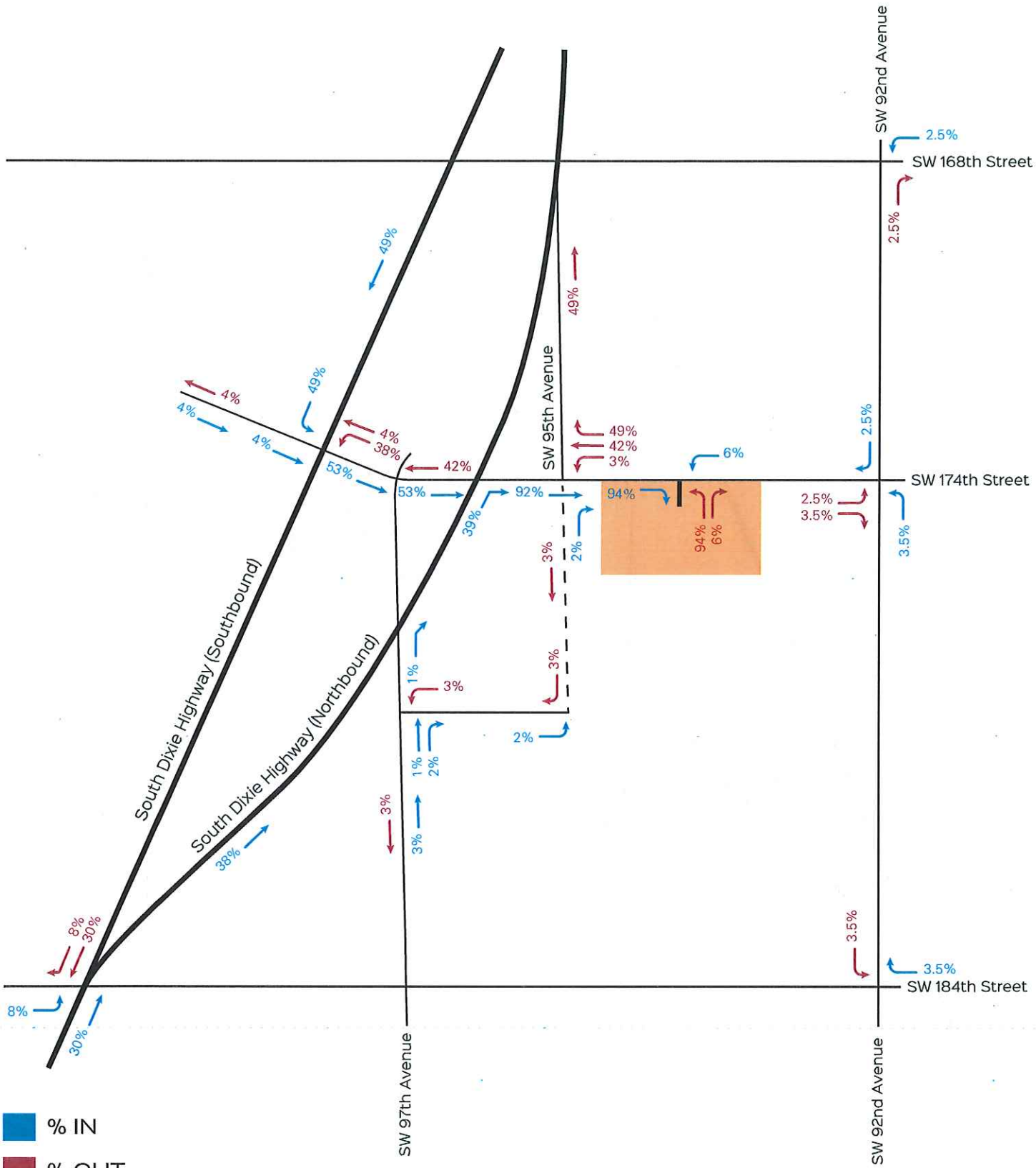
TAZ 1143

DIRECTION	2010	2040	2018
NNE	31.40%	28.80%	30.71%
ENE	2.90%	2.10%	2.69%
ESE	3.60%	1.60%	3.07%
SSE	6.40%	3.80%	5.71%
SSW	15.80%	20.20%	16.97%
WSW	10.00%	13.50%	10.93%
WNW	10.70%	15.90%	12.09%
NNW	19.20%	14.20%	17.87%









% IN

% OUT

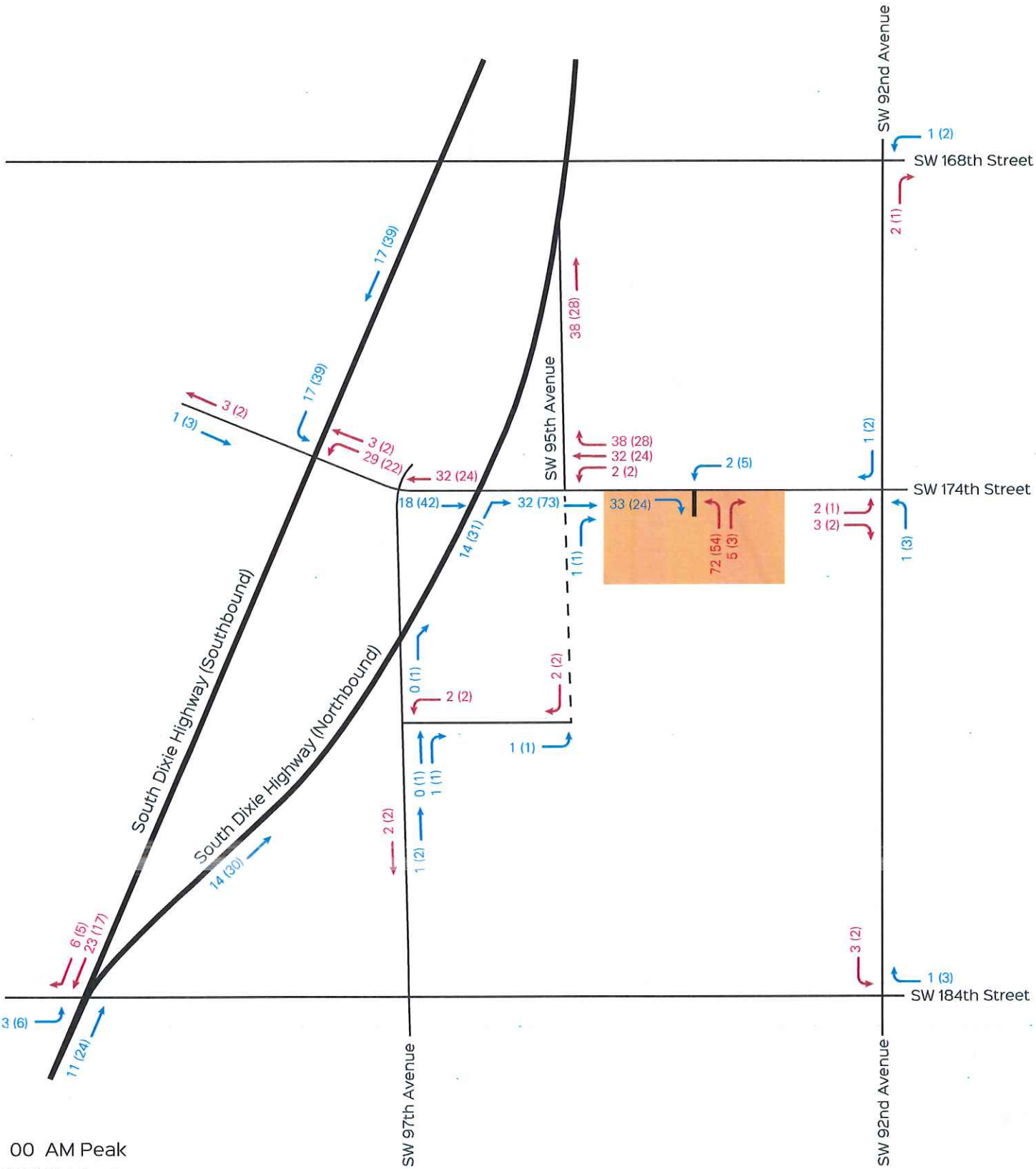
Project Location ---- Committed Roadway Improvement

Project Trip Distribution

Park View at Palmetto Bay

NORTH
MAP NOT TO SCALE

DAVID PLUMMER & ASSOCIATES | Project No. 16222 | November 2016



00 AM Peak
(00) PM Peak

Project Location ---- Committed Roadway Improvement

Project Trip Assignment

Park View at Palmetto Bay

NORTH
MAP NOT TO SCALE

DAVID PLUMMER & ASSOCIATES I Project No. 16222 I November 2016

SERVICE VOLUMES

PARK VIEW AT PALMETTO BAY

ROADWAY		DIRECTION		Adjustements		Speed Limit	Class	SV
				Non-State	Unidivided wo LT lanes			
US 1	N of SW 174th Street	1-Way	3L			45	I	3,624 [1]
	S of SW 174th Street	1-Way	3L			45	I	3,624 [1]
SW 93rd Av	174th-184th Streeet	2-Way	2LU	-10%	-20%	30	II	1,015
SW 97th Av	174th-184th Streeet	2-Way	2LU	-10%	-20%	30	II	1,015
SW 174th Street	US 1-Proj Driveway	2-Way	2LU	-10%	-20%	30	II	1,015
	Proj Driveway-92nd Av	2-Way	2LU	-10%	-20%	30	II	1,015
SW 184th Street	E of 94th Av	2-Way	2LU	-10%	-20%	40	I	1,152

[1] **Source:** *Traffic Impact Analysis for Downtown Redevelopmetn Task Force* , February 2015.

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
6	Divided	*	2,090	4,500	4,590
8	Divided	*	2,880	6,060	6,130

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,770	>1,770	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	4,120	5,540	6,700	7,190
6	6,130	8,370	10,060	11,100
8	8,230	11,100	13,390	15,010
10	10,330	14,040	16,840	18,930
12	14,450	18,880	22,030	22,860

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	770	1,530	2,170	2,990
4	Divided	3,300	4,660	5,900	6,530
6	Divided	4,950	6,990	8,840	9,790

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

PROJECT CONSUMPTION

PARK VIEW AT PALMETTO BAY

ROADWAY		% PROJECT TRAFFIC		PROJECT TRIPS		SV	% CONSUMPTION	
				AM	PM		AM	PM
US 1	N of SW 174th Street	49%	NB Outbound	38	28	3,624	1.0%	0.8%
		49%	SB Inbound	17	39	3,624	0.5%	1.1%
	S of SW 174th Street	39%	NB Inbound	14	31	3,624	0.4%	0.9%
		38%	SB Outbound	29	22	3,624	0.8%	0.6%
SW 93rd Av	174th-184th Streeet	3.5%	2-way	4	5	1,015	0.4%	0.5%
SW 97th Av	174th-184th Streeet	3%	2-way	3	4	1,015	0.3%	0.4%
SW 174th Street	US 1-Proj Driveway	94%	2-way	105	128	1,015	10.4%	12.6%
	Proj Driveway-92nd Av	6%	2-way	7	8	1,015	0.7%	0.8%
SW 184th Street	E of 94th Av	3.5%	2-way	4	5	1,152	0.3%	0.4%

Appendix C
Data Collection
Traffic Volumes
Signal Timings
Historic Background Growth
FDOT LOS Handbook Tables & Seasonal Factors

Traffic Volumes

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Park View at Palmetto Bay
Location: SW 174th Street & US 1
Observer: Traffic Survey Specialists, Inc.

Project Number: 16222
Count Date: 12/14/2016
Day of Week: Wednesday

TIME INTERVAL		US 1 NORTHBOUND				US 1 SOUTHBOUND				SW 174th Street EASTBOUND				SW 174th Street WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	3	381	45	429	0	0	0	0	5	15	0	20	0	14	4	18	467
07:15 AM	07:30 AM	2	393	30	425	0	0	0	0	8	15	0	23	0	16	9	25	473
07:30 AM	07:45 AM	6	378	53	437	0	0	0	0	8	11	0	19	0	25	6	31	487
07:45 AM	08:00 AM	9	395	63	467	0	0	0	0	12	38	0	50	0	22	8	30	547
08:00 AM	08:15 AM	6	465	41	512	0	0	0	0	8	22	0	30	0	33	8	41	583
08:15 AM	08:30 AM	2	418	28	448	0	0	0	0	15	14	0	29	0	30	10	40	517
08:30 AM	08:45 AM	2	452	29	483	0	0	0	0	19	13	0	32	0	28	14	42	557
08:45 AM	09:00 AM	3	491	24	518	0	0	0	0	18	11	0	29	0	14	9	23	570

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY
ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		US 1 NORTHBOUND				US 1 SOUTHBOUND				SW 174th Street EASTBOUND				SW 174th Street WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
08:00 AM	09:00 AM	13	1863	124	2000	0	0	0	0	61	61	0	122	0	107	42	149	2,272
PEAK HOUR FACTOR					0.95				NA				0.94				0.87	0.95

Note: 2015 FDOT Peak Season Conversion Factor = 1.02

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Park View at Palmetto Bay
Location: SW 174th Street & US 1
Observer: Traffic Survey Specialists, Inc.

Project Number: 16222
Count Date: 12/14/2016
Day of Week: Wednesday

TIME INTERVAL		US 1 NORTHBOUND				US 1 SOUTHBOUND				SW 174th Street EASTBOUND				SW 174th Street WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	8	370	14	392	0	0	0	0	27	9	0	36	0	20	8	28	456
04:15 PM	04:30 PM	4	396	15	415	0	0	0	0	15	9	0	24	0	13	9	22	461
04:30 PM	04:45 PM	4	410	18	432	0	0	0	0	22	15	0	37	0	32	8	40	509
04:45 PM	05:00 PM	11	381	19	411	0	0	0	0	18	14	0	32	0	18	3	21	464
05:00 PM	05:15 PM	8	397	18	423	0	0	0	0	15	21	0	36	0	19	8	27	486
05:15 PM	05:30 PM	2	391	27	420	0	0	0	0	25	15	0	40	0	22	5	27	487
05:30 PM	05:45 PM	4	380	14	398	0	0	0	0	14	16	0	30	0	14	11	25	453
05:45 PM	06:00 PM	6	371	16	393	0	0	0	0	23	15	0	38	0	20	10	30	461

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY
ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		US 1 NORTHBOUND				US 1 SOUTHBOUND				SW 174th Street EASTBOUND				SW 174th Street WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:30 PM	05:30 PM	26	1611	84	1720	0	0	0	0	82	66	0	148	0	93	24	117	1,985
PEAK HOUR FACTOR					0.98				NA				0.91				0.72	0.96

Note: 2015 FDOT Peak Season Conversion Factor = 1.02

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Park View at Palmetto Bay
Location: Banyan Street & US 1
Observer: Traffic Survey Specialists, Inc.

Project Number: 16222
Count Date: 12/14/2016
Day of Week: Wednesday

TIME INTERVAL		US 1 NORTHBOUND L	T	R	TOTAL	US 1 SOUTHBOUND L	T	R	TOTAL	Banyan Street EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
07:00 AM	07:15 AM	0	0	0	0	6	197	4	207	0	15	12	27	4	26	0	30	264
07:15 AM	07:30 AM	0	0	0	0	11	257	4	272	0	17	11	28	7	19	0	26	326
07:30 AM	07:45 AM	0	0	0	0	15	281	8	304	0	15	17	32	9	21	0	30	366
07:45 AM	08:00 AM	0	0	0	0	16	258	9	283	0	47	14	61	7	25	0	32	376
08:00 AM	08:15 AM	0	0	0	0	20	261	9	290	0	32	11	43	16	35	0	51	384
08:15 AM	08:30 AM	0	0	0	0	11	276	9	296	0	30	7	37	13	24	0	37	370
08:30 AM	08:45 AM	0	0	0	0	19	291	17	327	0	36	18	54	13	26	0	39	420
08:45 AM	09:00 AM	0	0	0	0	24	256	12	292	0	35	9	44	14	23	0	37	373

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY
ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		US 1 NORTHBOUND L	T	R	TOTAL	US 1 SOUTHBOUND L	T	R	TOTAL	Banyan Street EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
07:45 AM	08:45 AM	0	0	0	0	67	1108	45	1220	0	148	51	199	50	112	0	162	1,581
PEAK HOUR FACTOR					NA				0.91				0.80				0.78	0.92

Note: 2015 FDOT Peak Season Conversion Factor = 1.02

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Park View at Palmetto Bay
Location: Banyan Street & US 1
Observer: Traffic Survey Specialists, Inc.

Project Number: 16222
Count Date: 12/14/2016
Day of Week: Wednesday

TIME INTERVAL		US 1 NORTHBOUND				US 1 SOUTHBOUND				Banyan Street EASTBOUND				Banyan Street WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	0	0	0	0	33	559	15	607	0	15	11	26	19	23	0	42	675
04:15 PM	04:30 PM	0	0	0	0	24	522	11	557	0	26	7	33	12	23	0	35	625
04:30 PM	04:45 PM	0	0	0	0	43	583	14	640	0	31	11	42	25	33	0	58	740
04:45 PM	05:00 PM	0	0	0	0	26	566	13	605	0	19	9	28	29	28	0	57	690
05:00 PM	05:15 PM	0	0	0	0	32	534	14	580	0	27	8	35	27	28	0	55	670
05:15 PM	05:30 PM	0	0	0	0	40	531	14	585	0	19	14	33	18	24	0	42	660
05:30 PM	05:45 PM	0	0	0	0	34	528	16	578	0	24	12	36	19	16	0	35	649
05:45 PM	06:00 PM	0	0	0	0	36	567	8	611	0	20	13	33	19	18	0	37	681

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY
ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		US 1 NORTHBOUND				US 1 SOUTHBOUND				Banyan Street EASTBOUND				Banyan Street WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:30 PM	05:30 PM	0	0	0	0	144	2258	56	2458	0	98	43	141	101	115	0	216	2,815
PEAK HOUR FACTOR					NA				0.94				0.82				0.91	0.93

Note: 2015 FDOT Peak Season Conversion Factor = 1.02

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Park View at Palmetto Bay
Location: SW 174th Street & SW 95th Avenue
Observer: Traffic Survey Specialists, Inc.

Project Number: 16222
Count Date: 12/14/2016
Day of Week: Wednesday

TIME INTERVAL		SW 95th Avenue NORTHBOUND				SW 95th Avenue SOUTHBOUND				SW 174th Street EASTBOUND				SW 174th Street WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	0	0	0	0	7	0	3	10	2	54	0	56	0	16	4	20	86
07:15 AM	07:30 AM	0	0	0	0	4	0	5	9	4	43	0	47	0	16	2	18	74
07:30 AM	07:45 AM	0	0	0	0	5	0	4	9	2	61	0	63	0	18	10	28	100
07:45 AM	08:00 AM	0	0	0	0	2	0	2	4	6	89	0	95	0	28	4	32	131
08:00 AM	08:15 AM	0	0	0	0	7	0	3	10	0	56	0	56	0	39	8	47	113
08:15 AM	08:30 AM	0	0	0	0	5	0	6	11	3	39	0	42	0	34	8	42	95
08:30 AM	08:45 AM	0	0	0	0	6	0	6	12	4	38	0	42	0	34	10	44	98
08:45 AM	09:00 AM	0	0	0	0	2	0	5	7	7	37	0	44	0	25	3	28	79

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY
ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		SW 95th Avenue NORTHBOUND				SW 95th Avenue SOUTHBOUND				SW 174th Street EASTBOUND				SW 174th Street WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:30 AM	08:30 AM	0	0	0	0	19	0	15	35	11	250	0	261	0	121	31	152	448
PEAK HOUR FACTOR					NA				0.77				0.67				0.79	0.84

Note: 2015 FDOT Peak Season Conversion Factor = 1.02

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Park View at Palmetto Bay
Location: SW 174th Street & SW 95th Avenue
Observer: Traffic Survey Specialists, Inc.

Project Number: 16222
Count Date: 12/14/2016
Day of Week: Wednesday

TIME INTERVAL		SW 95th Avenue NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	SW 174th Street EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
04:00 PM	04:15 PM	0	0	0	0	4	0	3	7	4	19	0	23	0	23	8	31	61
04:15 PM	04:30 PM	0	0	0	0	1	0	5	6	11	12	0	23	0	14	8	22	51
04:30 PM	04:45 PM	0	0	0	0	3	0	4	7	10	23	0	33	0	28	5	33	73
04:45 PM	05:00 PM	0	0	0	0	1	0	0	1	5	27	0	32	0	13	7	20	53
05:00 PM	05:15 PM	0	0	0	0	0	0	3	3	19	18	0	37	0	21	7	28	68
05:15 PM	05:30 PM	0	0	0	0	0	0	3	3	6	32	0	38	0	19	9	28	69
05:30 PM	05:45 PM	0	0	0	0	3	0	6	9	8	24	0	32	0	18	9	27	68
05:45 PM	06:00 PM	0	0	0	0	0	0	3	3	10	16	0	26	0	14	8	22	51

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY
ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		SW 95th Avenue NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	SW 174th Street EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
04:30 PM	05:30 PM	0	0	0	0	4	0	10	14	41	102	0	143	0	83	29	111	268
PEAK HOUR FACTOR					NA				0.50				0.92				0.83	0.90

Note: 2015 FDOT Peak Season Conversion Factor = 1.02

TRAFFIC SURVEY SPECIALISTS, INC.

BANYAN STREET & US 1
PALMETTO BAY, FLORIDA
COUNTED BY: RICHARD MENDEZ
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00160260
Start Date: 12/14/16
File I.D. : BANY_US1
Page : 1

ALL VEHICLES

	US 1 From North				BANYAN STREET From East				US 1 From South				BANYAN STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/14/16																	
07:00	0	6	197	4	0	4	26	0	0	0	0	0	0	0	15	12	264
07:15	0	11	257	4	0	7	19	0	0	0	0	0	0	0	17	11	326
07:30	0	15	281	8	0	9	21	0	0	0	0	0	0	0	15	17	366
07:45	0	16	258	9	0	7	25	0	0	0	0	0	0	0	47	14	376
Hr Total	0	48	993	25	0	27	91	0	0	0	0	0	0	0	94	54	1332
08:00	0	20	261	9	0	16	35	0	0	0	0	0	1	0	32	11	385
08:15	0	11	276	9	0	13	24	0	0	0	0	0	0	0	30	7	370
08:30	0	19	291	17	0	13	26	0	0	0	0	0	0	0	36	18	420
08:45	0	24	256	12	0	14	23	0	0	0	0	0	0	0	35	9	373
Hr Total	0	74	1084	47	0	56	108	0	0	0	0	0	1	0	133	45	1548
---------- * BREAK * ----------																	
16:00	0	33	559	15	0	19	23	0	0	0	0	0	0	0	15	11	675
16:15	0	24	522	11	0	12	23	0	0	0	0	0	0	0	26	7	625
16:30	0	43	583	14	0	25	33	0	0	0	0	0	0	0	31	11	740
16:45	0	26	566	13	0	29	28	0	0	0	0	0	0	0	19	9	690
Hr Total	0	126	2230	53	0	85	107	0	0	0	0	0	0	0	91	38	2730
17:00	0	32	534	14	0	27	28	0	0	0	0	0	0	0	27	8	670
17:15	0	40	531	14	0	18	24	0	0	0	0	0	0	0	19	14	660
17:30	0	34	528	16	0	19	16	0	0	0	0	0	0	0	24	12	649
17:45	0	36	567	8	0	19	18	0	0	0	0	0	0	0	20	13	681
Hr Total	0	142	2160	52	0	83	86	0	0	0	0	0	0	0	90	47	2660
TOTAL	0	390	6467	177	0	251	392	0	0	0	0	0	1	0	408	184	8270

TRAFFIC SURVEY SPECIALISTS, INC.

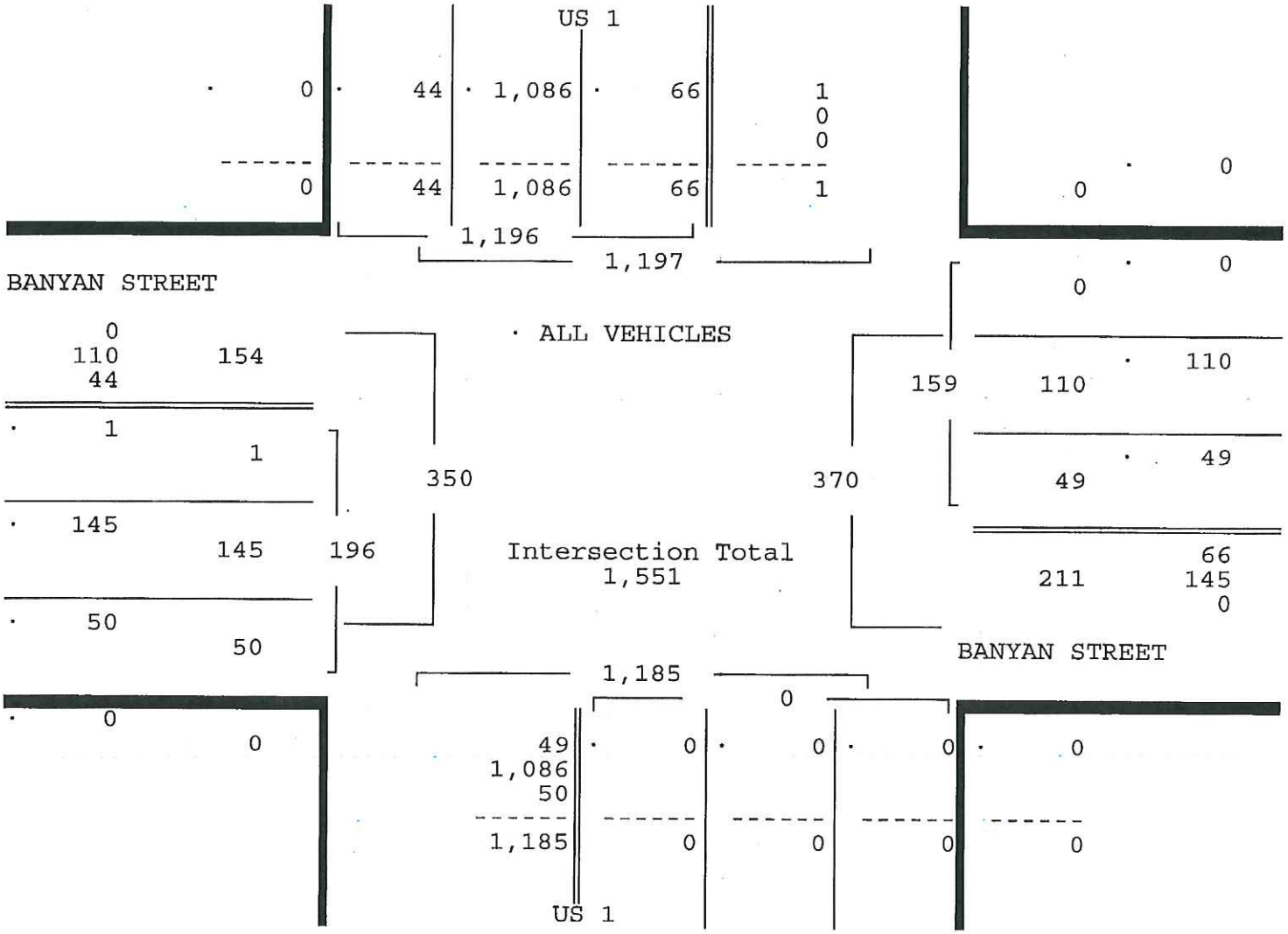
BANYAN STREET & US 1
PALMETTO BAY, FLORIDA
COUNTED BY: RICHARD MENDEZ
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00160260
Start Date: 12/14/16
File I.D. : BANY_US1
Page : 2

ALL VEHICLES

	US 1 From North				BANYAN STREET From East				US 1 From South				BANYAN STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/14/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/14/16																	
Peak start	07:45				07:45				07:45				07:45				
Volume	0	66	1086	44	0	49	110	0	0	0	0	0	1	0	145	50	
Percent	0%	6%	91%	4%	0%	31%	69%	0%	0%	0%	0%	0%	1%	0%	74%	26%	
Pk total	1196				159				0				196				
Highest	08:30				08:00				07:00				07:45				
Volume	0	19	291	17	0	16	35	0	0	0	0	0	0	0	47	14	
Hi total	327				51				0				61				
PHF	.91				.78				.0				.80				



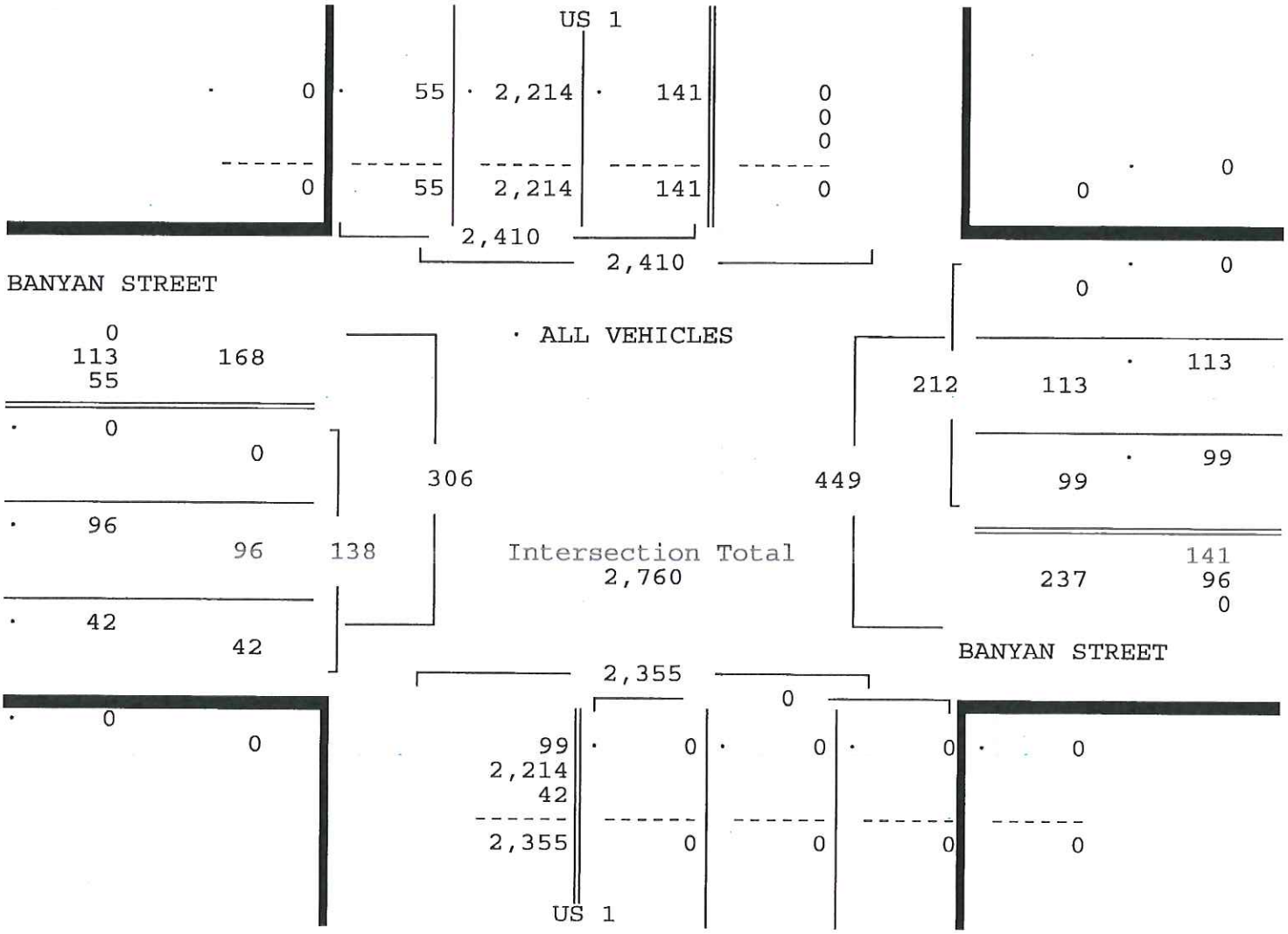
TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

BANYAN STREET & US 1
PALMETTO BAY, FLORIDA
COUNTED BY: RICHARD MENDEZ
SIGNALIZED

Site Code : 00160260
Start Date: 12/14/16
File I.D. : BANY_US1

ALL VEHICLES

	US 1 From North				BANYAN STREET From East				US 1 From South				BANYAN STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/14/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/14/16																	
Peak start	16:30				16:30				16:30				16:30				
Volume	0	141	2214	55	0	99	113	0	0	0	0	0	0	0	96	42	
Percent	0%	6%	92%	2%	0%	47%	53%	0%	0%	0%	0%	0%	0%	0%	70%	30%	
Pk total	2410				212				0				138				
Highest	16:30				16:30				07:00				16:30				
Volume	0	43	583	14	0	25	33	0	0	0	0	0	0	0	31	11	
Hi total	640				58				0				42				
PHF	.94				.91				.0				.82				



TRAFFIC SURVEY SPECIALISTS, INC.

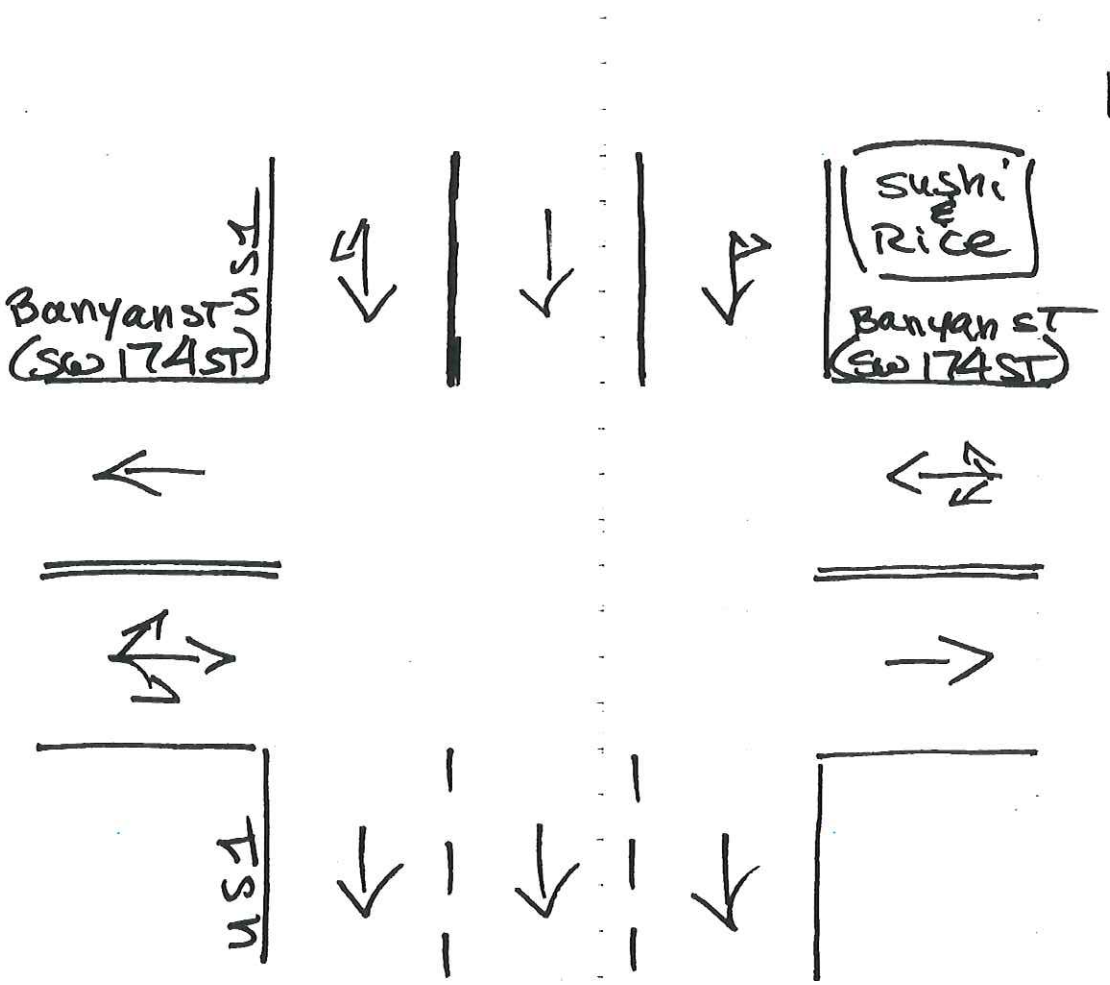
BANYAN STREET & US 1
PALMETTO BAY, FLORIDA
COUNTED BY: RICHARD MENDEZ
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00160260
Start Date: 12/14/16
File I.D. : BANY_US1
Page : 1

PEDESTRIANS & BIKES

	US 1 From North				BANYAN STREET From East				US 1 From South				BANYAN STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 12/14/16																	
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	4
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	5
Hr Total	0	1	0	6	0	0	0	0	0	0	0	1	0	0	0	2	10
08:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	3
08:15	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:30	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	1	7
08:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	4
Hr Total	0	0	0	11	0	0	0	1	0	0	0	1	0	0	0	4	17
* BREAK *																	
16:00	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	3	8
16:15	0	1	0	6	0	1	0	0	0	0	0	0	0	0	0	3	11
16:30	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	3	8
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Hr Total	0	1	0	10	0	1	0	0	0	0	0	3	0	4	0	9	28
17:00	0	1	0	3	0	0	0	2	0	0	0	1	0	0	0	2	9
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:30	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	1	7
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	2	0	8	0	0	0	2	0	0	0	1	0	0	0	4	17
TOTAL	0	4	0	35	0	1	0	3	0	0	0	6	0	4	0	19	72



Palmetto Bay, Florida
December 14, 2016
drawn by: Luis Palomino
signalized

TRAFFIC SURVEY SPECIALISTS, INC.

SW 174TH STREET & US 1
PALMETTO BAY, FLORIDA
COUNTED BY: ALEX RICKETTS
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00160260
Start Date: 12/14/16
File I.D. : 174S_US1
Page : 1

ALL VEHICLES

	US 1 From North				SW 174TH STREET From East				US 1 From South				SW 174TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/14/16																	
07:00	0	0	0	0	0	0	14	4	0	3	381	45	0	5	15	0	467
07:15	0	0	0	0	0	0	16	9	0	2	393	30	0	8	15	0	473
07:30	0	0	0	0	0	0	25	6	0	6	378	53	0	8	11	0	487
07:45	0	0	0	0	0	0	22	8	0	9	395	63	0	12	38	0	547
Hr Total	0	0	0	0	0	0	77	27	0	20	1547	191	0	33	79	0	1974
08:00	0	0	0	0	0	0	33	8	0	6	465	41	0	8	22	0	583
08:15	0	0	0	0	0	0	30	10	0	2	418	28	0	15	14	0	517
08:30	0	0	0	0	0	0	28	14	0	2	452	29	0	19	13	0	557
08:45	0	0	0	0	0	0	14	9	0	3	491	24	0	18	11	0	570
Hr Total	0	0	0	0	0	0	105	41	0	13	1826	122	0	60	60	0	2227
* BREAK *																	
16:00	0	0	0	0	0	0	20	8	0	8	370	14	0	27	9	0	456
16:15	0	0	0	0	0	0	13	9	0	4	396	15	0	15	9	0	461
16:30	0	0	0	0	0	0	32	8	0	4	410	18	0	22	15	0	509
16:45	0	0	0	0	0	0	18	3	0	11	381	19	0	18	14	0	464
Hr Total	0	0	0	0	0	0	83	28	0	27	1557	66	0	82	47	0	1890
17:00	0	0	0	0	0	0	19	8	0	8	397	18	0	15	21	0	486
17:15	0	0	0	0	0	0	22	5	0	2	391	27	0	25	15	0	487
17:30	0	0	0	0	0	0	14	11	0	4	380	14	0	14	16	0	453
17:45	0	0	0	0	0	0	20	10	0	6	371	16	0	23	15	0	461
Hr Total	0	0	0	0	0	0	75	34	0	20	1539	75	0	77	67	0	1887
TOTAL	0	0	0	0	0	0	340	130	0	80	6469	454	0	252	253	0	7978

TRAFFIC SURVEY SPECIALISTS, INC.

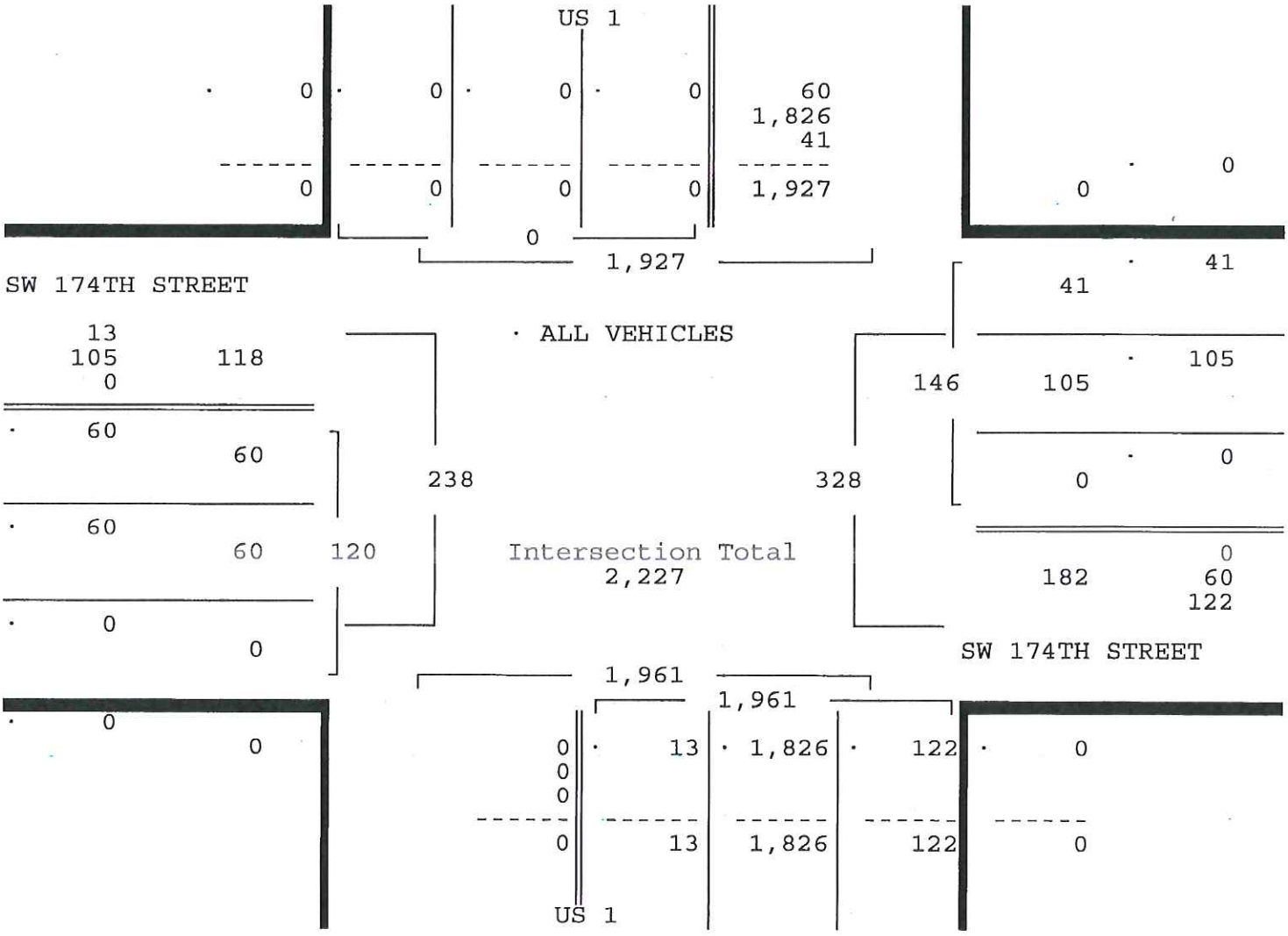
SW 174TH STREET & US 1
PALMETTO BAY, FLORIDA
COUNTED BY: ALEX RICKETTS
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00160260
Start Date: 12/14/16
File I.D. : 174S_US1
Page : 2

ALL VEHICLES

	US 1 From North				SW 174TH STREET From East				US 1 From South				SW 174TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/14/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/14/16																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	0	0	0	0	0	105	41	0	13	1826	122	0	60	60	0	
Percent	0%	0%	0%	0%	0%	0%	72%	28%	0%	1%	93%	6%	0%	50%	50%	0%	
Pk total	0				146				1961				120				
Highest	07:00				08:30				08:45				08:30				
Volume	0	0	0	0	0	0	28	14	0	3	491	24	0	19	13	0	
Hi total	0				42				518				32				
PHF	.0				.87				.95				.94				



TRAFFIC SURVEY SPECIALISTS, INC.

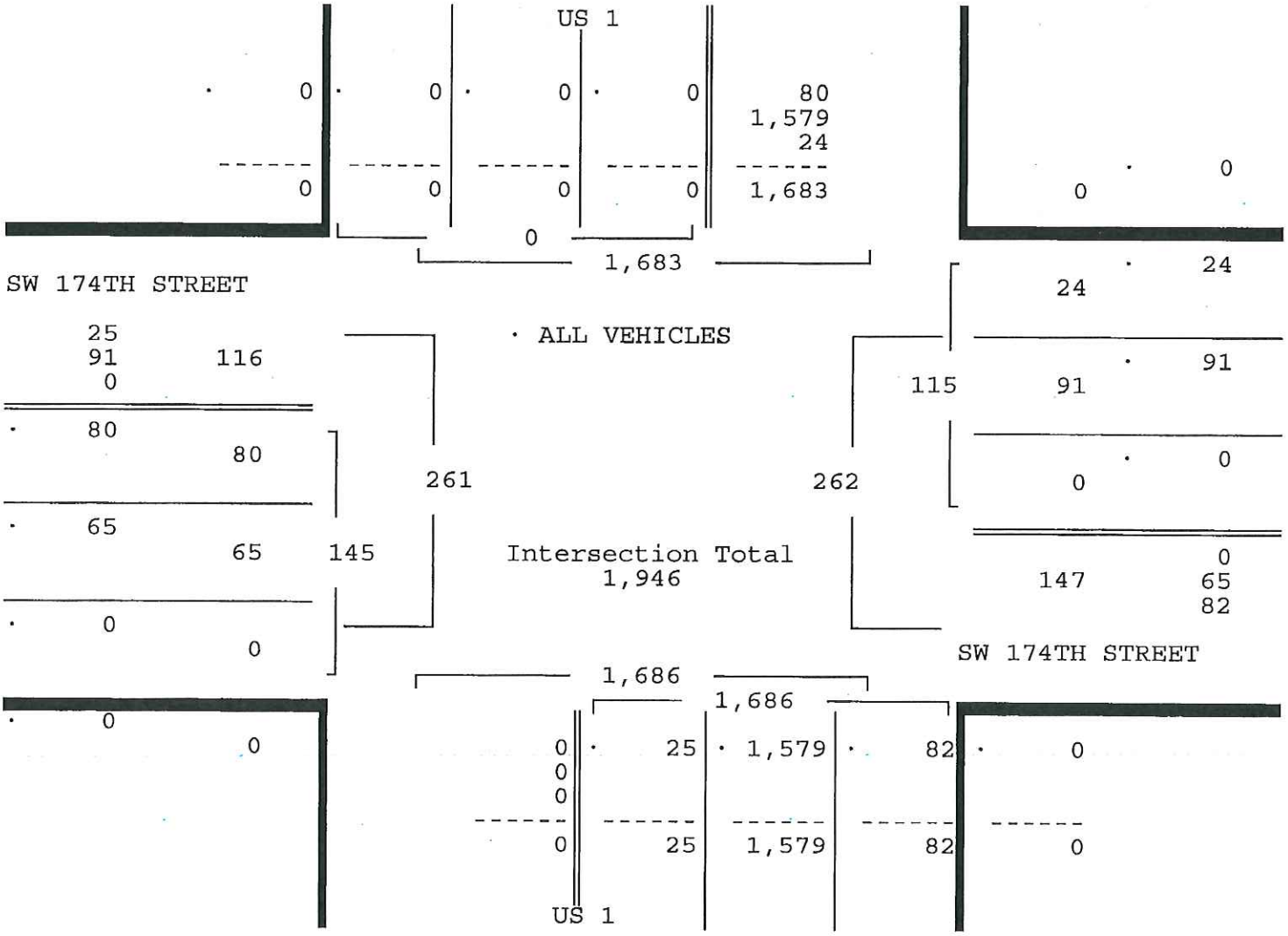
SW 174TH STREET & US 1
PALMETTO BAY, FLORIDA
COUNTED BY: ALEX RICKETTS
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00160260
Start Date: 12/14/16
File I.D. : 174S_US1
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ALL VEHICLES

	US 1 From North				SW 174TH STREET From East				US 1 From South				SW 174TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/14/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/14/16																	
Peak start	16:30				16:30				16:30				16:30				
Volume	0	0	0	0	0	0	91	24	0	25	1579	82	0	80	65	0	
Percent	0%	0%	0%	0%	0%	0%	79%	21%	0%	1%	94%	5%	0%	55%	45%	0%	
Pk total	0				115				1686				145				
Highest	07:00				16:30				16:30				17:15				
Volume	0	0	0	0	0	0	32	8	0	4	410	18	0	25	15	0	
Hi total	0				40				432				40				
PHF	.0				.72				.98				.91				



TRAFFIC SURVEY SPECIALISTS, INC.

SW 174TH STREET & US 1
PALMETTO BAY, FLORIDA
COUNTED BY: ALEX RICKETTS
SIGNALIZED

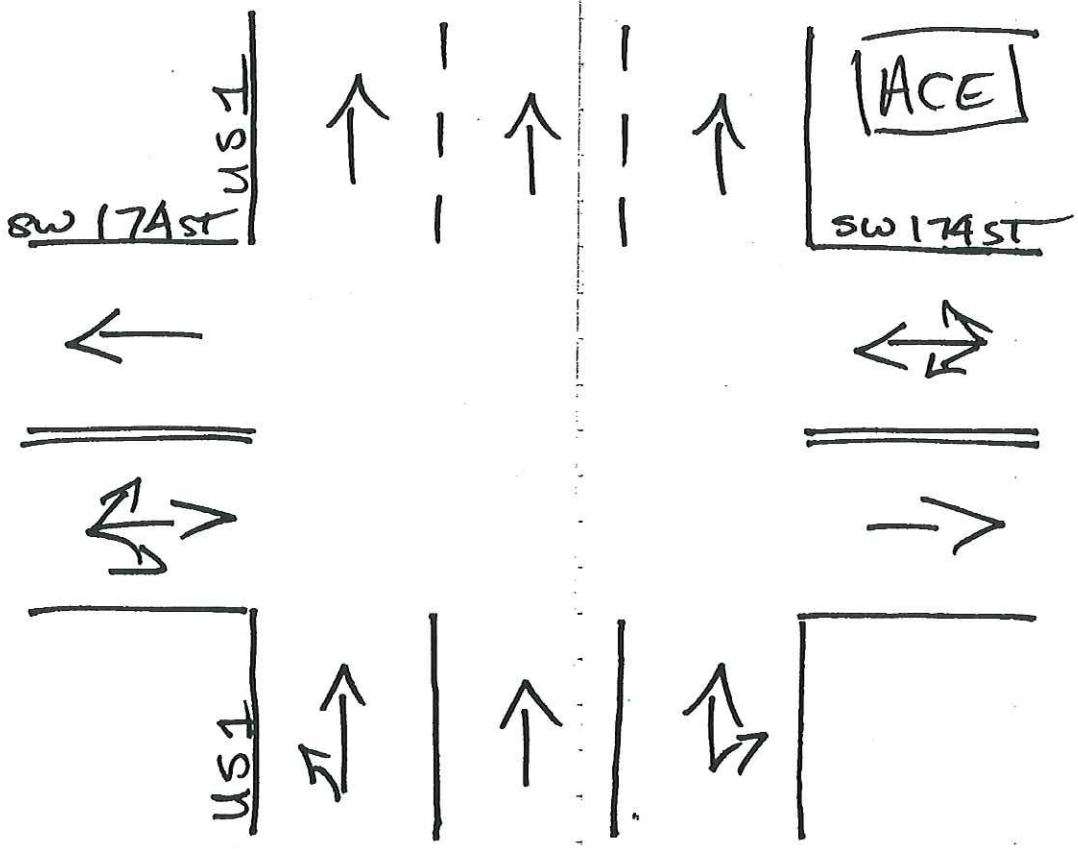
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00160260
Start Date: 12/14/16
File I.D. : 174S_US1
Page : 1

PEDESTRIANS & BIKES

	US 1 From North				SW 174TH STREET From East				US 1 From South				SW 174TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 12/14/16																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	4
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	5
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	5
08:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	6
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
17:00	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	3
17:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
17:30	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	8	0	0	0	1	0	0	0	1	0	0	0	0	10
TOTAL	0	0	0	14	0	0	0	1	0	0	0	6	0	0	0	2	23

North



Palmetto Bay, Florida
December 14, 2016
drawn by: Luis Palomino
Signalized

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

SW 174TH STREET & SW 95TH AVENUE
PALMETTO BAY, FLORIDA
COUNTED BY: ARIEL PEREZ
NOT SIGNALIZED

Site Code : 00160260
Start Date: 12/14/16
File I.D. : 174S95AV
Page : 1

ALL VEHICLES

	SW 95TH AVENUE From North				SW 174TH STREET From East				----- From South				SW 174TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/14/16																	
07:00	0	7	0	3	0	0	16	4	0	0	0	0	0	2	54	0	86
07:15	0	4	0	5	0	0	16	2	0	0	0	0	0	4	43	0	74
07:30	0	5	0	4	0	0	18	10	0	0	0	0	0	2	61	0	100
07:45	0	2	0	2	0	0	28	4	0	0	0	0	0	6	89	0	131
Hr Total	0	18	0	14	0	0	78	20	0	0	0	0	0	14	247	0	391
08:00	0	7	0	3	0	0	39	8	0	0	0	0	0	0	56	0	113
08:15	0	5	0	6	0	0	34	8	0	0	0	0	0	3	39	0	95
08:30	0	6	0	6	0	0	34	10	0	0	0	0	0	4	38	0	98
08:45	0	2	0	5	0	0	25	3	0	0	0	0	0	7	37	0	79
Hr Total	0	20	0	20	0	0	132	29	0	0	0	0	0	14	170	0	385
---------- * BREAK * ----------																	
16:00	0	4	0	3	0	0	23	8	0	0	0	0	0	4	19	0	61
16:15	0	1	0	5	0	0	14	8	0	0	0	0	0	11	12	0	51
16:30	0	3	0	4	0	0	28	5	0	0	0	0	0	10	23	0	73
16:45	0	1	0	0	0	0	13	7	0	0	0	0	0	5	27	0	53
Hr Total	0	9	0	12	0	0	78	28	0	0	0	0	0	30	81	0	238
17:00	0	0	0	3	0	0	21	7	0	0	0	0	0	19	18	0	68
17:15	0	0	0	3	1	0	19	9	0	0	0	0	0	6	32	0	70
17:30	0	3	0	6	0	0	18	9	0	0	0	0	0	8	24	0	68
17:45	0	0	0	3	0	0	14	8	0	0	0	0	0	10	16	0	51
Hr Total	0	3	0	15	1	0	72	33	0	0	0	0	0	43	90	0	257
TOTAL	0	50	0	61	1	0	360	110	0	0	0	0	0	101	588	0	1271

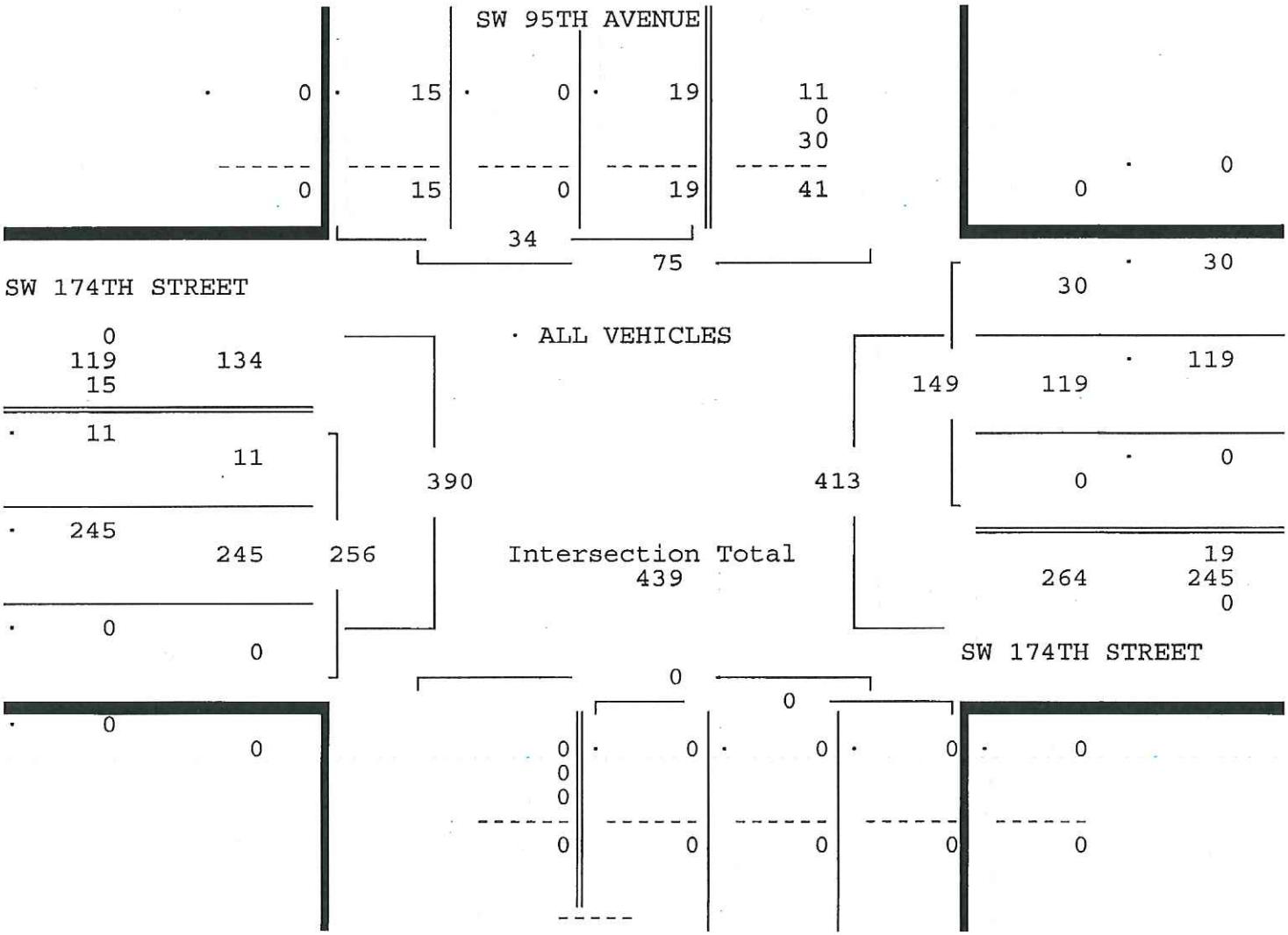
SW 174TH STREET & SW 95TH AVENUE
PALMETTO BAY, FLORIDA
COUNTED BY: ARIEL PEREZ
NOT SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00160260
Start Date: 12/14/16
File I.D. : 174S95AV

ALL VEHICLES

	SW 95TH AVENUE From North				SW 174TH STREET From East				----- From South				SW 174TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/14/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 12/14/16																	
Peak start	07:30				07:30				07:30				07:30				
Volume	0	19	0	15	0	0	119	30	0	0	0	0	0	11	245	0	
Percent	0%	56%	0%	44%	0%	0%	80%	20%	0%	0%	0%	0%	0%	4%	96%	0%	
Pk total	34				149				0				256				
Highest	08:15				08:00				07:00				07:45				
Volume	0	5	0	6	0	0	39	8	0	0	0	0	0	6	89	0	
Hi total	11				47				0				95				
PHF	.77				.79				.0				.67				


SW 95TH AVENUE
0
15
0
19
11
0
30
0
15
0
19
41
0
34
75
SW 174TH STREET
ALL VEHICLES
0
119
15
134
11
11
390
413
245
245
256
Intersection Total
439
30
30
119
149
119
0
0
19
245
264
0
0
0

TRAFFIC SURVEY SPECIALISTS, INC.

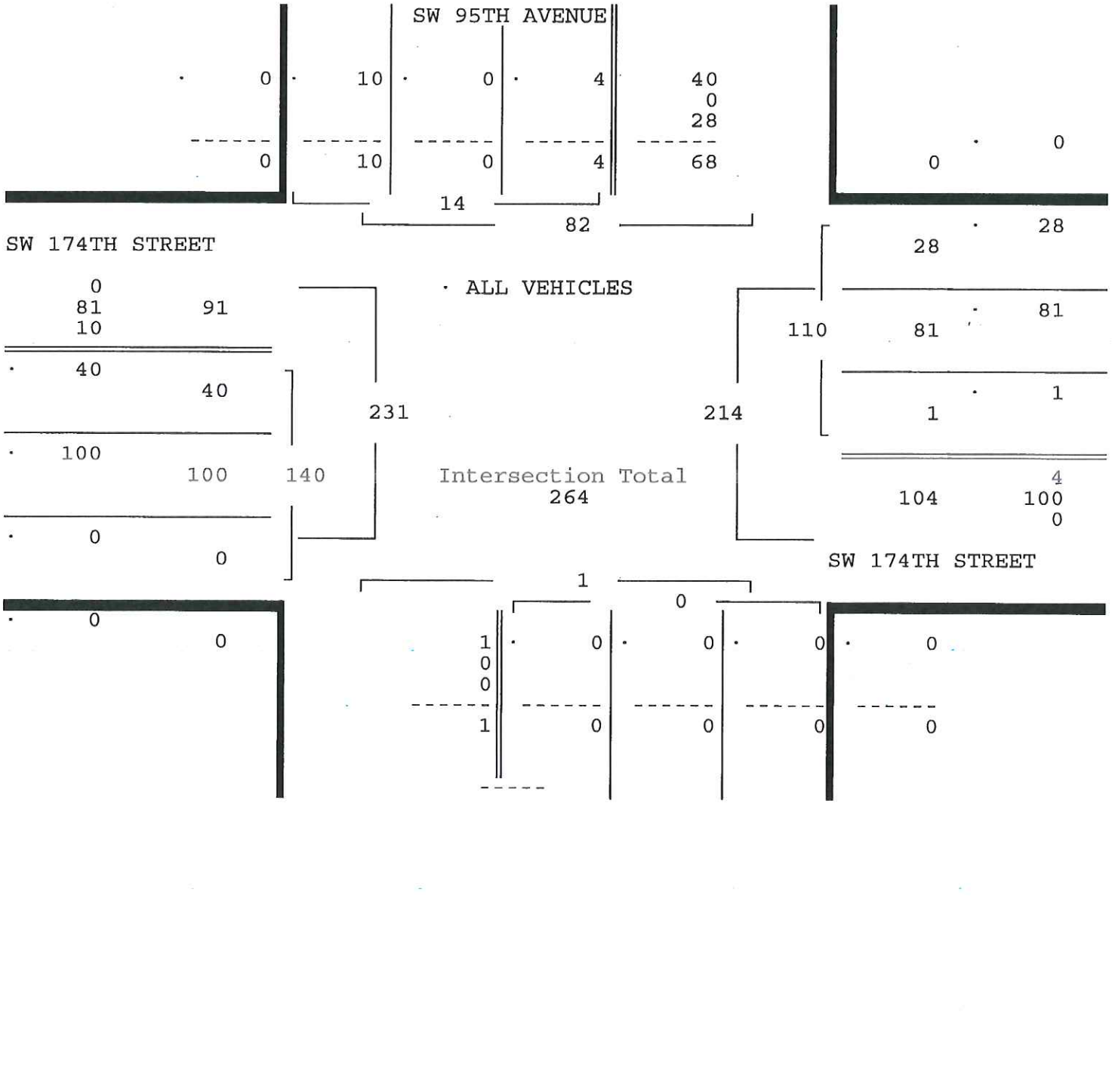
SW 174TH STREET & SW 95TH AVENUE
PALMETTO BAY, FLORIDA
COUNTED BY: ARIEL PEREZ
NOT SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00160260
Start Date: 12/14/16
File I.D. : 174S95AV

ALL VEHICLES

	SW 95TH AVENUE From North				SW 174TH STREET From East				----- From South				SW 174TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 12/14/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 12/14/16																	
Peak start	16:30				16:30				16:30				16:30				
Volume	0	4	0	10	1	0	81	28	0	0	0	0	0	40	100	0	
Percent	0%	29%	0%	71%	1%	0%	74%	25%	0%	0%	0%	0%	0%	29%	71%	0%	
Pk total	14				110				0				140				
Highest	16:30				16:30				07:00				17:15				
Volume	0	3	0	4	0	0	28	5	0	0	0	0	0	6	32	0	
Hi total	7				33				0				38				
PHF	.50				.83				.0				.92				



TRAFFIC SURVEY SPECIALISTS, INC.

SW 174TH STREET & SW 95TH AVENUE
PALMETTO BAY, FLORIDA
COUNTED BY: ARIEL PEREZ
NOT SIGNALIZED

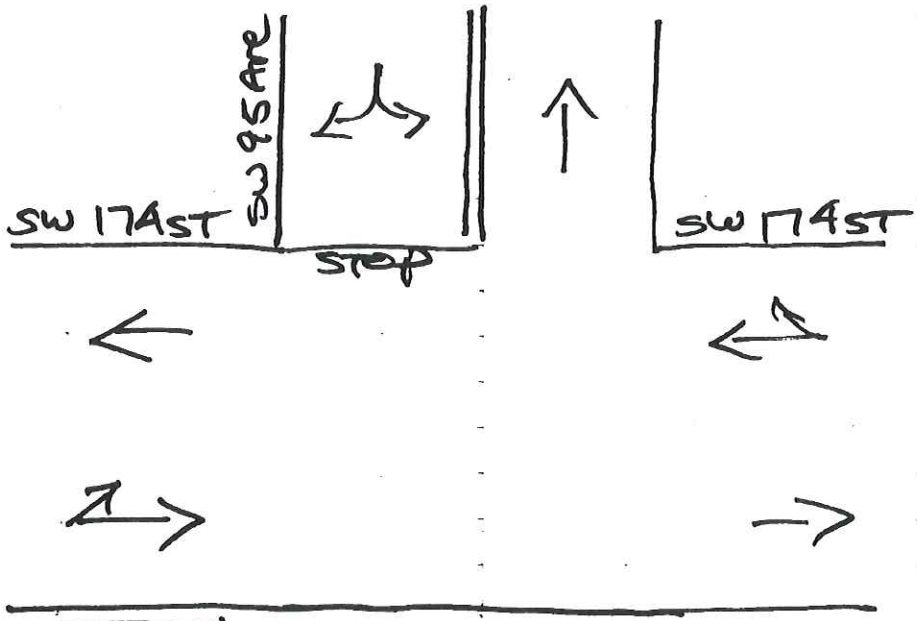
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00160260
Start Date: 12/14/16
File I.D. : 174S95AV
Page : 1

PEDESTRIANS & BIKES

	SW 95TH AVENUE From North				SW 174TH STREET From East				----- From South				SW 174TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 12/14/16																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	6
08:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0	7
---------- * BREAK * ----------																	
16:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
16:30	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	0	5
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	1	0	0	0	9	0	0	0	1	0	0	0	0	11
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
17:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	3
Hr Total	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0	2	8
TOTAL	0	0	0	8	0	0	0	20	0	0	0	1	0	0	0	2	31

North



Parking Lot

Palmetto Bay, Florida
December 14, 2016
drawn by: Luis Palomino
NOT signalized

Signal Timings

TOD Schedule Report
for 3556: US 1&SW 174 St

Print Date: 1/25/2016

Print Time: 12:00 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3556	US 1&SW 174 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	-	-	WBT	-	NBT	-	EBT
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

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 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	5 - 5 - 5	8 - 8 - 8	7 - 7 - 7	2.5 - 2.5 - 2.5	14 - 14 - 22	28 - 14 - 14	4	2.3
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	1 - 1 - 1	40 - 40 - 50	0 - 50 - 50	4.8	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 EBT	5 - 5 - 5	8 - 8 - 8	7 - 7 - 7	2.5 - 2.5 - 2.5	14 - 14 - 22	28 - 14 - 14	4	2.3

Last In Service Date: unknown

Permitted Phases

	12345678
Default	---4-6-8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report
for 3556: US 1&SW 174 St

Print Date: 1/25/2016

Print Time: 12:00 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	-	-	WBT	-	NBT	-	EBT		
	1	170	0	0	0	23	0	134	0	23	0	125
	2	85	0	0	0	18	0	54	0	18	0	37
	4	55	0	0	0	13	0	29	0	13	0	30
	5	70	0	0	0	15	0	42	0	15	0	9
	7	55	0	0	0	13	0	29	0	13	0	40
	8	130	0	0	0	30	0	87	0	30	0	121
	9	180	0	0	0	23	0	144	0	23	0	179
	10	70	0	0	0	13	0	44	0	13	0	57
	11	70	0	0	0	13	0	44	0	13	0	0
	12	55	0	0	0	13	0	29	0	13	0	15
	13	65	0	0	0	18	0	34	0	18	0	24
	14	70	0	0	0	18	0	39	0	18	0	28
	15	80	0	0	0	18	0	49	0	18	0	35
	16	95	0	0	0	18	0	64	0	18	0	43
	17	75	0	0	0	18	0	44	0	18	0	17
	18	85	0	0	0	15	0	57	0	15	0	57
	19	130	0	0	0	30	0	87	0	30	0	121
	20	95	0	0	0	13	0	69	0	13	0	47
	21	140	0	0	0	23	0	104	0	23	0	97
	22	55	0	0	0	13	0	29	0	13	0	0
	23	160	0	0	0	13	0	134	0	13	0	122
	25	180	0	0	0	23	0	144	0	23	0	47

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0500	4	Su S
0500	20	M T W Th F
0600	7	Su S
0630	22	Su S
0745	10	S
0830	10	Su
0930	10	M T W Th F
1000	11	Su S
1100	17	S
1145	14	M T W Th F
1200	17	Su
1430	17	M T W Th F
1500	16	M T W Th F
1630	11	Su
1830	5	Su
1830	11	S
1900	5	M T W Th F
1930	5	S
2100	13	Su M T W Th F S
2200	Free	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0130	TOD OUTPUTS	--------	SuM T W ThF S
2200	TOD OUTPUTS	----4---	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0130	TOD OUTPUTS	--------	SuM T W ThF S
2200	TOD OUTPUTS	----4---	SuM T W ThF 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

TOD Schedule Report
for 3566: Banyan St&US 1 (SB)

Print Date: 2/17/2016

Print Time: 2:09 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3566	Banyan St&US 1 (SB)	DOW-4		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	-	WBT	-	-	-	EBT
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	9 - 9 - 9	9 - 9 - 9	9 - 9 - 9	1 - 1 - 1	40 - 40 - 60	0 - 40 - 60	4.8	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	5 - 5 - 5	7 - 7 - 7	7 - 7 - 7	2.5 - 2.5 - 2.5	12 - 27 - 41	30 - 27 - 41	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 EBT	5 - 5 - 5	7 - 7 - 7	7 - 7 - 7	2.5 - 2.5 - 2.5	12 - 27 - 41	30 - 27 - 41	4	2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-4---8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report
for 3566: Banyan St&US 1 (SB)

Print Date: 2/17/2016

Print Time: 2:09 AM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	SBT	-	WBT	-	-	-	EBT		
	1	170	0	134	0	23	0	0	0	23	0	158
	2	85	0	54	0	18	0	0	0	18	0	63
	4	55	0	29	0	13	0	0	0	13	0	6
	5	70	0	44	0	13	0	0	0	13	0	59
	7	55	0	28	0	14	0	0	0	14	0	0
	8	130	0	103	0	14	0	0	0	14	0	96
	9	180	0	144	0	23	0	0	0	23	0	46
	10	70	0	43	0	14	0	0	0	14	0	24
	11	70	0	39	0	18	0	0	0	18	0	14
	13	65	0	39	0	13	0	0	0	13	0	53
	14	70	0	44	0	13	0	0	0	13	0	9
	15	80	0	49	0	18	0	0	0	18	0	6
	16	95	0	64	0	18	0	0	0	18	0	85
	17	75	0	44	0	18	0	0	0	18	0	4
	18	85	0	54	0	18	0	0	0	18	0	72
	19	130	0	103	0	14	0	0	0	14	0	84
	20	95	0	64	0	18	0	0	0	18	0	79
	21	140	0	99	0	28	0	0	0	28	0	16
	22	55	0	29	0	13	0	0	0	13	0	14
	23	160	0	123	0	24	0	0	0	24	0	0
	25	180	0	144	0	23	0	0	0	23	0	163

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0500	4	Su S
0500	20	M T W Th F
0600	7	Su S
0630	22	Su S
0745	10	S
0830	10	Su
0930	10	M T W Th F
1000	11	Su S
1100	17	S
1145	14	M T W Th F
1200	17	Su
1430	17	M T W Th F
1500	16	M T W Th F
1630	11	Su
1830	5	Su
1830	11	S
1900	5	M T W Th F
1930	5	S
2100	13	Su M T W Th F S
2200	Free	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
2200	TOD OUTPUTS	-------1	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
2200	TOD OUTPUTS	-------1	SuM T W ThF 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

Historic Background Growth

Background Growth Trend Calculations

Parview at Palmetto Bay

Station	Location	2011	2012	2013	2014	2015
2563	SR 5 / US 1 S. DIXIE HWY ONE WAY NB 300' S OF SW 174 ST	32,000	30,500	30,000	30,000	29,500
2562	SR 5 / US 1 S. DIXIE HWY ONE WAY SB 300' S OF SW 174 ST	32,500	29,000	28,500	31,000	29,500
1114	SR 994 / QUAIL ROOST DR, 200' W US - 1 ON SW 186 ST	17,200	20,500	16,200	18,600	18,900
Total		**81,700**	**80,000**	**74,700**	**79,600**	**77,900**
Yearly Growth			**-2.1%**	**-6.6%**	**6.6%**	**-2.1%**
Growth Trend						***-1.1%***

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2015 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2562 - SR5/US1 S DIXIE HWY ONE WAY SB 300' S OF SW 174 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	29500 C	S 29500	0	9.00	99.90	5.20
2014	31000 C	S 31000		9.00	99.90	5.80
2013	28500 C	S 28500	0	9.00	99.90	5.40
2012	29000 C	S 29000	0	9.00	99.90	5.70
2011	32500 C	S 32500	0	9.00	99.90	6.10
2010	32000 C	S 32000	0	7.87	99.99	6.90
2009	28500 C	S 28500	0	7.98	99.99	6.30
2008	30500 C	S 30500	0	8.07	99.99	7.10
2007	30500 C	S 30500	0	7.90	99.99	8.00
2006	31000 C	S 31000	0	7.39	99.99	6.10
2005	30500 C	S 30500		7.70	99.90	5.50
2004	32500 C	S 32500	0	8.20	99.90	6.20
2003	29500 C	S 29500	0	8.10	99.90	4.80
2002	63500 C	S 32500	31000	9.20	99.90	3.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2015 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2563 - SR5/US1 S.DIXIE HWY ONE WAY NB 300' S OF SW 174 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	29500 C	N 29500	0	9.00	99.90	5.20
2014	30000 C	N 30000		9.00	99.90	5.80
2013	30000 C	N 30000	0	9.00	99.90	5.40
2012	30500 C	N 30500	0	9.00	99.90	5.70
2011	32000 C	N 32000	0	9.00	99.90	6.10
2010	39000 C	N 39000	0	7.87	99.99	6.90
2009	29500 C	N 29500	0	7.98	99.99	6.30
2008	30000 C	N 30000	0	8.07	99.99	7.10
2007	30500 C	N 30500	0	7.90	99.99	8.00
2006	31500 C	N 31500	0	7.39	99.99	6.10
2005	31000 C	N 31000		7.70	99.90	5.50
2004	29500 C	N 29500		8.20	99.90	6.20
2003	32000 C	N 32000		8.10	99.90	4.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2015 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 1114 - SR 994/QUAIL ROOST DR, 200' W US-1 ON SW 186 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	18900 C	E 8900	W 10000	9.00	57.40	2.60
2014	18600 C	E 9300	W 9300	9.00	59.30	5.00
2013	16200 C	E 8300	W 7900	9.00	58.90	5.80
2012	20500 C	E 10500	W 10000	9.00	59.70	2.60
2011	17200 C	E 9900	W 7300	9.00	58.20	5.50
2010	18100 C	E 10000	W 8100	7.87	58.27	5.50
2009	20500 C	E 10500	W 10000	7.98	59.96	2.50
2008	16700 C	E 8400	W 8300	8.07	66.31	6.40
2007	18200 C	E 8800	W 9400	7.90	63.12	10.00
2006	18100 C	E 9100	W 9000	7.39	58.66	2.70
2005	20200 C	E 10500	W 9700	7.70	65.70	10.50
2004	23500 C	E 12500	W 11000	8.20	67.10	10.50
2003	18300 C	E 9400	W 8900	8.10	72.30	4.80
2002	18900 C	E 9100	W 9800	9.20	68.00	10.30
2001	17700 C	E 9900	W 7800	8.20	53.50	4.80
2000	18900 C	E 9200	W 9700	8.20	53.10	14.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FDOT LOS Handbook Tables
&
Seasonal Factors

TABLE 7

Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,260	3,020	3,660	3,940
3	3,360	4,580	5,500	6,080
4	4,500	6,080	7,320	8,220
5	5,660	7,680	9,220	10,360
6	7,900	10,320	12,060	12,500

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	420	840	1,190	1,640
2	Divided	1,810	2,560	3,240	3,590
3	Divided	2,720	3,840	4,860	5,380

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
6	Divided	*	2,090	4,500	4,590
8	Divided	*	2,880	6,060	6,130

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	4,120	5,540	6,700	7,190
6	6,130	8,370	10,060	11,100
8	8,230	11,100	13,390	15,010
10	10,330	14,040	16,840	18,930
12	14,450	18,880	22,030	22,860

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	770	1,530	2,170	2,990
4	Divided	3,300	4,660	5,900	6,530
6	Divided	4,950	6,990	8,840	9,790

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,770	>1,770	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

[1] Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

Appendix D
Intersection Capacity Analysis Worksheets

Existing Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	61	0	0	107	42	13	1863	124	0	0	0
Future Volume (veh/h)	61	61	0	0	107	42	13	1863	124	0	0	0
Number	3	8	18	7	4	14	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0	0	1863	1900	1863	1863	1900			
Adj Flow Rate, veh/h	64	64	0	0	113	44	14	1961	131			
Adj No. of Lanes	0	1	0	0	1	0	1	2	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	118	100	0	0	209	82	1240	2357	156			
Arrive On Green	0.16	0.16	0.00	0.00	0.16	0.16	0.70	0.70	0.70			
Sat Flow, veh/h	373	611	0	0	1278	497	1774	3370	223			
Grp Volume(v), veh/h	128	0	0	0	0	157	14	1019	1073			
Grp Sat Flow(s),veh/h/ln	985	0	0	0	0	1775	1774	1770	1823			
Q Serve(g_s), s	5.5	0.0	0.0	0.0	0.0	7.7	0.2	38.8	40.8			
Cycle Q Clear(g_c), s	13.2	0.0	0.0	0.0	0.0	7.7	0.2	38.8	40.8			
Prop In Lane	0.50		0.00	0.00		0.28	1.00		0.12			
Lane Grp Cap(c), veh/h	218	0	0	0	0	291	1240	1237	1275			
V/C Ratio(X)	0.59	0.00	0.00	0.00	0.00	0.54	0.01	0.82	0.84			
Avail Cap(c_a), veh/h	256	0	0	0	0	336	1240	1237	1275			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	39.6	0.0	0.0	0.0	0.0	36.4	4.3	10.1	10.4			
Incr Delay (d2), s/veh	1.9	0.0	0.0	0.0	0.0	1.2	0.0	6.3	6.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.0	0.0	0.0	3.9	0.1	20.8	22.7			
LnGrp Delay(d),s/veh	41.5	0.0	0.0	0.0	0.0	37.6	4.3	16.4	17.3			
LnGrp LOS	D					D	A	B	B			
Approach Vol, veh/h		128			157			2106				
Approach Delay, s/veh		41.5			37.6			16.8				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				21.6		73.4		21.6
Change Period (Y+Rc), s				6.0		7.0		6.0
Max Green Setting (Gmax), s				18.0		64.0		18.0
Max Q Clear Time (g_c+I1), s				9.7		42.8		15.2
Green Ext Time (p_c), s				0.8		7.3		0.4

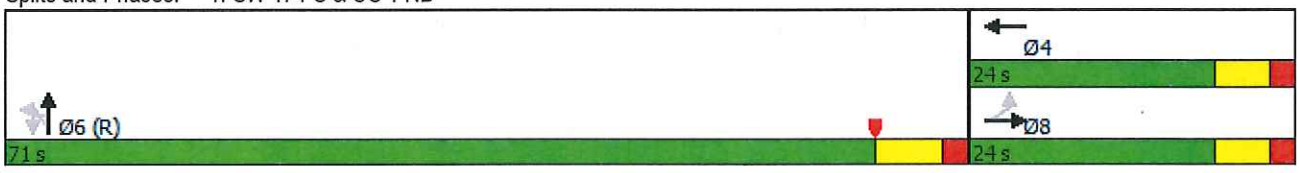
Intersection Summary	
HCM 2010 Ctrl Delay	19.5
HCM 2010 LOS	B

Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Configurations					
Traffic Volume (vph)	61	61	107	13	1863
Future Volume (vph)	61	61	107	13	1863
Turn Type	Perm	NA	NA	Perm	NA
Protected Phases		8	4		6
Permitted Phases	8			6	
Detector Phase	8	8	4	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	22.5	22.5	22.5	24.0	24.0
Total Split (s)	24.0	24.0	24.0	71.0	71.0
Total Split (%)	25.3%	25.3%	25.3%	74.7%	74.7%
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	7.0	7.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 95
Actuated Cycle Length: 95
Offset: 46 (48%), Referenced to phase 2: and 6:NBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 1: SW 174 S & US 1 NB



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	66	0	0	93	24	26	1611	84	0	0	0
Future Volume (veh/h)	82	66	0	0	93	24	26	1611	84	0	0	0
Number	3	8	18	7	4	14	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0	0	1863	1900	1863	1863	1900			
Adj Flow Rate, veh/h	85	69	0	0	97	25	27	1678	88			
Adj No. of Lanes	0	1	0	0	1	0	1	2	0			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	144	101	0	0	236	61	1238	2388	125			
Arrive On Green	0.17	0.17	0.00	0.00	0.17	0.17	0.70	0.70	0.70			
Sat Flow, veh/h	516	611	0	0	1429	368	1774	3422	178			
Grp Volume(v), veh/h	154	0	0	0	0	122	27	863	903			
Grp Sat Flow(s),veh/h/ln	1126	0	0	0	0	1798	1774	1770	1831			
Q Serve(g_s), s	7.6	0.0	0.0	0.0	0.0	5.8	0.4	27.3	27.9			
Cycle Q Clear(g_c), s	13.4	0.0	0.0	0.0	0.0	5.8	0.4	27.3	27.9			
Prop In Lane	0.55		0.00	0.00		0.20	1.00		0.10			
Lane Grp Cap(c), veh/h	245	0	0	0	0	297	1238	1235	1278			
V/C Ratio(X)	0.63	0.00	0.00	0.00	0.00	0.41	0.02	0.70	0.71			
Avail Cap(c_a), veh/h	281	0	0	0	0	341	1238	1235	1278			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	39.7	0.0	0.0	0.0	0.0	35.5	4.4	8.5	8.6			
Incr Delay (d2), s/veh	3.0	0.0	0.0	0.0	0.0	0.7	0.0	3.3	3.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.1	0.0	0.0	0.0	0.0	2.9	0.2	14.3	15.0			
LnGrp Delay(d),s/veh	42.6	0.0	0.0	0.0	0.0	36.2	4.4	11.8	11.9			
LnGrp LOS	D					D	A	B	B			
Approach Vol, veh/h		154			122			1793				
Approach Delay, s/veh		42.6			36.2			11.7				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				21.7		73.3		21.7
Change Period (Y+Rc), s				6.0		7.0		6.0
Max Green Setting (Gmax), s				18.0		64.0		18.0
Max Q Clear Time (g_c+I1), s				7.8		29.9		15.4
Green Ext Time (p_c), s				0.9		5.7		0.3

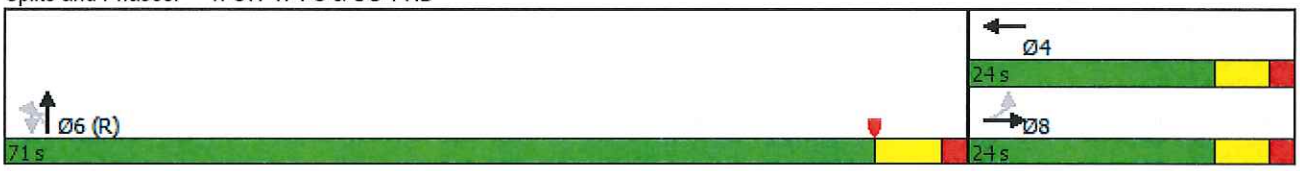
Intersection Summary	
HCM 2010 Ctrl Delay	15.5
HCM 2010 LOS	B

Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Configurations					
Traffic Volume (vph)	82	66	93	26	1611
Future Volume (vph)	82	66	93	26	1611
Turn Type	Perm	NA	NA	Perm	NA
Protected Phases		8	4		6
Permitted Phases	8			6	
Detector Phase	8	8	4	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	22.5	22.5	22.5	24.0	24.0
Total Split (s)	24.0	24.0	24.0	71.0	71.0
Total Split (%)	25.3%	25.3%	25.3%	74.7%	74.7%
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	7.0	7.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 95
Actuated Cycle Length: 95
Offset: 46 (48%), Referenced to phase 2: and 6:NBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 1: SW 174 S & US 1 NB



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	148	51	50	112	0	0	0	0	67	1108	45
Future Volume (veh/h)	0	148	51	50	112	0	0	0	0	67	1108	45
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1900	1863	0				1863	1863	1900
Adj Flow Rate, veh/h	0	161	55	54	122	0				73	1204	49
Adj No. of Lanes	0	1	0	0	1	0				1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	252	86	87	166	0				1195	2335	95
Arrive On Green	0.00	0.19	0.19	0.19	0.19	0.00				0.67	0.67	0.67
Sat Flow, veh/h	0	1329	454	198	876	0				1774	3466	141
Grp Volume(v), veh/h	0	0	216	176	0	0				73	614	639
Grp Sat Flow(s),veh/h/ln	0	0	1783	1073	0	0				1774	1770	1838
Q Serve(g_s), s	0.0	0.0	10.6	5.5	0.0	0.0				1.3	16.5	16.5
Cycle Q Clear(g_c), s	0.0	0.0	10.6	16.1	0.0	0.0				1.3	16.5	16.5
Prop In Lane	0.00		0.25	0.31		0.00				1.00		0.08
Lane Grp Cap(c), veh/h	0	0	338	253	0	0				1195	1192	1238
V/C Ratio(X)	0.00	0.00	0.64	0.70	0.00	0.00				0.06	0.52	0.52
Avail Cap(c_a), veh/h	0	0	338	253	0	0				1195	1192	1238
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	35.5	37.7	0.0	0.0				5.3	7.7	7.8
Incr Delay (d2), s/veh	0.0	0.0	3.6	7.6	0.0	0.0				0.1	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	5.6	5.1	0.0	0.0				0.7	8.4	8.7
LnGrp Delay(d),s/veh	0.0	0.0	39.2	45.3	0.0	0.0				5.4	9.3	9.3
LnGrp LOS			D	D						A	A	A
Approach Vol, veh/h		216			176						1326	
Approach Delay, s/veh		39.2			45.3						9.1	
Approach LOS		D			D						A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		71.0		24.0				24.0
Change Period (Y+Rc), s		7.0		6.0				6.0
Max Green Setting (Gmax), s		64.0		18.0				18.0
Max Q Clear Time (g_c+I1), s		18.5		18.1				12.6
Green Ext Time (p_c), s		3.2		0.0				0.9

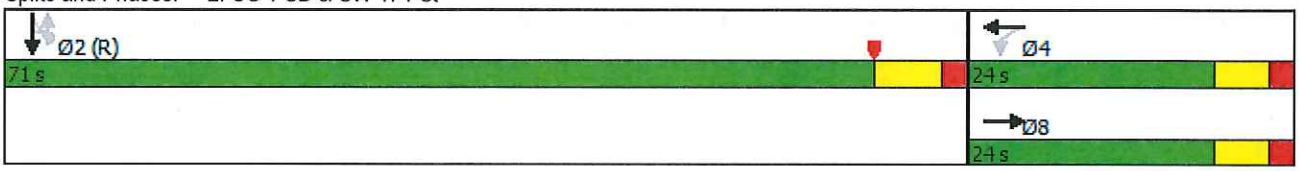
Intersection Summary	
HCM 2010 Ctrl Delay	16.6
HCM 2010 LOS	B

Lane Group	EBT	WBL	WBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	148	50	112	67	1108
Future Volume (vph)	148	50	112	67	1108
Turn Type	NA	Perm	NA	Perm	NA
Protected Phases	8		4		2
Permitted Phases		4		2	
Detector Phase	8	4	4	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	9.0	9.0
Minimum Split (s)	24.0	24.0	24.0	27.0	27.0
Total Split (s)	24.0	24.0	24.0	71.0	71.0
Total Split (%)	25.3%	25.3%	25.3%	74.7%	74.7%
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	7.0	7.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 95
Actuated Cycle Length: 95
Offset: 79 (83%), Referenced to phase 2:SBTL and 6:, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 2: US 1 SB & SW 174 St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	98	43	101	115	0	0	0	0	144	2258	56
Future Volume (veh/h)	0	98	43	101	115	0	0	0	0	144	2258	56
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1900	1863	0				1863	1863	1900
Adj Flow Rate, veh/h	0	105	46	109	124	0				155	2428	60
Adj No. of Lanes	0	1	0	0	1	0				1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	233	102	136	118	0				1195	2378	59
Arrive On Green	0.00	0.19	0.19	0.19	0.19	0.00				0.67	0.67	0.67
Sat Flow, veh/h	0	1229	539	422	623	0				1774	3530	87
Grp Volume(v), veh/h	0	0	151	233	0	0				155	1212	1276
Grp Sat Flow(s),veh/h/ln	0	0	1768	1045	0	0				1774	1770	1847
Q Serve(g_s), s	0.0	0.0	7.2	10.8	0.0	0.0				3.0	64.0	64.0
Cycle Q Clear(g_c), s	0.0	0.0	7.2	18.0	0.0	0.0				3.0	64.0	64.0
Prop In Lane	0.00		0.30	0.47		0.00				1.00		0.05
Lane Grp Cap(c), veh/h	0	0	335	254	0	0				1195	1192	1245
V/C Ratio(X)	0.00	0.00	0.45	0.92	0.00	0.00				0.13	1.02	1.03
Avail Cap(c_a), veh/h	0	0	335	254	0	0				1195	1192	1245
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	34.1	41.5	0.0	0.0				5.5	15.5	15.5
Incr Delay (d2), s/veh	0.0	0.0	0.7	35.2	0.0	0.0				0.2	30.3	32.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.6	8.6	0.0	0.0				1.5	40.5	42.9
LnGrp Delay(d),s/veh	0.0	0.0	34.8	76.7	0.0	0.0				5.8	45.8	47.6
LnGrp LOS			C	E						A	F	F
Approach Vol, veh/h		151			233						2643	
Approach Delay, s/veh		34.8			76.7						44.3	
Approach LOS		C			E						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		71.0		24.0				24.0
Change Period (Y+Rc), s		7.0		6.0				6.0
Max Green Setting (Gmax), s		64.0		18.0				18.0
Max Q Clear Time (g_c+I1), s		66.0		20.0				9.2
Green Ext Time (p_c), s		0.0		0.0				1.3

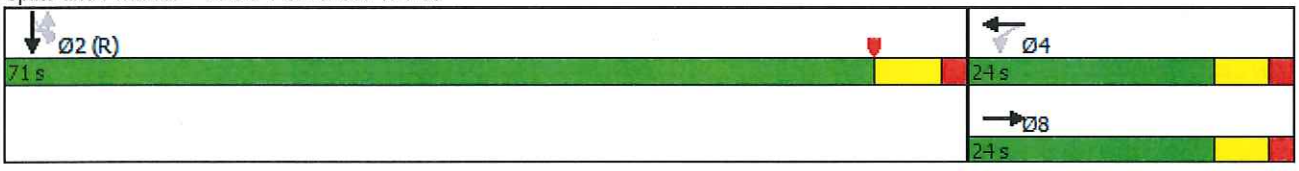
Intersection Summary	
HCM 2010 Ctrl Delay	46.4
HCM 2010 LOS	D

Lane Group	EBT	WBL	WBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	98	101	115	144	2258
Future Volume (vph)	98	101	115	144	2258
Turn Type	NA	Perm	NA	Perm	NA
Protected Phases	8		4		2
Permitted Phases		4		2	
Detector Phase	8	4	4	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	9.0	9.0
Minimum Split (s)	24.0	24.0	24.0	27.0	27.0
Total Split (s)	24.0	24.0	24.0	71.0	71.0
Total Split (%)	25.3%	25.3%	25.3%	74.7%	74.7%
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	7.0	7.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 95
Actuated Cycle Length: 95
Offset: 79 (83%), Referenced to phase 2:SBTL and 6:, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 2: US 1 SB & SW 174 St



Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑		Y	
Traffic Vol, veh/h	11	250	121	31	19	15
Future Vol, veh/h	11	250	121	31	19	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	298	144	37	23	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	181	0	-	0	487	163
Stage 1	-	-	-	-	163	-
Stage 2	-	-	-	-	324	-
Critical Hdwy	4.12	-	-	-	7.12	6.22
Critical Hdwy Stg 1	-	-	-	-	6.12	-
Critical Hdwy Stg 2	-	-	-	-	6.12	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1394	-	-	-	491	882
Stage 1	-	-	-	-	839	-
Stage 2	-	-	-	-	688	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1394	-	-	-	487	882
Mov Cap-2 Maneuver	-	-	-	-	487	-
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	680	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1394	-	-	-	607
HCM Lane V/C Ratio	0.009	-	-	-	0.067
HCM Control Delay (s)	7.6	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		Y	
Traffic Vol, veh/h	41	102	83	29	4	10
Future Vol, veh/h	41	102	83	29	4	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	113	92	32	4	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	124	0	-	0	312	108
Stage 1	-	-	-	-	108	-
Stage 2	-	-	-	-	204	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1463	-	-	-	681	946
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	830	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1463	-	-	-	658	946
Mov Cap-2 Maneuver	-	-	-	-	658	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	802	-

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1463	-	-	-	841
HCM Lane V/C Ratio	0.031	-	-	-	0.018
HCM Control Delay (s)	7.5	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Future without Project Conditions

(without SW 95th Avenue link)

HCM 2010 Signalized Intersection Summary
1: SW 174 S & US 1 NB

1/12/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	62	0	0	109	43	13	1955	128	0	0	0
Future Volume (veh/h)	62	62	0	0	109	43	13	1955	128	0	0	0
Number	3	8	18	7	4	14	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0	0	1863	1900	1863	1863	1900			
Adj Flow Rate, veh/h	65	65	0	0	115	45	14	2058	135			
Adj No. of Lanes	0	1	0	0	1	0	1	2	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	119	101	0	0	213	83	1236	2351	153			
Arrive On Green	0.17	0.17	0.00	0.00	0.17	0.17	0.70	0.70	0.70			
Sat Flow, veh/h	372	606	0	0	1276	499	1774	3375	219			
Grp Volume(v), veh/h	130	0	0	0	0	160	14	1068	1125			
Grp Sat Flow(s),veh/h/ln	978	0	0	0	0	1775	1774	1770	1824			
Q Serve(g_s), s	5.7	0.0	0.0	0.0	0.0	7.8	0.2	43.9	46.3			
Cycle Q Clear(g_c), s	13.5	0.0	0.0	0.0	0.0	7.8	0.2	43.9	46.3			
Prop In Lane	0.50		0.00	0.00		0.28	1.00		0.12			
Lane Grp Cap(c), veh/h	220	0	0	0	0	296	1236	1233	1271			
V/C Ratio(X)	0.59	0.00	0.00	0.00	0.00	0.54	0.01	0.87	0.89			
Avail Cap(c_a), veh/h	254	0	0	0	0	336	1236	1233	1271			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	39.5	0.0	0.0	0.0	0.0	36.3	4.4	11.0	11.4			
Incr Delay (d2), s/veh	2.1	0.0	0.0	0.0	0.0	1.1	0.0	8.3	9.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.5	0.0	0.0	0.0	0.0	3.9	0.1	23.9	26.1			
LnGrp Delay(d),s/veh	41.7	0.0	0.0	0.0	0.0	37.4	4.4	19.4	20.7			
LnGrp LOS	D					D	A	B	C			
Approach Vol, veh/h		130			160			2207				
Approach Delay, s/veh		41.7			37.4			19.9				
Approach LOS		D			D			B				

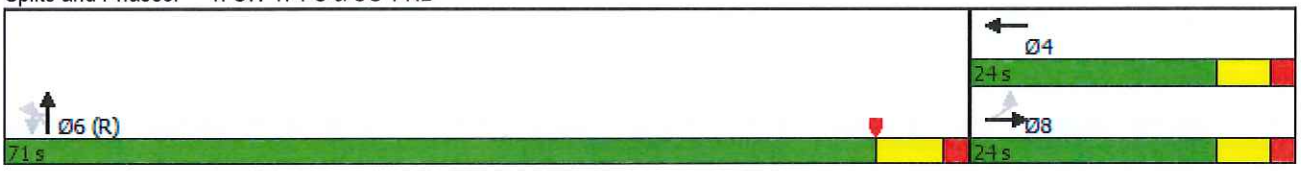
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				21.8		73.2		21.8
Change Period (Y+Rc), s				6.0		7.0		6.0
Max Green Setting (Gmax), s				18.0		64.0		18.0
Max Q Clear Time (g_c+I1), s				9.8		48.3		15.5
Green Ext Time (p_c), s				0.9		7.1		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	22.2
HCM 2010 LOS	C

Phase Number	4	6	8
Movement	WBT	NBTL	EBTL
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	None	C-Max	None
Maximum Split (s)	24	71	24
Maximum Split (%)	25.3%	74.7%	25.3%
Minimum Split (s)	22.5	24	22.5
Yellow Time (s)	4	5	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	7	7	7
Vehicle Extension (s)	2.5	1	2.5
Minimum Gap (s)	2.5	1	2.5
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	5	7	5
Flash Dont Walk (s)	8	10	8
Dual Entry	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	53	77	53
End Time (s)	77	53	77
Yield/Force Off (s)	71	46	71
Yield/Force Off 170(s)	63	36	63
Local Start Time (s)	7	31	7
Local Yield (s)	25	0	25
Local Yield 170(s)	17	85	17

Intersection Summary	
Cycle Length	95
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 46 (48%), Referenced to phase 2: and 6:NBTL, Start of Yellow	

Splits and Phases: 1: SW 174 S & US 1 NB



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	67	0	0	94	24	26	1660	87	0	0	0
Future Volume (veh/h)	83	67	0	0	94	24	26	1660	87	0	0	0
Number	3	8	18	7	4	14	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0	0	1863	1900	1863	1863	1900			
Adj Flow Rate, veh/h	86	70	0	0	98	25	27	1729	91			
Adj No. of Lanes	0	1	0	0	1	0	1	2	0			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	145	102	0	0	239	61	1235	2382	125			
Arrive On Green	0.17	0.17	0.00	0.00	0.17	0.17	0.70	0.70	0.70			
Sat Flow, veh/h	516	611	0	0	1433	365	1774	3422	179			
Grp Volume(v), veh/h	156	0	0	0	0	123	27	889	931			
Grp Sat Flow(s),veh/h/ln	1126	0	0	0	0	1798	1774	1770	1831			
Q Serve(g_s), s	7.7	0.0	0.0	0.0	0.0	5.8	0.4	29.1	29.9			
Cycle Q Clear(g_c), s	13.6	0.0	0.0	0.0	0.0	5.8	0.4	29.1	29.9			
Prop In Lane	0.55		0.00	0.00		0.20	1.00		0.10			
Lane Grp Cap(c), veh/h	247	0	0	0	0	300	1235	1232	1275			
V/C Ratio(X)	0.63	0.00	0.00	0.00	0.00	0.41	0.02	0.72	0.73			
Avail Cap(c_a), veh/h	280	0	0	0	0	341	1235	1232	1275			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	39.6	0.0	0.0	0.0	0.0	35.4	4.5	8.8	8.9			
Incr Delay (d2), s/veh	3.1	0.0	0.0	0.0	0.0	0.7	0.0	3.7	3.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.2	0.0	0.0	0.0	0.0	2.9	0.2	15.3	16.1			
LnGrp Delay(d),s/veh	42.8	0.0	0.0	0.0	0.0	36.1	4.5	12.5	12.6			
LnGrp LOS	D					D	A	B	B			
Approach Vol, veh/h		156			123			1847				
Approach Delay, s/veh		42.8			36.1			12.4				
Approach LOS		D			D			B				

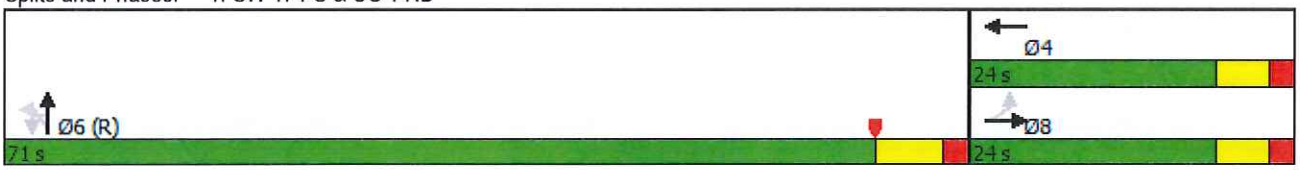
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				21.9		73.1		21.9
Change Period (Y+Rc), s				6.0		7.0		6.0
Max Green Setting (Gmax), s				18.0		64.0		18.0
Max Q Clear Time (g_c+I1), s				7.8		31.9		15.6
Green Ext Time (p_c), s				0.9		6.0		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	16.0
HCM 2010 LOS	B

Phase Number	4	6	8
Movement	WBT	NBTL	EBTL
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	None	C-Max	None
Maximum Split (s)	24	71	24
Maximum Split (%)	25.3%	74.7%	25.3%
Minimum Split (s)	22.5	24	22.5
Yellow Time (s)	4	5	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	7	7	7
Vehicle Extension (s)	2.5	1	2.5
Minimum Gap (s)	2.5	1	2.5
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	5	7	5
Flash Dont Walk (s)	8	10	8
Dual Entry	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	53	77	53
End Time (s)	77	53	77
Yield/Force Off (s)	71	46	71
Yield/Force Off 170(s)	63	36	63
Local Start Time (s)	7	31	7
Local Yield (s)	25	0	25
Local Yield 170(s)	17	85	17

Intersection Summary	
Cycle Length	95
Control Type	Actuated-Coordinated
Natural Cycle	65
Offset: 46 (48%), Referenced to phase 2: and 6:NBTL, Start of Yellow	

Splits and Phases: 1: SW 174 S & US 1 NB



HCM 2010 Signalized Intersection Summary
2: US 1 SB & SW 174 St

1/12/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	151	52	51	116	0	0	0	0	71	1156	46
Future Volume (veh/h)	0	151	52	51	116	0	0	0	0	71	1156	46
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1900	1863	0				1863	1863	1900
Adj Flow Rate, veh/h	0	164	57	55	126	0				77	1257	50
Adj No. of Lanes	0	1	0	0	1	0				1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	251	87	85	161	0				1195	2338	93
Arrive On Green	0.00	0.19	0.19	0.19	0.19	0.00				0.67	0.67	0.67
Sat Flow, veh/h	0	1322	460	188	852	0				1774	3470	138
Grp Volume(v), veh/h	0	0	221	181	0	0				77	641	666
Grp Sat Flow(s),veh/h/ln	0	0	1782	1040	0	0				1774	1770	1838
Q Serve(g_s), s	0.0	0.0	10.9	6.0	0.0	0.0				1.4	17.6	17.6
Cycle Q Clear(g_c), s	0.0	0.0	10.9	16.9	0.0	0.0				1.4	17.6	17.6
Prop In Lane	0.00		0.26	0.30		0.00				1.00		0.08
Lane Grp Cap(c), veh/h	0	0	338	247	0	0				1195	1192	1239
V/C Ratio(X)	0.00	0.00	0.65	0.73	0.00	0.00				0.06	0.54	0.54
Avail Cap(c_a), veh/h	0	0	338	247	0	0				1195	1192	1239
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	35.6	38.2	0.0	0.0				5.3	7.9	7.9
Incr Delay (d2), s/veh	0.0	0.0	4.1	10.3	0.0	0.0				0.1	1.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	5.7	5.4	0.0	0.0				0.7	9.1	9.5
LnGrp Delay(d),s/veh	0.0	0.0	39.8	48.5	0.0	0.0				5.4	9.7	9.6
LnGrp LOS			D	D						A	A	A
Approach Vol, veh/h		221			181						1384	
Approach Delay, s/veh		39.8			48.5						9.4	
Approach LOS		D			D						A	

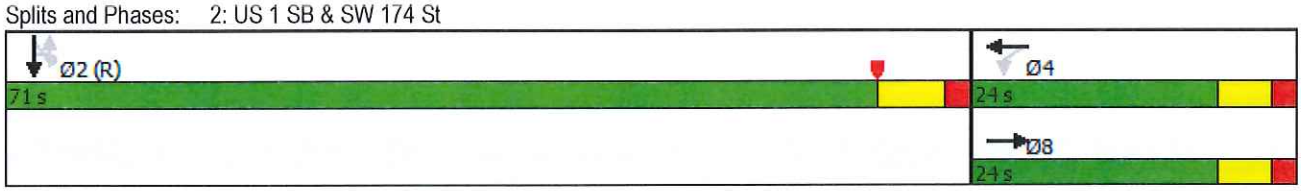
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		71.0		24.0				24.0
Change Period (Y+Rc), s		7.0		6.0				6.0
Max Green Setting (Gmax), s		64.0		18.0				18.0
Max Q Clear Time (g_c+I1), s		19.6		18.9				12.9
Green Ext Time (p_c), s		3.4		0.0				0.9

Intersection Summary	
HCM 2010 Ctrl Delay	17.1
HCM 2010 LOS	B

Phase Number	2	4	8
Movement	SBTL	WBTL	EBT
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	C-Max	None	None
Maximum Split (s)	71	24	24
Maximum Split (%)	74.7%	25.3%	25.3%
Minimum Split (s)	27	24	24
Yellow Time (s)	5	4	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	9	7	7
Vehicle Extension (s)	1	2.5	2.5
Minimum Gap (s)	1	2.5	2.5
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	9	5	5
Flash Dont Walk (s)	9	7	7
Dual Entry	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	15	86	86
End Time (s)	86	15	15
Yield/Force Off (s)	79	9	9
Yield/Force Off 170(s)	70	2	2
Local Start Time (s)	31	7	7
Local Yield (s)	0	25	25
Local Yield 170(s)	86	18	18

Intersection Summary	
Cycle Length	95
Control Type	Actuated-Coordinated
Natural Cycle	60
Offset: 79 (83%), Referenced to phase 2:SBTL and 6:, Start of Yellow	

Splits and Phases: 2: US 1 SB & SW 174 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	102	44	103	119	0	0	0	0	152	2313	57
Future Volume (veh/h)	0	102	44	103	119	0	0	0	0	152	2313	57
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1900	1863	0				1863	1863	1900
Adj Flow Rate, veh/h	0	110	47	111	128	0				163	2487	61
Adj No. of Lanes	0	1	0	0	1	0				1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	235	100	132	115	0				1195	2379	58
Arrive On Green	0.00	0.19	0.19	0.19	0.19	0.00				0.67	0.67	0.67
Sat Flow, veh/h	0	1240	530	406	605	0				1774	3531	86
Grp Volume(v), veh/h	0	0	157	239	0	0				163	1241	1307
Grp Sat Flow(s),veh/h/ln	0	0	1769	1012	0	0				1774	1770	1848
Q Serve(g_s), s	0.0	0.0	7.5	10.5	0.0	0.0				3.1	64.0	64.0
Cycle Q Clear(g_c), s	0.0	0.0	7.5	18.0	0.0	0.0				3.1	64.0	64.0
Prop In Lane	0.00		0.30	0.46		0.00				1.00		0.05
Lane Grp Cap(c), veh/h	0	0	335	247	0	0				1195	1192	1245
V/C Ratio(X)	0.00	0.00	0.47	0.97	0.00	0.00				0.14	1.04	1.05
Avail Cap(c_a), veh/h	0	0	335	247	0	0				1195	1192	1245
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	34.2	42.0	0.0	0.0				5.6	15.5	15.5
Incr Delay (d2), s/veh	0.0	0.0	0.8	47.8	0.0	0.0				0.2	37.5	39.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.7	9.5	0.0	0.0				1.6	42.9	45.5
LnGrp Delay(d),s/veh	0.0	0.0	35.0	89.8	0.0	0.0				5.8	53.0	55.2
LnGrp LOS			C	F						A	F	F
Approach Vol, veh/h		157			239						2711	
Approach Delay, s/veh		35.0			89.8						51.2	
Approach LOS		C			F						D	

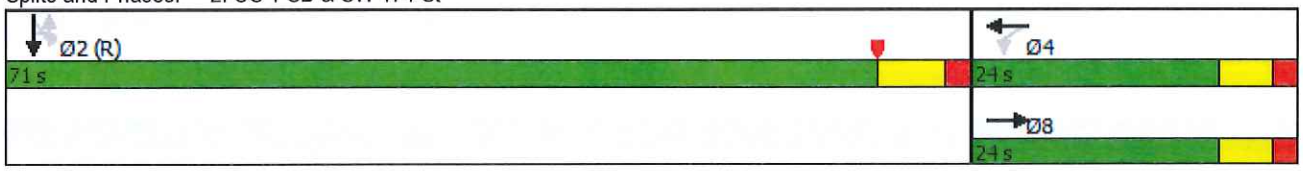
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		71.0		24.0				24.0
Change Period (Y+Rc), s		7.0		6.0				6.0
Max Green Setting (Gmax), s		64.0		18.0				18.0
Max Q Clear Time (g_c+I1), s		66.0		20.0				9.5
Green Ext Time (p_c), s		0.0		0.0				1.3

Intersection Summary	
HCM 2010 Ctrl Delay	53.3
HCM 2010 LOS	D

Phase Number	2	4	8
Movement	SBTL	WBTL	EBT
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	C-Max	None	None
Maximum Split (s)	71	24	24
Maximum Split (%)	74.7%	25.3%	25.3%
Minimum Split (s)	27	24	24
Yellow Time (s)	5	4	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	9	7	7
Vehicle Extension (s)	1	2.5	2.5
Minimum Gap (s)	1	2.5	2.5
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	9	5	5
Flash Dont Walk (s)	9	7	7
Dual Entry	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	15	86	86
End Time (s)	86	15	15
Yield/Force Off (s)	79	9	9
Yield/Force Off 170(s)	70	2	2
Local Start Time (s)	31	7	7
Local Yield (s)	0	25	25
Local Yield 170(s)	86	18	18

Intersection Summary	
Cycle Length	95
Control Type	Actuated-Coordinated
Natural Cycle	140
Offset: 79 (83%), Referenced to phase 2:SBTL and 6:, Start of Yellow	

Splits and Phases: 2: US 1 SB & SW 174 St



Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↑		Y	
Traffic Vol, veh/h	11	255	125	31	19	15
Future Vol, veh/h	11	255	125	31	19	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	304	149	37	23	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	186	0	-	0	497	167
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	330	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1388	-	-	-	532	877
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	728	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1388	-	-	-	526	877
Mov Cap-2 Maneuver	-	-	-	-	526	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	720	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1388	-	-	-	639
HCM Lane V/C Ratio	0.009	-	-	-	0.063
HCM Control Delay (s)	7.6	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	42	106	86	29	4	10
Future Vol, veh/h	42	106	86	29	4	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	118	96	32	4	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	128	0	-	0	323	112
Stage 1	-	-	-	-	112	-
Stage 2	-	-	-	-	211	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1458	-	-	-	671	941
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	824	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1458	-	-	-	648	941
Mov Cap-2 Maneuver	-	-	-	-	648	-
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	796	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1458	-	-	-	833
HCM Lane V/C Ratio	0.032	-	-	-	0.019
HCM Control Delay (s)	7.6	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Future with Project Conditions

(without SW 95th Avenue link)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	153	52	79	119	0	0	0	0	86	1156	46
Future Volume (veh/h)	0	153	52	79	119	0	0	0	0	86	1156	46
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1900	1863	0				1863	1863	1900
Adj Flow Rate, veh/h	0	166	57	86	129	0				93	1257	50
Adj No. of Lanes	0	1	0	0	1	0				1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	251	86	97	110	0				1195	2338	93
Arrive On Green	0.00	0.19	0.19	0.19	0.19	0.00				0.67	0.67	0.67
Sat Flow, veh/h	0	1327	456	232	583	0				1774	3470	138
Grp Volume(v), veh/h	0	0	223	215	0	0				93	641	666
Grp Sat Flow(s),veh/h/ln	0	0	1782	815	0	0				1774	1770	1838
Q Serve(g_s), s	0.0	0.0	11.0	7.0	0.0	0.0				1.7	17.6	17.6
Cycle Q Clear(g_c), s	0.0	0.0	11.0	18.0	0.0	0.0				1.7	17.6	17.6
Prop In Lane	0.00		0.26	0.40		0.00				1.00		0.08
Lane Grp Cap(c), veh/h	0	0	338	207	0	0				1195	1192	1239
V/C Ratio(X)	0.00	0.00	0.66	1.04	0.00	0.00				0.08	0.54	0.54
Avail Cap(c_a), veh/h	0	0	338	207	0	0				1195	1192	1239
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	35.7	42.0	0.0	0.0				5.3	7.9	7.9
Incr Delay (d2), s/veh	0.0	0.0	4.3	72.4	0.0	0.0				0.1	1.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.1	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	5.8	9.6	0.0	0.0				0.9	9.1	9.5
LnGrp Delay(d),s/veh	0.0	0.0	40.0	114.5	0.0	0.0				5.5	9.7	9.6
LnGrp LOS			D	F						A	A	A
Approach Vol, veh/h		223			215						1400	
Approach Delay, s/veh		40.0			114.5						9.4	
Approach LOS		D			F						A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		71.0		24.0				24.0
Change Period (Y+Rc), s		7.0		6.0				6.0
Max Green Setting (Gmax), s		64.0		18.0				18.0
Max Q Clear Time (g_c+I1), s		19.6		20.0				13.0
Green Ext Time (p_c), s		3.4		0.0				1.0

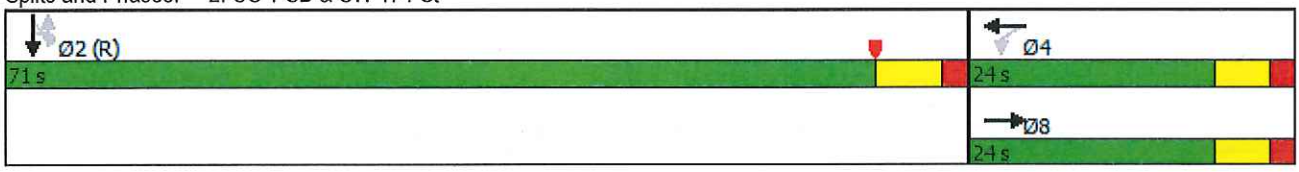
Intersection Summary	
HCM 2010 Ctrl Delay	25.4
HCM 2010 LOS	C

Phase Number	2	4	8
Movement	SBTL	WBTL	EBT
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	C-Max	None	None
Maximum Split (s)	71	24	24
Maximum Split (%)	74.7%	25.3%	25.3%
Minimum Split (s)	27	24	24
Yellow Time (s)	5	4	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	9	7	7
Vehicle Extension (s)	1	2.5	2.5
Minimum Gap (s)	1	2.5	2.5
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	9	5	5
Flash Dont Walk (s)	9	7	7
Dual Entry	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	15	86	86
End Time (s)	86	15	15
Yield/Force Off (s)	79	9	9
Yield/Force Off 170(s)	70	2	2
Local Start Time (s)	31	7	7
Local Yield (s)	0	25	25
Local Yield 170(s)	86	18	18

Intersection Summary	
Cycle Length	95
Control Type	Actuated-Coordinated
Natural Cycle	60

Offset: 79 (83%), Referenced to phase 2:SBTL and 6:, Start of Yellow

Splits and Phases: 2: US 1 SB & SW 174 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	153	52	79	119	0	0	0	0	88	1156	46
Future Volume (veh/h)	0	153	52	79	119	0	0	0	0	88	1156	46
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1900	1863	0				1863	1863	1900
Adj Flow Rate, veh/h	0	166	57	86	129	0				96	1257	50
Adj No. of Lanes	0	1	0	0	1	0				1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	293	101	119	157	0				1139	2228	89
Arrive On Green	0.00	0.22	0.22	0.22	0.22	0.00				0.64	0.64	0.64
Sat Flow, veh/h	0	1327	456	297	709	0				1774	3470	138
Grp Volume(v), veh/h	0	0	223	215	0	0				96	641	666
Grp Sat Flow(s),veh/h/ln	0	0	1782	1005	0	0				1774	1770	1838
Q Serve(g_s), s	0.0	0.0	10.6	9.9	0.0	0.0				1.9	19.3	19.3
Cycle Q Clear(g_c), s	0.0	0.0	10.6	20.5	0.0	0.0				1.9	19.3	19.3
Prop In Lane	0.00		0.26	0.40		0.00				1.00		0.08
Lane Grp Cap(c), veh/h	0	0	394	275	0	0				1139	1136	1180
V/C Ratio(X)	0.00	0.00	0.57	0.78	0.00	0.00				0.08	0.56	0.56
Avail Cap(c_a), veh/h	0	0	394	275	0	0				1139	1136	1180
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	32.9	38.2	0.0	0.0				6.4	9.5	9.5
Incr Delay (d2), s/veh	0.0	0.0	1.6	13.0	0.0	0.0				0.1	2.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	5.4	6.6	0.0	0.0				1.0	9.9	10.3
LnGrp Delay(d),s/veh	0.0	0.0	34.5	51.3	0.0	0.0				6.6	11.6	11.5
LnGrp LOS			C	D						A	B	B
Approach Vol, veh/h		223			215						1403	
Approach Delay, s/veh		34.5			51.3						11.2	
Approach LOS		C			D						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		68.0		27.0				27.0
Change Period (Y+Rc), s		7.0		6.0				6.0
Max Green Setting (Gmax), s		61.0		21.0				21.0
Max Q Clear Time (g_c+I1), s		21.3		22.5				12.6
Green Ext Time (p_c), s		3.4		0.0				1.5

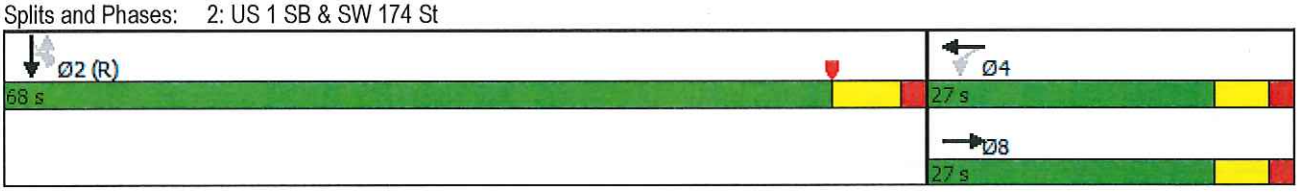
Intersection Summary	
HCM 2010 Ctrl Delay	18.7
HCM 2010 LOS	B

Phase Number	2	4	8
Movement	SBTL	WBTL	EBT
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	C-Max	None	None
Maximum Split (s)	68	27	27
Maximum Split (%)	71.6%	28.4%	28.4%
Minimum Split (s)	27	24	24
Yellow Time (s)	5	4	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	9	7	7
Vehicle Extension (s)	1	2.5	2.5
Minimum Gap (s)	1	2.5	2.5
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	9	5	5
Flash Dont Walk (s)	9	7	7
Dual Entry	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	18	86	86
End Time (s)	86	18	18
Yield/Force Off (s)	79	12	12
Yield/Force Off 170(s)	70	5	5
Local Start Time (s)	34	7	7
Local Yield (s)	0	28	28
Local Yield 170(s)	86	21	21

Intersection Summary	
Cycle Length	95
Control Type	Actuated-Coordinated
Natural Cycle	60

Offset: 79 (83%), Referenced to phase 2:SBTL and 6:, Start of Yellow

Splits and Phases: 2: US 1 SB & SW 174 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	105	44	124	121	0	0	0	0	187	2313	57
Future Volume (veh/h)	0	105	44	124	121	0	0	0	0	187	2313	57
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1900	1863	0				1863	1863	1900
Adj Flow Rate, veh/h	0	113	47	133	130	0				201	2487	61
Adj No. of Lanes	0	1	0	0	1	0				1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	237	99	138	93	0				1195	2379	58
Arrive On Green	0.00	0.19	0.19	0.19	0.19	0.00				0.67	0.67	0.67
Sat Flow, veh/h	0	1251	520	428	492	0				1774	3531	86
Grp Volume(v), veh/h	0	0	160	263	0	0				201	1241	1307
Grp Sat Flow(s),veh/h/ln	0	0	1771	920	0	0				1774	1770	1848
Q Serve(g_s), s	0.0	0.0	7.6	10.4	0.0	0.0				4.0	64.0	64.0
Cycle Q Clear(g_c), s	0.0	0.0	7.6	18.0	0.0	0.0				4.0	64.0	64.0
Prop In Lane	0.00		0.29	0.51		0.00				1.00		0.05
Lane Grp Cap(c), veh/h	0	0	336	231	0	0				1195	1192	1245
V/C Ratio(X)	0.00	0.00	0.48	1.14	0.00	0.00				0.17	1.04	1.05
Avail Cap(c_a), veh/h	0	0	336	231	0	0				1195	1192	1245
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	34.3	42.9	0.0	0.0				5.7	15.5	15.5
Incr Delay (d2), s/veh	0.0	0.0	0.8	101.1	0.0	0.0				0.3	37.5	39.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.8	12.5	0.0	0.0				2.0	42.9	45.5
LnGrp Delay(d),s/veh	0.0	0.0	35.1	143.9	0.0	0.0				6.0	53.0	55.2
LnGrp LOS			D	F						A	F	F
Approach Vol, veh/h		160			263						2749	
Approach Delay, s/veh		35.1			143.9						50.6	
Approach LOS		D			F						D	

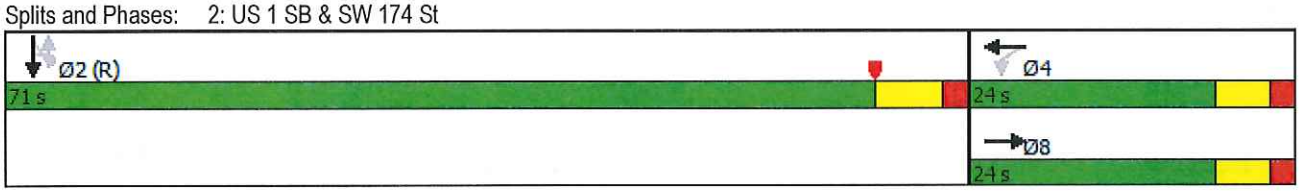
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		71.0		24.0				24.0
Change Period (Y+Rc), s		7.0		6.0				6.0
Max Green Setting (Gmax), s		64.0		18.0				18.0
Max Q Clear Time (g_c+I1), s		66.0		20.0				9.6
Green Ext Time (p_c), s		0.0		0.0				1.4

Intersection Summary	
HCM 2010 Ctrl Delay	57.5
HCM 2010 LOS	E

Phase Number	2	4	8
Movement	SBTL	WBTL	EBT
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	C-Max	None	None
Maximum Split (s)	71	24	24
Maximum Split (%)	74.7%	25.3%	25.3%
Minimum Split (s)	27	24	24
Yellow Time (s)	5	4	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	9	7	7
Vehicle Extension (s)	1	2.5	2.5
Minimum Gap (s)	1	2.5	2.5
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	9	5	5
Flash Dont Walk (s)	9	7	7
Dual Entry	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	15	86	86
End Time (s)	86	15	15
Yield/Force Off (s)	79	9	9
Yield/Force Off 170(s)	70	2	2
Local Start Time (s)	31	7	7
Local Yield (s)	0	25	25
Local Yield 170(s)	86	18	18

Intersection Summary	
Cycle Length	95
Control Type	Actuated-Coordinated
Natural Cycle	140
Offset: 79 (83%), Referenced to phase 2:SBTL and 6:, Start of Yellow	

Splits and Phases: 2: US 1 SB & SW 174 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	105	44	124	121	0	0	0	0	187	2313	57
Future Volume (veh/h)	0	105	44	124	121	0	0	0	0	187	2313	57
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1900	1863	0				1863	1863	1900
Adj Flow Rate, veh/h	0	113	47	133	130	0				201	2487	61
Adj No. of Lanes	0	1	0	0	1	0				1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	303	126	181	150	0				1102	2193	54
Arrive On Green	0.00	0.24	0.24	0.24	0.24	0.00				0.62	0.62	0.62
Sat Flow, veh/h	0	1251	520	513	620	0				1774	3531	86
Grp Volume(v), veh/h	0	0	160	263	0	0				201	1241	1307
Grp Sat Flow(s),veh/h/ln	0	0	1771	1132	0	0				1774	1770	1848
Q Serve(g_s), s	0.0	0.0	7.2	15.0	0.0	0.0				4.6	59.0	59.0
Cycle Q Clear(g_c), s	0.0	0.0	7.2	22.1	0.0	0.0				4.6	59.0	59.0
Prop In Lane	0.00		0.29	0.51		0.00				1.00		0.05
Lane Grp Cap(c), veh/h	0	0	429	331	0	0				1102	1099	1147
V/C Ratio(X)	0.00	0.00	0.37	0.79	0.00	0.00				0.18	1.13	1.14
Avail Cap(c_a), veh/h	0	0	429	331	0	0				1102	1099	1147
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	30.0	37.7	0.0	0.0				7.7	18.0	18.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	12.1	0.0	0.0				0.4	70.1	73.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.6	7.9	0.0	0.0				2.3	49.8	53.0
LnGrp Delay(d),s/veh	0.0	0.0	30.4	49.8	0.0	0.0				8.1	88.1	91.4
LnGrp LOS			C	D						A	F	F
Approach Vol, veh/h		160			263						2749	
Approach Delay, s/veh		30.4			49.8						83.8	
Approach LOS		C			D						F	

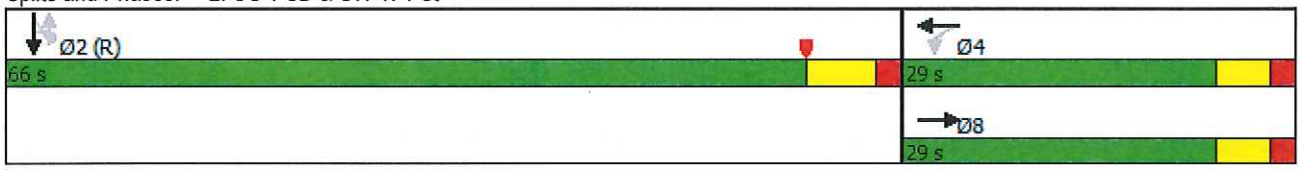
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		66.0		29.0				29.0
Change Period (Y+Rc), s		7.0		6.0				6.0
Max Green Setting (Gmax), s		59.0		23.0				23.0
Max Q Clear Time (g_c+I1), s		61.0		24.1				9.2
Green Ext Time (p_c), s		0.0		0.0				1.8

Intersection Summary	
HCM 2010 Ctrl Delay	78.3
HCM 2010 LOS	E

Phase Number	2	4	8
Movement	SBTL	WBTL	EBT
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	C-Max	None	None
Maximum Split (s)	66	29	29
Maximum Split (%)	69.5%	30.5%	30.5%
Minimum Split (s)	27	24	24
Yellow Time (s)	5	4	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	9	7	7
Vehicle Extension (s)	1	2.5	2.5
Minimum Gap (s)	1	2.5	2.5
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	9	5	5
Flash Dont Walk (s)	9	7	7
Dual Entry	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	20	86	86
End Time (s)	86	20	20
Yield/Force Off (s)	79	14	14
Yield/Force Off 170(s)	70	7	7
Local Start Time (s)	36	7	7
Local Yield (s)	0	30	30
Local Yield 170(s)	86	23	23

Intersection Summary	
Cycle Length	95
Control Type	Actuated-Coordinated
Natural Cycle	140
Offset: 79 (83%), Referenced to phase 2:SBTL and 6:, Start of Yellow	

Splits and Phases: 2: US 1 SB & SW 174 St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	79	0	0	140	43	13	1955	141	0	0	0
Future Volume (veh/h)	62	79	0	0	140	43	13	1955	141	0	0	0
Number	3	8	18	7	4	14	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0	0	1863	1900	1863	1863	1900			
Adj Flow Rate, veh/h	65	83	0	0	147	45	14	2058	148			
Adj No. of Lanes	0	1	0	0	1	0	1	2	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	111	122	0	0	252	77	1205	2276	162			
Arrive On Green	0.18	0.18	0.00	0.00	0.18	0.18	0.68	0.68	0.68			
Sat Flow, veh/h	306	660	0	0	1370	419	1774	3352	238			
Grp Volume(v), veh/h	148	0	0	0	0	192	14	1075	1131			
Grp Sat Flow(s),veh/h/ln	966	0	0	0	0	1789	1774	1770	1821			
Q Serve(g_s), s	6.1	0.0	0.0	0.0	0.0	9.3	0.2	47.2	50.0			
Cycle Q Clear(g_c), s	15.4	0.0	0.0	0.0	0.0	9.3	0.2	47.2	50.0			
Prop In Lane	0.44		0.00	0.00		0.23	1.00		0.13			
Lane Grp Cap(c), veh/h	232	0	0	0	0	329	1205	1202	1236			
V/C Ratio(X)	0.64	0.00	0.00	0.00	0.00	0.58	0.01	0.89	0.91			
Avail Cap(c_a), veh/h	240	0	0	0	0	339	1205	1202	1236			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	38.7	0.0	0.0	0.0	0.0	35.4	4.9	12.5	12.9			
Incr Delay (d2), s/veh	4.7	0.0	0.0	0.0	0.0	2.1	0.0	10.4	11.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.1	0.0	0.0	0.0	0.0	4.8	0.1	26.2	28.6			
LnGrp Delay(d),s/veh	43.4	0.0	0.0	0.0	0.0	37.5	4.9	22.9	24.9			
LnGrp LOS	D					D	A	C	C			
Approach Vol, veh/h		148			192			2220				
Approach Delay, s/veh		43.4			37.5			23.8				
Approach LOS		D			D			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				23.5		71.5		23.5
Change Period (Y+Rc), s				6.0		7.0		6.0
Max Green Setting (Gmax), s				18.0		64.0		18.0
Max Q Clear Time (g_c+I1), s				11.3		52.0		17.4
Green Ext Time (p_c), s				0.9		6.2		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	25.9
HCM 2010 LOS	C

Phase Number	4	6	8
Movement	WBT	NBTL	EBTL
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	None	C-Max	None
Maximum Split (s)	24	71	24
Maximum Split (%)	25.3%	74.7%	25.3%
Minimum Split (s)	22.5	24	22.5
Yellow Time (s)	4	5	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	7	7	7
Vehicle Extension (s)	2.5	1	2.5
Minimum Gap (s)	2.5	1	2.5
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	5	7	5
Flash Dont Walk (s)	8	10	8
Dual Entry	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	53	77	53
End Time (s)	77	53	77
Yield/Force Off (s)	71	46	71
Yield/Force Off 170(s)	63	36	63
Local Start Time (s)	7	31	7
Local Yield (s)	25	0	25
Local Yield 170(s)	17	85	17

Intersection Summary	
Cycle Length	95
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 46 (48%), Referenced to phase 2: and 6:NBTL, Start of Yellow	

Splits and Phases: 1: SW 174 S & US 1 NB



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	105	0	0	118	24	26	1660	116	0	0	0
Future Volume (veh/h)	83	105	0	0	118	24	26	1660	116	0	0	0
Number	3	8	18	7	4	14	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0	0	1863	1900	1863	1863	1900			
Adj Flow Rate, veh/h	86	109	0	0	123	25	27	1729	121			
Adj No. of Lanes	0	1	0	0	1	0	1	2	0			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	133	144	0	0	285	58	1195	2263	157			
Arrive On Green	0.19	0.19	0.00	0.00	0.19	0.19	0.67	0.67	0.67			
Sat Flow, veh/h	415	761	0	0	1503	306	1774	3358	233			
Grp Volume(v), veh/h	195	0	0	0	0	148	27	903	947			
Grp Sat Flow(s),veh/h/ln	1176	0	0	0	0	1809	1774	1770	1822			
Q Serve(g_s), s	9.1	0.0	0.0	0.0	0.0	6.9	0.5	32.3	33.5			
Cycle Q Clear(g_c), s	16.0	0.0	0.0	0.0	0.0	6.9	0.5	32.3	33.5			
Prop In Lane	0.44		0.00	0.00		0.17	1.00		0.13			
Lane Grp Cap(c), veh/h	277	0	0	0	0	343	1195	1192	1227			
V/C Ratio(X)	0.70	0.00	0.00	0.00	0.00	0.43	0.02	0.76	0.77			
Avail Cap(c_a), veh/h	277	0	0	0	0	343	1195	1192	1227			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	38.7	0.0	0.0	0.0	0.0	34.0	5.1	10.3	10.5			
Incr Delay (d2), s/veh	7.3	0.0	0.0	0.0	0.0	0.6	0.0	4.5	4.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.5	0.0	0.0	0.0	0.0	3.5	0.2	17.1	18.2			
LnGrp Delay(d),s/veh	46.0	0.0	0.0	0.0	0.0	34.6	5.2	14.9	15.3			
LnGrp LOS	D					C	A	B	B			
Approach Vol, veh/h		195			148			1877				
Approach Delay, s/veh		46.0			34.6			14.9				
Approach LOS		D			C			B				

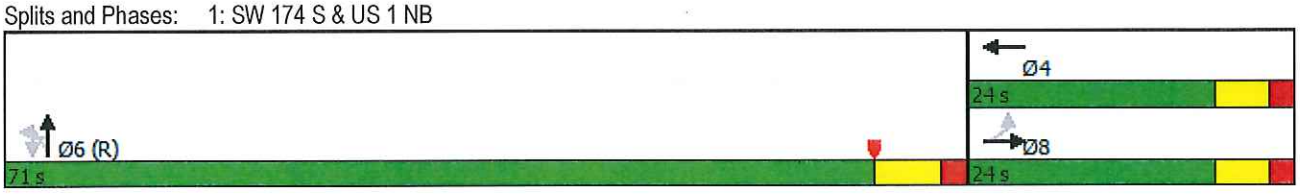
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				24.0		71.0		24.0
Change Period (Y+Rc), s				6.0		7.0		6.0
Max Green Setting (Gmax), s				18.0		64.0		18.0
Max Q Clear Time (g_c+I1), s				8.9		35.5		18.0
Green Ext Time (p_c), s				1.1		6.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	19.0
HCM 2010 LOS	B

Phase Number	4	6	8
Movement	WBT	NBTL	EBTL
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	None	C-Max	None
Maximum Split (s)	24	71	24
Maximum Split (%)	25.3%	74.7%	25.3%
Minimum Split (s)	22.5	24	22.5
Yellow Time (s)	4	5	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	7	7	7
Vehicle Extension (s)	2.5	1	2.5
Minimum Gap (s)	2.5	1	2.5
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	5	7	5
Flash Dont Walk (s)	8	10	8
Dual Entry	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	53	77	53
End Time (s)	77	53	77
Yield/Force Off (s)	71	46	71
Yield/Force Off 170(s)	63	36	63
Local Start Time (s)	7	31	7
Local Yield (s)	25	0	25
Local Yield 170(s)	17	85	17

Intersection Summary	
Cycle Length	95
Control Type	Actuated-Coordinated
Natural Cycle	65
Offset: 46 (48%), Referenced to phase 2: and 6:NBTL, Start of Yellow	

Splits and Phases: 1: SW 174 S & US 1 NB



Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↱	↑		Y	
Traffic Vol, veh/h	11	285	156	66	19	15
Future Vol, veh/h	11	285	156	66	19	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	339	186	79	23	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	264	0	-	0	590	225
Stage 1	-	-	-	-	225	-
Stage 2	-	-	-	-	365	-
Critical Hdwy	4.12	-	-	-	7.12	6.22
Critical Hdwy Stg 1	-	-	-	-	6.12	-
Critical Hdwy Stg 2	-	-	-	-	6.12	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1300	-	-	-	419	814
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	654	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1300	-	-	-	415	814
Mov Cap-2 Maneuver	-	-	-	-	415	-
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	646	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1300	-	-	-	530
HCM Lane V/C Ratio	0.01	-	-	-	0.076
HCM Control Delay (s)	7.8	0	-	-	12.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	42	173	109	55	4	10
Future Vol, veh/h	42	173	109	55	4	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	192	121	61	4	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	182	0	-	0	438	152
Stage 1	-	-	-	-	152	-
Stage 2	-	-	-	-	286	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1393	-	-	-	576	894
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	763	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1393	-	-	-	554	894
Mov Cap-2 Maneuver	-	-	-	-	554	-
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	734	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1393	-	-	-	761
HCM Lane V/C Ratio	0.034	-	-	-	0.02
HCM Control Delay (s)	7.7	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	274	30	2	156	66	4
Future Vol, veh/h	274	30	2	156	66	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	298	33	2	170	72	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	330	0	488	314
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	174	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1229	-	539	726
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	856	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1229	-	538	726
Mov Cap-2 Maneuver	-	-	-	-	538	-
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	854	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	546	-	-	1229	-
HCM Lane V/C Ratio	0.139	-	-	0.002	-
HCM Control Delay (s)	12.7	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	110	67	4	115	49	3
Future Vol, veh/h	110	67	4	115	49	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	120	73	4	125	53	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	192	0	290	156
Stage 1	-	-	-	-	156	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	-	-	4.12	-	7.12	6.22
Critical Hdwy Stg 1	-	-	-	-	6.12	-
Critical Hdwy Stg 2	-	-	-	-	6.12	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1381	-	662	890
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	869	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1381	-	660	890
Mov Cap-2 Maneuver	-	-	-	-	660	-
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	866	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	670	-	-	1381	-
HCM Lane V/C Ratio	0.084	-	-	0.003	-
HCM Control Delay (s)	10.9	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Future without Project Conditions

(with SW 95th Avenue link)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	66	0	0	109	43	13	1816	126	0	0	0
Future Volume (veh/h)	62	66	0	0	109	43	13	1816	126	0	0	0
Number	3	8	18	7	4	14	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0	0	1863	1900	1863	1863	1900			
Adj Flow Rate, veh/h	65	69	0	0	115	45	14	1912	133			
Adj No. of Lanes	0	1	0	0	1	0	1	2	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	117	106	0	0	213	83	1235	2339	161			
Arrive On Green	0.17	0.17	0.00	0.00	0.17	0.17	0.70	0.70	0.70			
Sat Flow, veh/h	365	635	0	0	1276	499	1774	3361	231			
Grp Volume(v), veh/h	134	0	0	0	0	160	14	996	1049			
Grp Sat Flow(s),veh/h/ln	1000	0	0	0	0	1775	1774	1770	1822			
Q Serve(g_s), s	5.7	0.0	0.0	0.0	0.0	7.8	0.2	37.2	39.2			
Cycle Q Clear(g_c), s	13.6	0.0	0.0	0.0	0.0	7.8	0.2	37.2	39.2			
Prop In Lane	0.49		0.00	0.00		0.28	1.00		0.13			
Lane Grp Cap(c), veh/h	223	0	0	0	0	297	1235	1232	1268			
V/C Ratio(X)	0.60	0.00	0.00	0.00	0.00	0.54	0.01	0.81	0.83			
Avail Cap(c_a), veh/h	256	0	0	0	0	336	1235	1232	1268			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	39.4	0.0	0.0	0.0	0.0	36.2	4.4	10.0	10.3			
Incr Delay (d2), s/veh	2.4	0.0	0.0	0.0	0.0	1.1	0.0	5.8	6.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.6	0.0	0.0	0.0	0.0	3.9	0.1	19.7	21.4			
LnGrp Delay(d),s/veh	41.8	0.0	0.0	0.0	0.0	37.3	4.4	15.8	16.6			
LnGrp LOS	D					D	A	B	B			
Approach Vol, veh/h		134			160			2059				
Approach Delay, s/veh		41.8			37.3			16.2				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				21.9		73.1		21.9
Change Period (Y+Rc), s				6.0		7.0		6.0
Max Green Setting (Gmax), s				18.0		64.0		18.0
Max Q Clear Time (g_c+I1), s				9.8		41.2		15.6
Green Ext Time (p_c), s				0.9		7.2		0.3

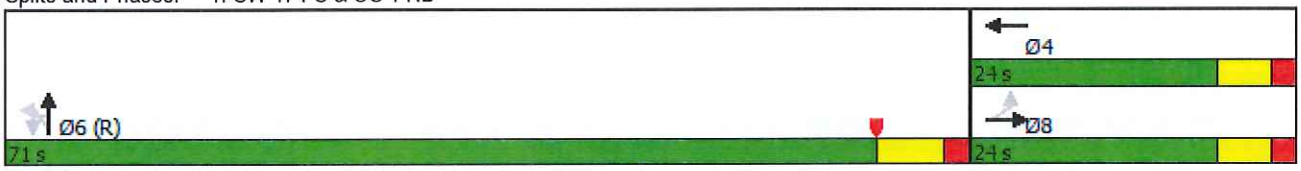
Intersection Summary	
HCM 2010 Ctrl Delay	19.1
HCM 2010 LOS	B

Phase Number	4	6	8
Movement	WBT	NBTL	EBTL
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	None	C-Max	None
Maximum Split (s)	24	71	24
Maximum Split (%)	25.3%	74.7%	25.3%
Minimum Split (s)	22.5	24	22.5
Yellow Time (s)	4	5	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	7	7	7
Vehicle Extension (s)	2.5	1	2.5
Minimum Gap (s)	2.5	1	2.5
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	5	7	5
Flash Dont Walk (s)	8	10	8
Dual Entry	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	53	77	53
End Time (s)	77	53	77
Yield/Force Off (s)	71	46	71
Yield/Force Off 170(s)	63	36	63
Local Start Time (s)	7	31	7
Local Yield (s)	25	0	25
Local Yield 170(s)	17	85	17

Intersection Summary	
Cycle Length	95
Control Type	Actuated-Coordinated
Natural Cycle	75

Offset: 46 (48%), Referenced to phase 2: and 6:NBTL, Start of Yellow

Splits and Phases: 1: SW 174 S & US 1 NB



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	76	0	0	94	24	26	1481	85	0	0	0
Future Volume (veh/h)	83	76	0	0	94	24	26	1481	85	0	0	0
Number	3	8	18	7	4	14	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0	0	1863	1900	1863	1863	1900			
Adj Flow Rate, veh/h	86	79	0	0	98	25	27	1543	89			
Adj No. of Lanes	0	1	0	0	1	0	1	2	0			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	142	113	0	0	242	62	1231	2361	136			
Arrive On Green	0.17	0.17	0.00	0.00	0.17	0.17	0.69	0.69	0.69			
Sat Flow, veh/h	498	667	0	0	1433	365	1774	3402	195			
Grp Volume(v), veh/h	165	0	0	0	0	123	27	799	833			
Grp Sat Flow(s),veh/h/ln	1164	0	0	0	0	1798	1774	1770	1828			
Q Serve(g_s), s	8.0	0.0	0.0	0.0	0.0	5.8	0.4	23.9	24.3			
Cycle Q Clear(g_c), s	13.8	0.0	0.0	0.0	0.0	5.8	0.4	23.9	24.3			
Prop In Lane	0.52		0.00	0.00		0.20	1.00		0.11			
Lane Grp Cap(c), veh/h	255	0	0	0	0	304	1231	1228	1269			
V/C Ratio(X)	0.65	0.00	0.00	0.00	0.00	0.40	0.02	0.65	0.66			
Avail Cap(c_a), veh/h	285	0	0	0	0	341	1231	1228	1269			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	39.4	0.0	0.0	0.0	0.0	35.2	4.5	8.1	8.2			
Incr Delay (d2), s/veh	3.7	0.0	0.0	0.0	0.0	0.6	0.0	2.7	2.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.0	0.0	0.0	2.9	0.2	12.5	13.0			
LnGrp Delay(d),s/veh	43.2	0.0	0.0	0.0	0.0	35.8	4.6	10.8	10.8			
LnGrp LOS	D					D	A	B	B			
Approach Vol, veh/h		165			123			1659				
Approach Delay, s/veh		43.2			35.8			10.7				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				22.1		72.9		22.1
Change Period (Y+Rc), s				6.0		7.0		6.0
Max Green Setting (Gmax), s				18.0		64.0		18.0
Max Q Clear Time (g_c+I1), s				7.8		26.3		15.8
Green Ext Time (p_c), s				1.0		5.0		0.3

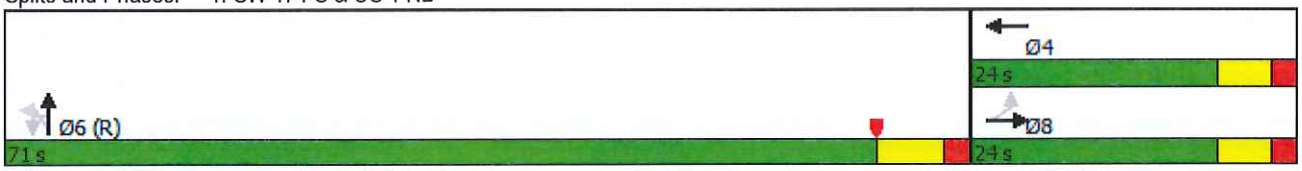
Intersection Summary	
HCM 2010 Ctrl Delay	15.1
HCM 2010 LOS	B

Phase Number	4	6	8
Movement	WBT	NBTL	EBTL
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	None	C-Max	None
Maximum Split (s)	24	71	24
Maximum Split (%)	25.3%	74.7%	25.3%
Minimum Split (s)	22.5	24	22.5
Yellow Time (s)	4	5	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	7	7	7
Vehicle Extension (s)	2.5	1	2.5
Minimum Gap (s)	2.5	1	2.5
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	5	7	5
Flash Dont Walk (s)	8	10	8
Dual Entry	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	53	77	53
End Time (s)	77	53	77
Yield/Force Off (s)	71	46	71
Yield/Force Off 170(s)	63	36	63
Local Start Time (s)	7	31	7
Local Yield (s)	25	0	25
Local Yield 170(s)	17	85	17

Intersection Summary	
Cycle Length	95
Control Type	Actuated-Coordinated
Natural Cycle	60

Offset: 46 (48%), Referenced to phase 2: and 6:NBTL, Start of Yellow

Splits and Phases: 1: SW 174 S & US 1 NB



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	151	52	51	116	0	0	0	0	72	1155	46
Future Volume (veh/h)	0	151	52	51	116	0	0	0	0	72	1155	46
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1900	1863	0				1863	1863	1900
Adj Flow Rate, veh/h	0	164	57	55	126	0				78	1255	50
Adj No. of Lanes	0	1	0	0	1	0				1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	251	87	85	161	0				1195	2338	93
Arrive On Green	0.00	0.19	0.19	0.19	0.19	0.00				0.67	0.67	0.67
Sat Flow, veh/h	0	1322	460	188	852	0				1774	3470	138
Grp Volume(v), veh/h	0	0	221	181	0	0				78	640	665
Grp Sat Flow(s),veh/h/ln	0	0	1782	1040	0	0				1774	1770	1838
Q Serve(g_s), s	0.0	0.0	10.9	6.0	0.0	0.0				1.4	17.5	17.6
Cycle Q Clear(g_c), s	0.0	0.0	10.9	16.9	0.0	0.0				1.4	17.5	17.6
Prop In Lane	0.00		0.26	0.30		0.00				1.00		0.08
Lane Grp Cap(c), veh/h	0	0	338	247	0	0				1195	1192	1238
V/C Ratio(X)	0.00	0.00	0.65	0.73	0.00	0.00				0.07	0.54	0.54
Avail Cap(c_a), veh/h	0	0	338	247	0	0				1195	1192	1238
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	35.6	38.2	0.0	0.0				5.3	7.9	7.9
Incr Delay (d2), s/veh	0.0	0.0	4.1	10.3	0.0	0.0				0.1	1.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	5.7	5.4	0.0	0.0				0.7	8.9	9.4
LnGrp Delay(d),s/veh	0.0	0.0	39.8	48.5	0.0	0.0				5.4	9.7	9.6
LnGrp LOS			D	D						A	A	A
Approach Vol, veh/h		221			181						1383	
Approach Delay, s/veh		39.8			48.5						9.4	
Approach LOS		D			D						A	

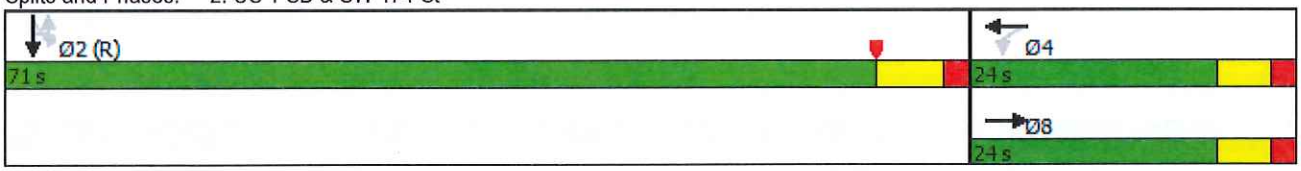
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		71.0		24.0				24.0
Change Period (Y+Rc), s		7.0		6.0				6.0
Max Green Setting (Gmax), s		64.0		18.0				18.0
Max Q Clear Time (g_c+I1), s		19.6		18.9				12.9
Green Ext Time (p_c), s		3.4		0.0				0.9

Intersection Summary	
HCM 2010 Ctrl Delay	17.1
HCM 2010 LOS	B

Phase Number	2	4	8
Movement	SBTL	WBTL	EBT
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	C-Max	None	None
Maximum Split (s)	71	24	24
Maximum Split (%)	74.7%	25.3%	25.3%
Minimum Split (s)	27	24	24
Yellow Time (s)	5	4	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	9	7	7
Vehicle Extension (s)	1	2.5	2.5
Minimum Gap (s)	1	2.5	2.5
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	9	5	5
Flash Dont Walk (s)	9	7	7
Dual Entry	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	15	86	86
End Time (s)	86	15	15
Yield/Force Off (s)	79	9	9
Yield/Force Off 170(s)	70	2	2
Local Start Time (s)	31	7	7
Local Yield (s)	0	25	25
Local Yield 170(s)	86	18	18

Intersection Summary	
Cycle Length	95
Control Type	Actuated-Coordinated
Natural Cycle	140
Offset: 79 (83%), Referenced to phase 2:SBTL and 6:, Start of Yellow	

Splits and Phases: 2: US 1 SB & SW 174 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	102	44	103	119	0	0	0	0	155	2310	57
Future Volume (veh/h)	0	102	44	103	119	0	0	0	0	155	2310	57
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1900	1863	0				1863	1863	1900
Adj Flow Rate, veh/h	0	110	47	111	128	0				167	2484	61
Adj No. of Lanes	0	1	0	0	1	0				1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	235	100	132	115	0				1195	2379	58
Arrive On Green	0.00	0.19	0.19	0.19	0.19	0.00				0.67	0.67	0.67
Sat Flow, veh/h	0	1240	530	406	605	0				1774	3531	86
Grp Volume(v), veh/h	0	0	157	239	0	0				167	1240	1305
Grp Sat Flow(s),veh/h/ln	0	0	1769	1012	0	0				1774	1770	1848
Q Serve(g_s), s	0.0	0.0	7.5	10.5	0.0	0.0				3.2	64.0	64.0
Cycle Q Clear(g_c), s	0.0	0.0	7.5	18.0	0.0	0.0				3.2	64.0	64.0
Prop In Lane	0.00		0.30	0.46		0.00				1.00		0.05
Lane Grp Cap(c), veh/h	0	0	335	247	0	0				1195	1192	1245
V/C Ratio(X)	0.00	0.00	0.47	0.97	0.00	0.00				0.14	1.04	1.05
Avail Cap(c_a), veh/h	0	0	335	247	0	0				1195	1192	1245
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	34.2	42.0	0.0	0.0				5.6	15.5	15.5
Incr Delay (d2), s/veh	0.0	0.0	0.8	47.8	0.0	0.0				0.2	37.1	39.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.7	9.5	0.0	0.0				1.7	42.7	45.4
LnGrp Delay(d),s/veh	0.0	0.0	35.0	89.8	0.0	0.0				5.8	52.6	54.8
LnGrp LOS			C	F						A	F	F
Approach Vol, veh/h		157			239						2712	
Approach Delay, s/veh		35.0			89.8						50.7	
Approach LOS		C			F						D	

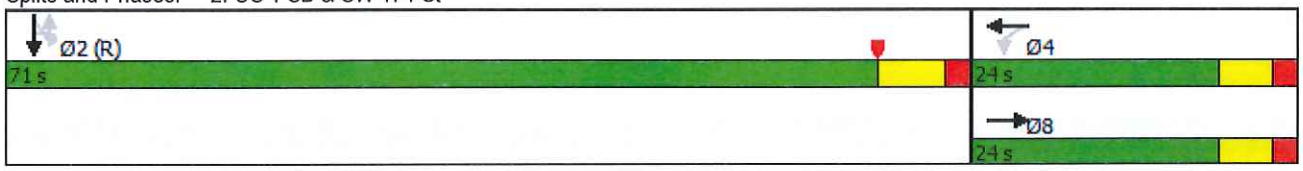
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		71.0		24.0				24.0
Change Period (Y+Rc), s		7.0		6.0				6.0
Max Green Setting (Gmax), s		64.0		18.0				18.0
Max Q Clear Time (g_c+I1), s		66.0		20.0				9.5
Green Ext Time (p_c), s		0.0		0.0				1.3

Intersection Summary	
HCM 2010 Ctrl Delay	53.0
HCM 2010 LOS	D

Phase Number	2	4	8
Movement	SBTL	WBTL	EBT
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	C-Max	None	None
Maximum Split (s)	71	24	24
Maximum Split (%)	74.7%	25.3%	25.3%
Minimum Split (s)	27	24	24
Yellow Time (s)	5	4	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	9	7	7
Vehicle Extension (s)	1	2.5	2.5
Minimum Gap (s)	1	2.5	2.5
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	9	5	5
Flash Dont Walk (s)	9	7	7
Dual Entry	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	15	86	86
End Time (s)	86	15	15
Yield/Force Off (s)	79	9	9
Yield/Force Off 170(s)	70	2	2
Local Start Time (s)	31	7	7
Local Yield (s)	0	25	25
Local Yield 170(s)	86	18	18

Intersection Summary	
Cycle Length	95
Control Type	Actuated-Coordinated
Natural Cycle	140
Offset: 79 (83%), Referenced to phase 2:SBTL and 6:, Start of Yellow	

Splits and Phases: 2: US 1 SB & SW 174 St



Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↑			↕			↕	
Traffic Vol, veh/h	11	254	4	3	123	31	0	139	6	19	30	15
Future Vol, veh/h	11	254	4	3	123	31	0	139	6	19	30	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	92	92	84	84	92	92	92	84	92	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	302	4	3	146	37	0	151	7	23	33	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	183	0	0	307	0	0	528	521	305	581	504	165
Stage 1	-	-	-	-	-	-	331	331	-	171	171	-
Stage 2	-	-	-	-	-	-	197	190	-	410	333	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1392	-	-	1254	-	-	461	460	735	425	470	879
Stage 1	-	-	-	-	-	-	682	645	-	831	757	-
Stage 2	-	-	-	-	-	-	805	743	-	619	644	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1392	-	-	1254	-	-	423	454	735	309	463	879
Mov Cap-2 Maneuver	-	-	-	-	-	-	423	454	-	309	463	-
Stage 1	-	-	-	-	-	-	674	638	-	822	755	-
Stage 2	-	-	-	-	-	-	752	741	-	463	637	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.1	16.8	14.6
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	461	1392	-	-	1254	-	-	446
HCM Lane V/C Ratio	0.342	0.009	-	-	0.003	-	-	0.164
HCM Control Delay (s)	16.8	7.6	0	-	7.9	-	-	14.6
HCM Lane LOS	C	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	1.5	0	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↑			↕			↕	
Traffic Vol, veh/h	42	104	9	7	84	29	0	180	5	4	81	10
Future Vol, veh/h	42	104	9	7	84	29	0	180	5	4	81	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	92	92	90	90	92	92	92	90	92	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	116	10	8	93	32	0	196	5	4	88	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	126	0	0	125	0	0	388	355	120	439	344	109
Stage 1	-	-	-	-	-	-	214	214	-	125	125	-
Stage 2	-	-	-	-	-	-	174	141	-	314	219	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1460	-	-	1462	-	-	571	571	931	528	579	945
Stage 1	-	-	-	-	-	-	788	725	-	879	792	-
Stage 2	-	-	-	-	-	-	828	780	-	697	722	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1460	-	-	1462	-	-	481	548	931	368	555	945
Mov Cap-2 Maneuver	-	-	-	-	-	-	481	548	-	368	555	-
Stage 1	-	-	-	-	-	-	760	700	-	848	787	-
Stage 2	-	-	-	-	-	-	722	775	-	482	697	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2	0.4	15.2	12.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	554	1460	-	-	1462	-	-	568
HCM Lane V/C Ratio	0.363	0.032	-	-	0.005	-	-	0.182
HCM Control Delay (s)	15.2	7.5	0	-	7.5	-	-	12.7
HCM Lane LOS	C	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	1.6	0.1	-	-	0	-	-	0.7

Future with Project Conditions

(with SW 95th Avenue link)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	153	52	77	119	0	0	0	0	87	1155	46
Future Volume (veh/h)	0	153	52	77	119	0	0	0	0	87	1155	46
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1900	1863	0				1863	1863	1900
Adj Flow Rate, veh/h	0	166	57	84	129	0				95	1255	50
Adj No. of Lanes	0	1	0	0	1	0				1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	251	86	96	113	0				1195	2338	93
Arrive On Green	0.00	0.19	0.19	0.19	0.19	0.00				0.67	0.67	0.67
Sat Flow, veh/h	0	1327	456	230	596	0				1774	3470	138
Grp Volume(v), veh/h	0	0	223	213	0	0				95	640	665
Grp Sat Flow(s),veh/h/ln	0	0	1782	826	0	0				1774	1770	1838
Q Serve(g_s), s	0.0	0.0	11.0	7.0	0.0	0.0				1.8	17.5	17.6
Cycle Q Clear(g_c), s	0.0	0.0	11.0	18.0	0.0	0.0				1.8	17.5	17.6
Prop In Lane	0.00		0.26	0.39		0.00				1.00		0.08
Lane Grp Cap(c), veh/h	0	0	338	209	0	0				1195	1192	1238
V/C Ratio(X)	0.00	0.00	0.66	1.02	0.00	0.00				0.08	0.54	0.54
Avail Cap(c_a), veh/h	0	0	338	209	0	0				1195	1192	1238
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	35.7	41.9	0.0	0.0				5.3	7.9	7.9
Incr Delay (d2), s/veh	0.0	0.0	4.3	66.9	0.0	0.0				0.1	1.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.1	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	5.8	9.4	0.0	0.0				0.9	8.9	9.4
LnGrp Delay(d),s/veh	0.0	0.0	40.0	109.0	0.0	0.0				5.5	9.7	9.6
LnGrp LOS			D	F						A	A	A
Approach Vol, veh/h		223			213						1400	
Approach Delay, s/veh		40.0			109.0						9.3	
Approach LOS		D			F						A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		71.0		24.0				24.0
Change Period (Y+Rc), s		7.0		6.0				6.0
Max Green Setting (Gmax), s		64.0		18.0				18.0
Max Q Clear Time (g_c+I1), s		19.6		20.0				13.0
Green Ext Time (p_c), s		3.4		0.0				1.0

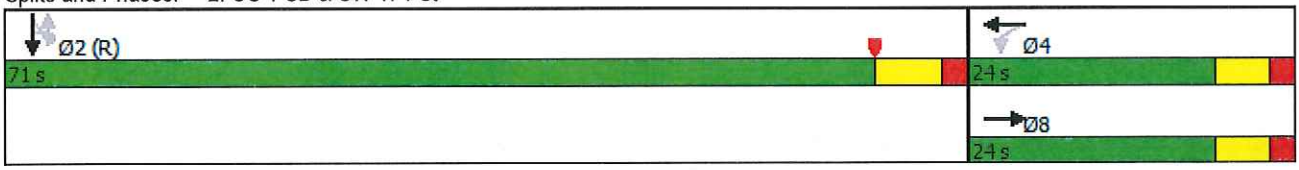
Intersection Summary	
HCM 2010 Ctrl Delay	24.6
HCM 2010 LOS	C

Phase Number	2	4	8
Movement	SBTL	WBTL	EBT
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	C-Max	None	None
Maximum Split (s)	71	24	24
Maximum Split (%)	74.7%	25.3%	25.3%
Minimum Split (s)	27	24	24
Yellow Time (s)	5	4	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	9	7	7
Vehicle Extension (s)	1	2.5	2.5
Minimum Gap (s)	1	2.5	2.5
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	9	5	5
Flash Dont Walk (s)	9	7	7
Dual Entry	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	15	86	86
End Time (s)	86	15	15
Yield/Force Off (s)	79	9	9
Yield/Force Off 170(s)	70	2	2
Local Start Time (s)	31	7	7
Local Yield (s)	0	25	25
Local Yield 170(s)	86	18	18

Intersection Summary	
Cycle Length	95
Control Type	Actuated-Coordinated
Natural Cycle	60

Offset: 79 (83%), Referenced to phase 2:SBTL and 6:, Start of Yellow

Splits and Phases: 2: US 1 SB & SW 174 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	153	52	79	119	0	0	0	0	88	1156	46
Future Volume (veh/h)	0	153	52	79	119	0	0	0	0	88	1156	46
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1900	1863	0				1863	1863	1900
Adj Flow Rate, veh/h	0	166	57	86	129	0				96	1257	50
Adj No. of Lanes	0	1	0	0	1	0				1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	293	101	119	157	0				1139	2228	89
Arrive On Green	0.00	0.22	0.22	0.22	0.22	0.00				0.64	0.64	0.64
Sat Flow, veh/h	0	1327	456	297	709	0				1774	3470	138
Grp Volume(v), veh/h	0	0	223	215	0	0				96	641	666
Grp Sat Flow(s),veh/h/ln	0	0	1782	1005	0	0				1774	1770	1838
Q Serve(g_s), s	0.0	0.0	10.6	9.9	0.0	0.0				1.9	19.3	19.3
Cycle Q Clear(g_c), s	0.0	0.0	10.6	20.5	0.0	0.0				1.9	19.3	19.3
Prop In Lane	0.00		0.26	0.40		0.00				1.00		0.08
Lane Grp Cap(c), veh/h	0	0	394	275	0	0				1139	1136	1180
V/C Ratio(X)	0.00	0.00	0.57	0.78	0.00	0.00				0.08	0.56	0.56
Avail Cap(c_a), veh/h	0	0	394	275	0	0				1139	1136	1180
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	32.9	38.2	0.0	0.0				6.4	9.5	9.5
Incr Delay (d2), s/veh	0.0	0.0	1.6	13.0	0.0	0.0				0.1	2.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	5.4	6.6	0.0	0.0				1.0	9.9	10.3
LnGrp Delay(d),s/veh	0.0	0.0	34.5	51.3	0.0	0.0				6.6	11.6	11.5
LnGrp LOS			C	D						A	B	B
Approach Vol, veh/h		223			215						1403	
Approach Delay, s/veh		34.5			51.3						11.2	
Approach LOS		C			D						B	

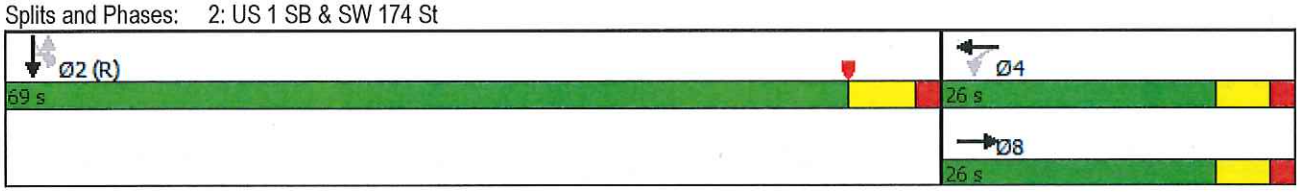
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		68.0		27.0				27.0
Change Period (Y+Rc), s		7.0		6.0				6.0
Max Green Setting (Gmax), s		61.0		21.0				21.0
Max Q Clear Time (g_c+I1), s		21.3		22.5				12.6
Green Ext Time (p_c), s		3.4		0.0				1.5

Intersection Summary	
HCM 2010 Ctrl Delay	18.7
HCM 2010 LOS	B

Phase Number	2	4	8
Movement	SBTL	WBTL	EBT
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	C-Max	None	None
Maximum Split (s)	69	26	26
Maximum Split (%)	72.6%	27.4%	27.4%
Minimum Split (s)	27	24	24
Yellow Time (s)	5	4	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	9	7	7
Vehicle Extension (s)	1	2.5	2.5
Minimum Gap (s)	1	2.5	2.5
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	9	5	5
Flash Dont Walk (s)	9	7	7
Dual Entry	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	17	86	86
End Time (s)	86	17	17
Yield/Force Off (s)	79	11	11
Yield/Force Off 170(s)	70	4	4
Local Start Time (s)	33	7	7
Local Yield (s)	0	27	27
Local Yield 170(s)	86	20	20

Intersection Summary	
Cycle Length	95
Control Type	Actuated-Coordinated
Natural Cycle	60
Offset: 79 (83%), Referenced to phase 2:SBTL and 6:, Start of Yellow	

Splits and Phases: 2: US 1 SB & SW 174 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	105	44	122	121	0	0	0	0	190	2310	57
Future Volume (veh/h)	0	105	44	122	121	0	0	0	0	190	2310	57
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1900	1863	0				1863	1863	1900
Adj Flow Rate, veh/h	0	113	47	131	130	0				204	2484	61
Adj No. of Lanes	0	1	0	0	1	0				1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	237	99	138	95	0				1195	2379	58
Arrive On Green	0.00	0.19	0.19	0.19	0.19	0.00				0.67	0.67	0.67
Sat Flow, veh/h	0	1251	520	426	501	0				1774	3531	86
Grp Volume(v), veh/h	0	0	160	261	0	0				204	1240	1305
Grp Sat Flow(s),veh/h/ln	0	0	1771	926	0	0				1774	1770	1848
Q Serve(g_s), s	0.0	0.0	7.6	10.4	0.0	0.0				4.0	64.0	64.0
Cycle Q Clear(g_c), s	0.0	0.0	7.6	18.0	0.0	0.0				4.0	64.0	64.0
Prop In Lane	0.00		0.29	0.50		0.00				1.00		0.05
Lane Grp Cap(c), veh/h	0	0	336	232	0	0				1195	1192	1245
V/C Ratio(X)	0.00	0.00	0.48	1.12	0.00	0.00				0.17	1.04	1.05
Avail Cap(c_a), veh/h	0	0	336	232	0	0				1195	1192	1245
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	34.3	42.8	0.0	0.0				5.7	15.5	15.5
Incr Delay (d2), s/veh	0.0	0.0	0.8	96.1	0.0	0.0				0.3	37.1	39.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.8	12.3	0.0	0.0				2.0	42.7	45.4
LnGrp Delay(d),s/veh	0.0	0.0	35.1	138.9	0.0	0.0				6.0	52.6	54.8
LnGrp LOS			D	F						A	F	F
Approach Vol, veh/h		160			261						2749	
Approach Delay, s/veh		35.1			138.9						50.2	
Approach LOS		D			F						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		71.0		24.0				24.0
Change Period (Y+Rc), s		7.0		6.0				6.0
Max Green Setting (Gmax), s		64.0		18.0				18.0
Max Q Clear Time (g_c+I1), s		66.0		20.0				9.6
Green Ext Time (p_c), s		0.0		0.0				1.4

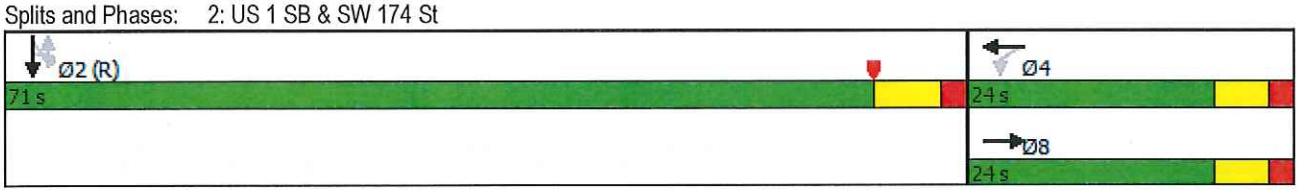
Intersection Summary	
HCM 2010 Ctrl Delay	56.7
HCM 2010 LOS	E

Phase Number	2	4	8
Movement	SBTL	WBTL	EBT
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	C-Max	None	None
Maximum Split (s)	71	24	24
Maximum Split (%)	74.7%	25.3%	25.3%
Minimum Split (s)	27	24	24
Yellow Time (s)	5	4	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	9	7	7
Vehicle Extension (s)	1	2.5	2.5
Minimum Gap (s)	1	2.5	2.5
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	9	5	5
Flash Dont Walk (s)	9	7	7
Dual Entry	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	15	86	86
End Time (s)	86	15	15
Yield/Force Off (s)	79	9	9
Yield/Force Off 170(s)	70	2	2
Local Start Time (s)	31	7	7
Local Yield (s)	0	25	25
Local Yield 170(s)	86	18	18

Intersection Summary	
Cycle Length	95
Control Type	Actuated-Coordinated
Natural Cycle	140

Offset: 79 (83%), Referenced to phase 2:SBTL and 6:, Start of Yellow

Splits and Phases: 2: US 1 SB & SW 174 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	105	44	124	121	0	0	0	0	187	2313	57
Future Volume (veh/h)	0	105	44	124	121	0	0	0	0	187	2313	57
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1900	1863	0				1863	1863	1900
Adj Flow Rate, veh/h	0	113	47	133	130	0				201	2487	61
Adj No. of Lanes	0	1	0	0	1	0				1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	303	126	181	150	0				1102	2193	54
Arrive On Green	0.00	0.24	0.24	0.24	0.24	0.00				0.62	0.62	0.62
Sat Flow, veh/h	0	1251	520	513	620	0				1774	3531	86
Grp Volume(v), veh/h	0	0	160	263	0	0				201	1241	1307
Grp Sat Flow(s),veh/h/ln	0	0	1771	1132	0	0				1774	1770	1848
Q Serve(g_s), s	0.0	0.0	7.2	15.0	0.0	0.0				4.6	59.0	59.0
Cycle Q Clear(g_c), s	0.0	0.0	7.2	22.1	0.0	0.0				4.6	59.0	59.0
Prop In Lane	0.00		0.29	0.51		0.00				1.00		0.05
Lane Grp Cap(c), veh/h	0	0	429	331	0	0				1102	1099	1147
V/C Ratio(X)	0.00	0.00	0.37	0.79	0.00	0.00				0.18	1.13	1.14
Avail Cap(c_a), veh/h	0	0	429	331	0	0				1102	1099	1147
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	30.0	37.7	0.0	0.0				7.7	18.0	18.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	12.1	0.0	0.0				0.4	70.1	73.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.6	7.9	0.0	0.0				2.3	49.8	53.0
LnGrp Delay(d),s/veh	0.0	0.0	30.4	49.8	0.0	0.0				8.1	88.1	91.4
LnGrp LOS			C	D						A	F	F
Approach Vol, veh/h		160			263						2749	
Approach Delay, s/veh		30.4			49.8						83.8	
Approach LOS		C			D						F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		66.0		29.0				29.0
Change Period (Y+Rc), s		7.0		6.0				6.0
Max Green Setting (Gmax), s		59.0		23.0				23.0
Max Q Clear Time (g_c+I1), s		61.0		24.1				9.2
Green Ext Time (p_c), s		0.0		0.0				1.8

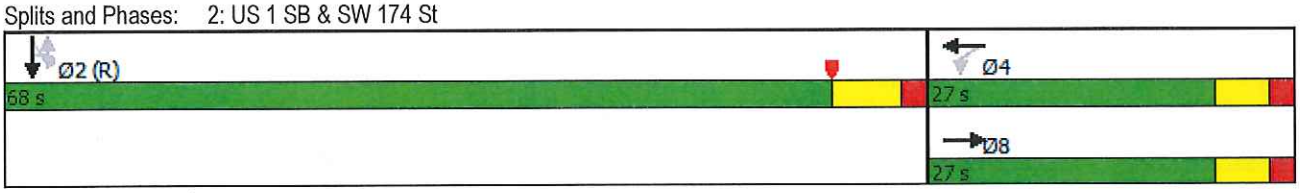
Intersection Summary	
HCM 2010 Ctrl Delay	78.3
HCM 2010 LOS	E

Phase Number	2	4	8
Movement	SBTL	WBTL	EBT
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	C-Max	None	None
Maximum Split (s)	68	27	27
Maximum Split (%)	71.6%	28.4%	28.4%
Minimum Split (s)	27	24	24
Yellow Time (s)	5	4	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	9	7	7
Vehicle Extension (s)	1	2.5	2.5
Minimum Gap (s)	1	2.5	2.5
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	9	5	5
Flash Dont Walk (s)	9	7	7
Dual Entry	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	18	86	86
End Time (s)	86	18	18
Yield/Force Off (s)	79	12	12
Yield/Force Off 170(s)	70	5	5
Local Start Time (s)	34	7	7
Local Yield (s)	0	28	28
Local Yield 170(s)	86	21	21

Intersection Summary	
Cycle Length	95
Control Type	Actuated-Coordinated
Natural Cycle	140

Offset: 79 (83%), Referenced to phase 2:SBTL and 6:, Start of Yellow

Splits and Phases: 2: US 1 SB & SW 174 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	83	0	0	138	43	13	1816	138	0	0	0
Future Volume (veh/h)	62	83	0	0	138	43	13	1816	138	0	0	0
Number	3	8	18	7	4	14	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0	0	1863	1900	1863	1863	1900			
Adj Flow Rate, veh/h	65	87	0	0	145	45	14	1912	145			
Adj No. of Lanes	0	1	0	0	1	0	1	2	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	110	126	0	0	251	78	1205	2268	170			
Arrive On Green	0.18	0.18	0.00	0.00	0.18	0.18	0.68	0.68	0.68			
Sat Flow, veh/h	302	688	0	0	1365	423	1774	3338	250			
Grp Volume(v), veh/h	152	0	0	0	0	190	14	1002	1055			
Grp Sat Flow(s),veh/h/ln	991	0	0	0	0	1788	1774	1770	1819			
Q Serve(g_s), s	6.1	0.0	0.0	0.0	0.0	9.2	0.2	39.8	42.1			
Cycle Q Clear(g_c), s	15.3	0.0	0.0	0.0	0.0	9.2	0.2	39.8	42.1			
Prop In Lane	0.43		0.00	0.00		0.24	1.00		0.14			
Lane Grp Cap(c), veh/h	236	0	0	0	0	329	1205	1202	1236			
V/C Ratio(X)	0.64	0.00	0.00	0.00	0.00	0.58	0.01	0.83	0.85			
Avail Cap(c_a), veh/h	245	0	0	0	0	339	1205	1202	1236			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	38.7	0.0	0.0	0.0	0.0	35.4	4.9	11.3	11.6			
Incr Delay (d2), s/veh	4.9	0.0	0.0	0.0	0.0	2.0	0.0	6.9	7.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.2	0.0	0.0	0.0	0.0	4.7	0.1	21.5	23.4			
LnGrp Delay(d),s/veh	43.5	0.0	0.0	0.0	0.0	37.4	4.9	18.1	19.2			
LnGrp LOS	D					D	A	B	B			
Approach Vol, veh/h		152			190			2071				
Approach Delay, s/veh		43.5			37.4			18.6				
Approach LOS		D			D			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				23.5		71.5		23.5
Change Period (Y+Rc), s				6.0		7.0		6.0
Max Green Setting (Gmax), s				18.0		64.0		18.0
Max Q Clear Time (g_c+I1), s				11.2		44.1		17.3
Green Ext Time (p_c), s				0.9		7.0		0.1

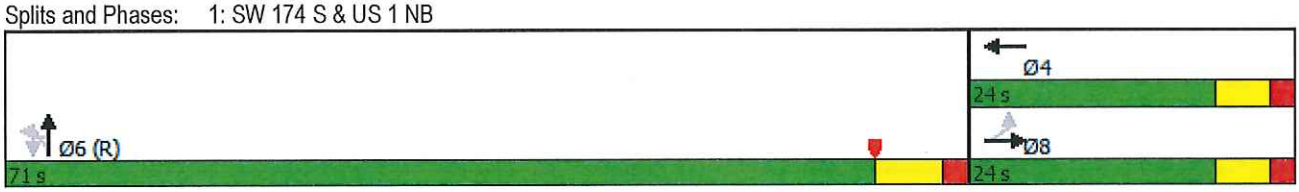
Intersection Summary	
HCM 2010 Ctrl Delay	21.7
HCM 2010 LOS	C

Phase Number	4	6	8
Movement	WBT	NBTL	EBTL
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	None	C-Max	None
Maximum Split (s)	24	71	24
Maximum Split (%)	25.3%	74.7%	25.3%
Minimum Split (s)	22.5	24	22.5
Yellow Time (s)	4	5	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	7	7	7
Vehicle Extension (s)	2.5	1	2.5
Minimum Gap (s)	2.5	1	2.5
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	5	7	5
Flash Dont Walk (s)	8	10	8
Dual Entry	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	53	77	53
End Time (s)	77	53	77
Yield/Force Off (s)	71	46	71
Yield/Force Off 170(s)	63	36	63
Local Start Time (s)	7	31	7
Local Yield (s)	25	0	25
Local Yield 170(s)	17	85	17

Intersection Summary	
Cycle Length	95
Control Type	Actuated-Coordinated
Natural Cycle	75

Offset: 46 (48%), Referenced to phase 2: and 6:NBTL, Start of Yellow

Splits and Phases: 1: SW 174 S & US 1 NB



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	113	0	0	116	24	26	1481	113	0	0	0
Future Volume (veh/h)	83	113	0	0	116	24	26	1481	113	0	0	0
Number	3	8	18	7	4	14	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0	0	1863	1900	1863	1863	1900			
Adj Flow Rate, veh/h	86	118	0	0	121	25	27	1543	118			
Adj No. of Lanes	0	1	0	0	1	0	1	2	0			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	130	149	0	0	284	59	1195	2246	171			
Arrive On Green	0.19	0.19	0.00	0.00	0.19	0.19	0.67	0.67	0.67			
Sat Flow, veh/h	404	789	0	0	1499	310	1774	3334	253			
Grp Volume(v), veh/h	204	0	0	0	0	146	27	814	847			
Grp Sat Flow(s),veh/h/ln	1193	0	0	0	0	1808	1774	1770	1818			
Q Serve(g_s), s	9.7	0.0	0.0	0.0	0.0	6.8	0.5	26.4	27.0			
Cycle Q Clear(g_c), s	16.4	0.0	0.0	0.0	0.0	6.8	0.5	26.4	27.0			
Prop In Lane	0.42		0.00	0.00		0.17	1.00		0.14			
Lane Grp Cap(c), veh/h	280	0	0	0	0	343	1195	1192	1225			
V/C Ratio(X)	0.73	0.00	0.00	0.00	0.00	0.43	0.02	0.68	0.69			
Avail Cap(c_a), veh/h	280	0	0	0	0	343	1195	1192	1225			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	38.9	0.0	0.0	0.0	0.0	33.9	5.1	9.4	9.5			
Incr Delay (d2), s/veh	8.8	0.0	0.0	0.0	0.0	0.6	0.0	3.2	3.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.0	0.0	0.0	0.0	0.0	3.4	0.2	13.7	14.5			
LnGrp Delay(d),s/veh	47.7	0.0	0.0	0.0	0.0	34.6	5.2	12.6	12.7			
LnGrp LOS	D					C	A	B	B			
Approach Vol, veh/h		204			146			1688				
Approach Delay, s/veh		47.7			34.6			12.5				
Approach LOS		D			C			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				24.0		71.0		24.0
Change Period (Y+Rc), s				6.0		7.0		6.0
Max Green Setting (Gmax), s				18.0		64.0		18.0
Max Q Clear Time (g_c+I1), s				8.8		29.0		18.4
Green Ext Time (p_c), s				1.2		5.1		0.0

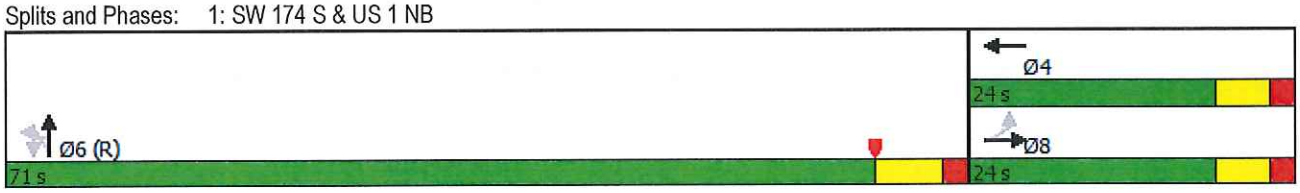
Intersection Summary	
HCM 2010 Ctrl Delay	17.6
HCM 2010 LOS	B

Phase Number	4	6	8
Movement	WBT	NBTL	EBTL
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	None	C-Max	None
Maximum Split (s)	24	71	24
Maximum Split (%)	25.3%	74.7%	25.3%
Minimum Split (s)	22.5	24	22.5
Yellow Time (s)	4	5	4
All-Red Time (s)	2	2	2
Minimum Initial (s)	7	7	7
Vehicle Extension (s)	2.5	1	2.5
Minimum Gap (s)	2.5	1	2.5
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	5	7	5
Flash Dont Walk (s)	8	10	8
Dual Entry	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	53	77	53
End Time (s)	77	53	77
Yield/Force Off (s)	71	46	71
Yield/Force Off 170(s)	63	36	63
Local Start Time (s)	7	31	7
Local Yield (s)	25	0	25
Local Yield 170(s)	17	85	17

Intersection Summary	
Cycle Length	95
Control Type	Actuated-Coordinated
Natural Cycle	60

Offset: 46 (48%), Referenced to phase 2: and 6:NBTL, Start of Yellow

Splits and Phases: 1: SW 174 S & US 1 NB



Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↑			↕			↕	
Traffic Vol, veh/h	11	283	4	5	152	66	0	139	7	19	30	15
Future Vol, veh/h	11	283	4	5	152	66	0	139	7	19	30	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	92	92	84	84	92	92	92	84	92	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	337	4	5	181	79	0	151	8	23	33	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	260	0	0	341	0	0	621	635	339	676	598	220
Stage 1	-	-	-	-	-	-	365	365	-	231	231	-
Stage 2	-	-	-	-	-	-	256	270	-	445	367	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1304	-	-	1218	-	-	400	396	703	367	416	820
Stage 1	-	-	-	-	-	-	654	623	-	772	713	-
Stage 2	-	-	-	-	-	-	749	686	-	592	622	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1304	-	-	1218	-	-	363	389	703	250	409	820
Mov Cap-2 Maneuver	-	-	-	-	-	-	363	389	-	250	409	-
Stage 1	-	-	-	-	-	-	646	616	-	763	709	-
Stage 2	-	-	-	-	-	-	695	683	-	437	615	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.2	19.9	16.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	398	1304	-	-	1218	-	-	381
HCM Lane V/C Ratio	0.399	0.01	-	-	0.004	-	-	0.192
HCM Control Delay (s)	19.9	7.8	0	-	8	-	-	16.7
HCM Lane LOS	C	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	1.9	0	-	-	0	-	-	0.7

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↕			↕			↕	
Traffic Vol, veh/h	42	169	9	9	106	55	0	180	7	4	81	10
Future Vol, veh/h	42	169	9	9	106	55	0	180	7	4	81	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	92	92	90	90	92	92	92	90	92	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	188	10	10	118	61	0	196	8	4	88	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	179	0	0	198	0	0	503	484	193	556	459	148
Stage 1	-	-	-	-	-	-	286	286	-	168	168	-
Stage 2	-	-	-	-	-	-	217	198	-	388	291	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1397	-	-	1375	-	-	479	483	849	442	499	899
Stage 1	-	-	-	-	-	-	721	675	-	834	759	-
Stage 2	-	-	-	-	-	-	785	737	-	636	672	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1397	-	-	1375	-	-	392	461	849	283	476	899
Mov Cap-2 Maneuver	-	-	-	-	-	-	392	461	-	283	476	-
Stage 1	-	-	-	-	-	-	694	649	-	802	753	-
Stage 2	-	-	-	-	-	-	679	731	-	424	646	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0.4	18.4	14.4
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	469	1397	-	-	1375	-	-	486
HCM Lane V/C Ratio	0.433	0.033	-	-	0.007	-	-	0.213
HCM Control Delay (s)	18.4	7.7	0	-	7.6	0	-	14.4
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2.2	0.1	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	279	30	2	157	66	4
Future Vol, veh/h	279	30	2	157	66	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	303	33	2	171	72	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	336	0	495	320
Stage 1	-	-	-	-	320	-
Stage 2	-	-	-	-	175	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1223	-	534	721
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	855	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1223	-	533	721
Mov Cap-2 Maneuver	-	-	-	-	533	-
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	853	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	541	-	-	1223	-
HCM Lane V/C Ratio	0.141	-	-	0.002	-
HCM Control Delay (s)	12.7	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	113	67	4	121	49	3
Future Vol, veh/h	113	67	4	121	49	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	73	4	132	53	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	196	0	299	159
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	140	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1377	-	692	886
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	887	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1377	-	690	886
Mov Cap-2 Maneuver	-	-	-	-	690	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	884	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	699	-	-	1377	-
HCM Lane V/C Ratio	0.081	-	-	0.003	-
HCM Control Delay (s)	10.6	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Appendix E
Committed Developments



Atlantico at Palmetto Bay

TRAFFIC STUDY
2016

Exhibit 6: Project Trip Generation Summary

Proposed ITELand Use Designation[1]	Size/Units	AM Peak HourVehicle Trips			PM Peak HourVehicle Trips		
		In	Out	Total	In	Out	Total
Mid-Rise Apartment (Land Use 223)	271 Units	24	57	81	62	44	106
		$Rate = \frac{0.3\ trips}{Unit}$			$Rate = \frac{0.39\ trips}{Unit}$		
		31% In	69% Out		58% In	42% Out	
Specialty Retail[2] (Land Use 826)	7,010 SF	5	3	8	8	11	19
		--			$Rate = \frac{2.71\ trips}{1000\ SF\ GFA}$		
		-- In	-- Out		44% In	56% Out	
Subtotal Gross Trips		29	60	89	70	55	125
Transit and Pedestrian	10%	-3	-6	-9	-7	-6	-13
Internal Capture[3]	2.5% (AM) 7.2% (PM)	-1	-1	-2	-4	-4	-8
Net External Trips (Proposed)		**25**	**53**	**78**	**59**	**45**	**104**

[1] Based on ITE Trip Generation Manual, Ninth Edition,
[2] AM Peak Hour Vehicle Trips based on ratio of Land Use 820 AM Rates
[3] Based on ITE Trip Generation Manual User's Guide and Handbook, Ninth Edition

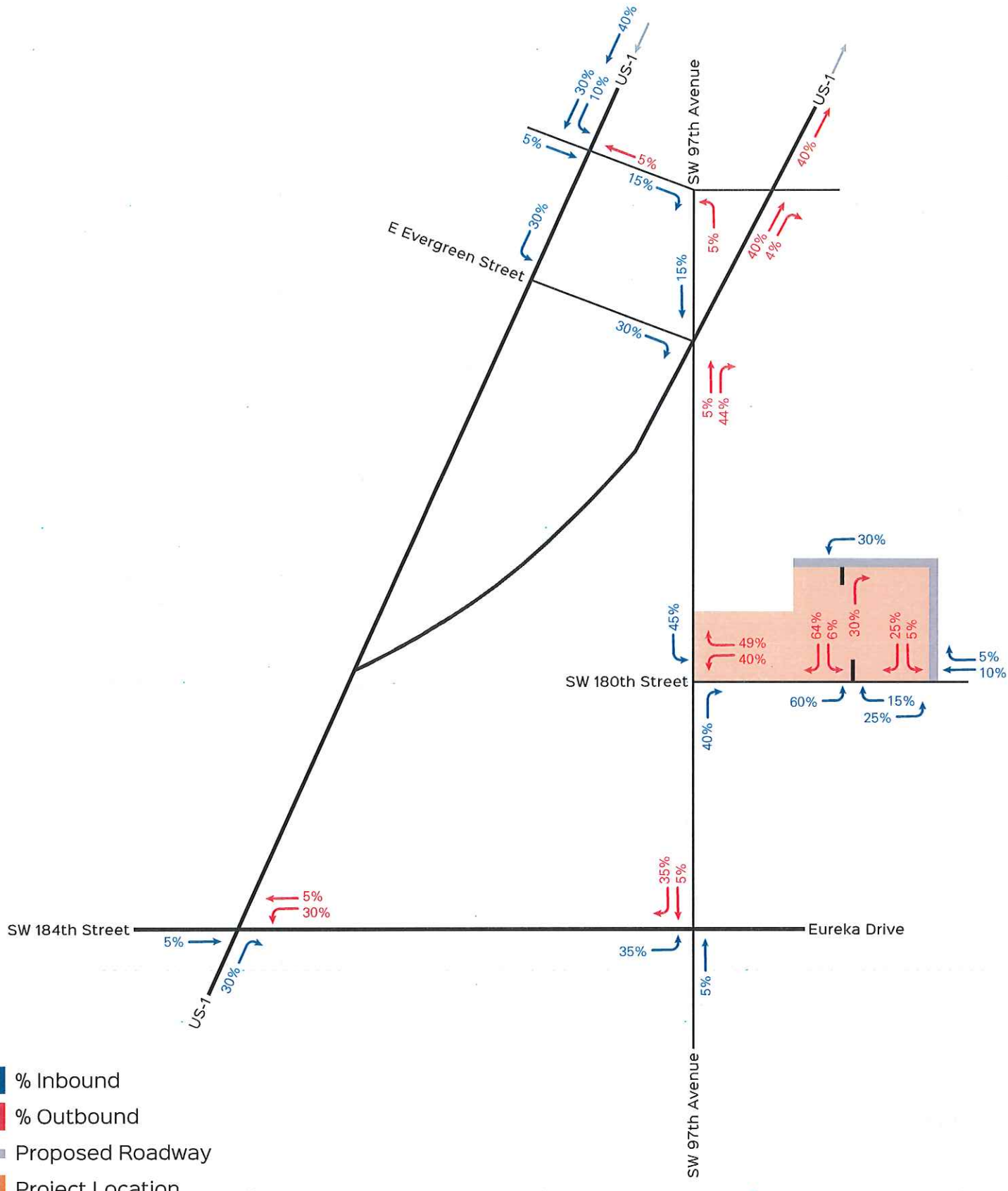
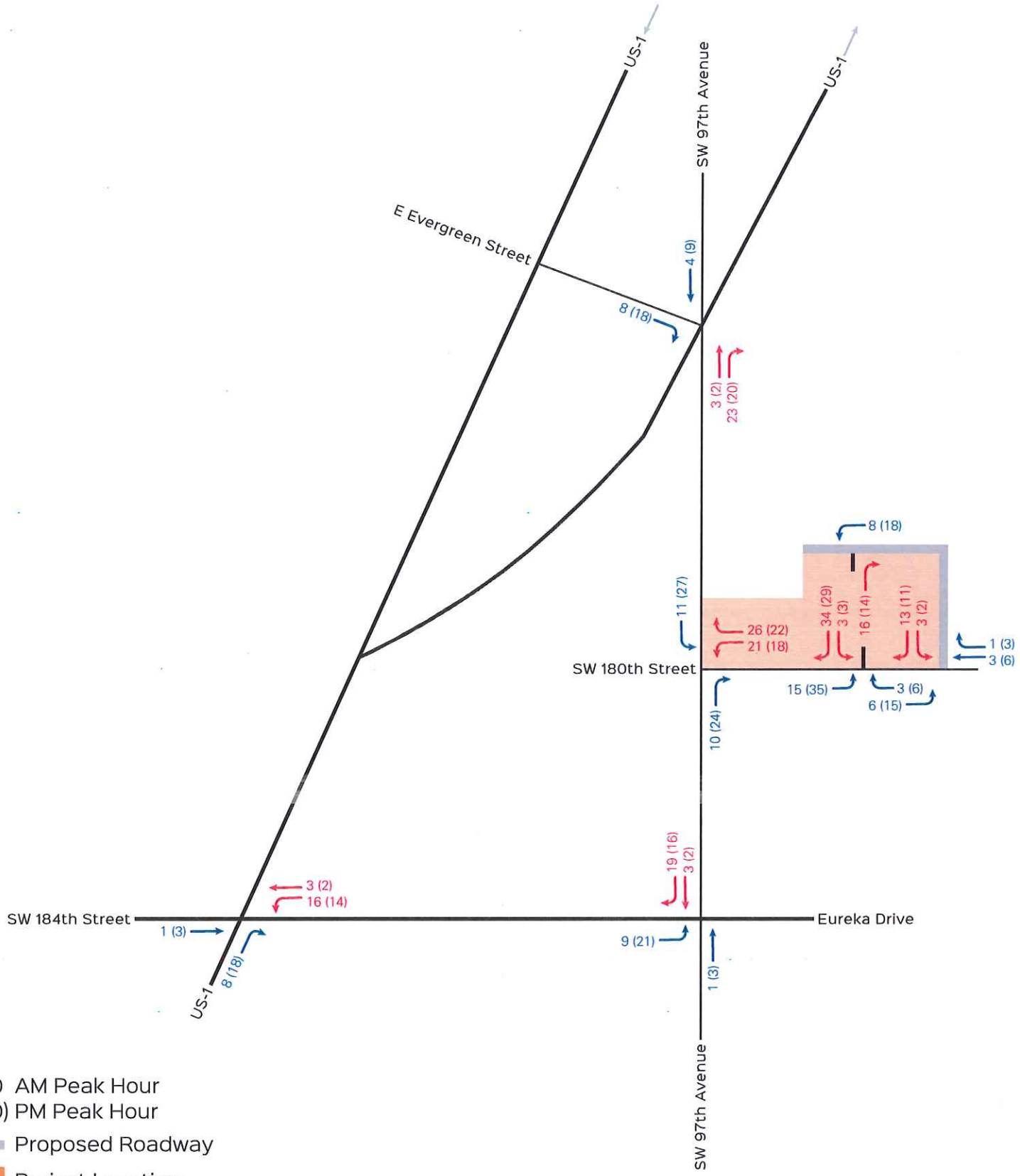


Exhibit 11

Project Trip Distribution (without SW 95th Avenue link)

NORTH
MAP NOT TO SCALE



00 AM Peak Hour
(00) PM Peak Hour
Proposed Roadway
Project Location

Exhibit 12

Project Trip Assignment (without SW 95th Avenue link)

NORTH
MAP NOT TO SCALE

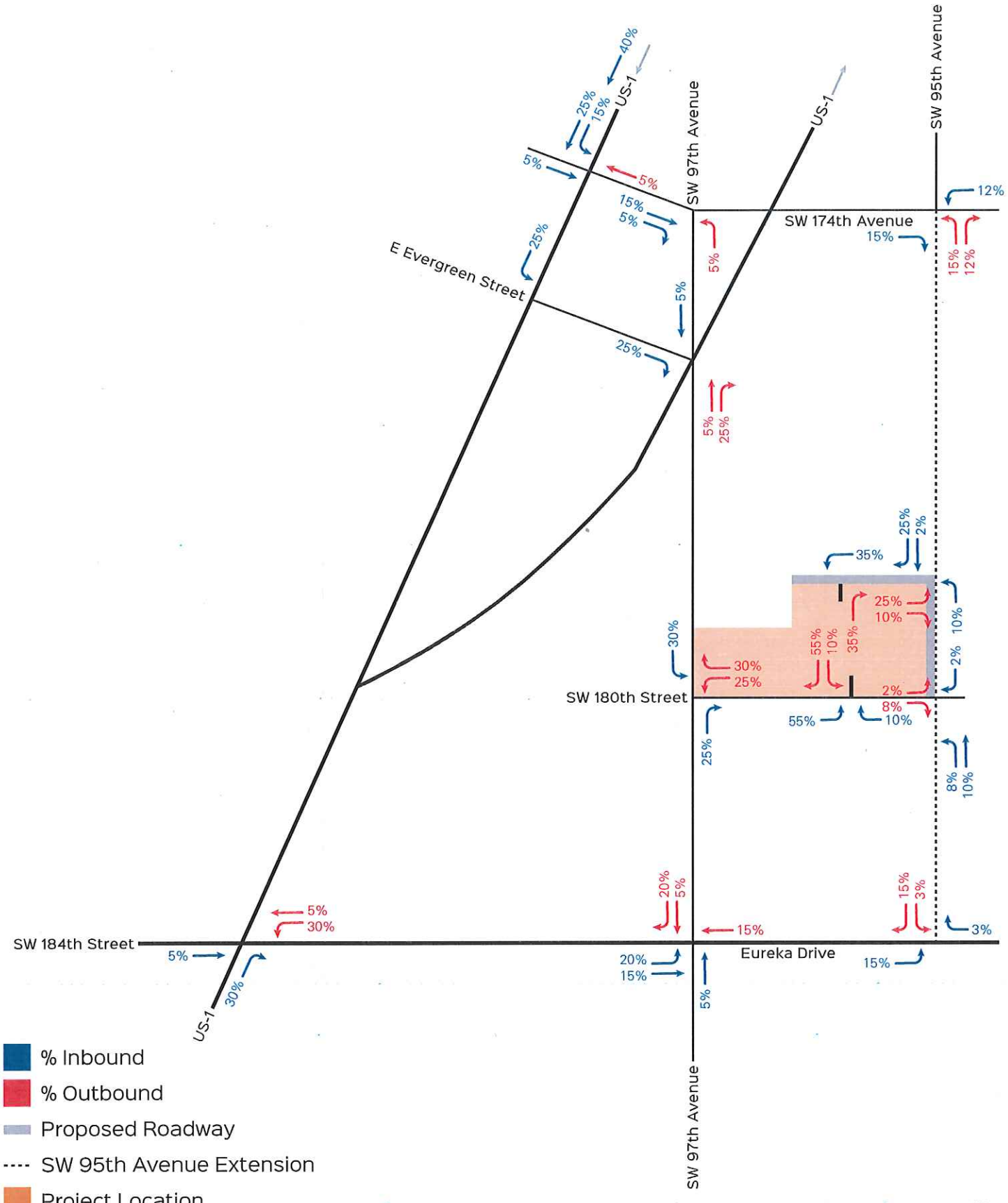
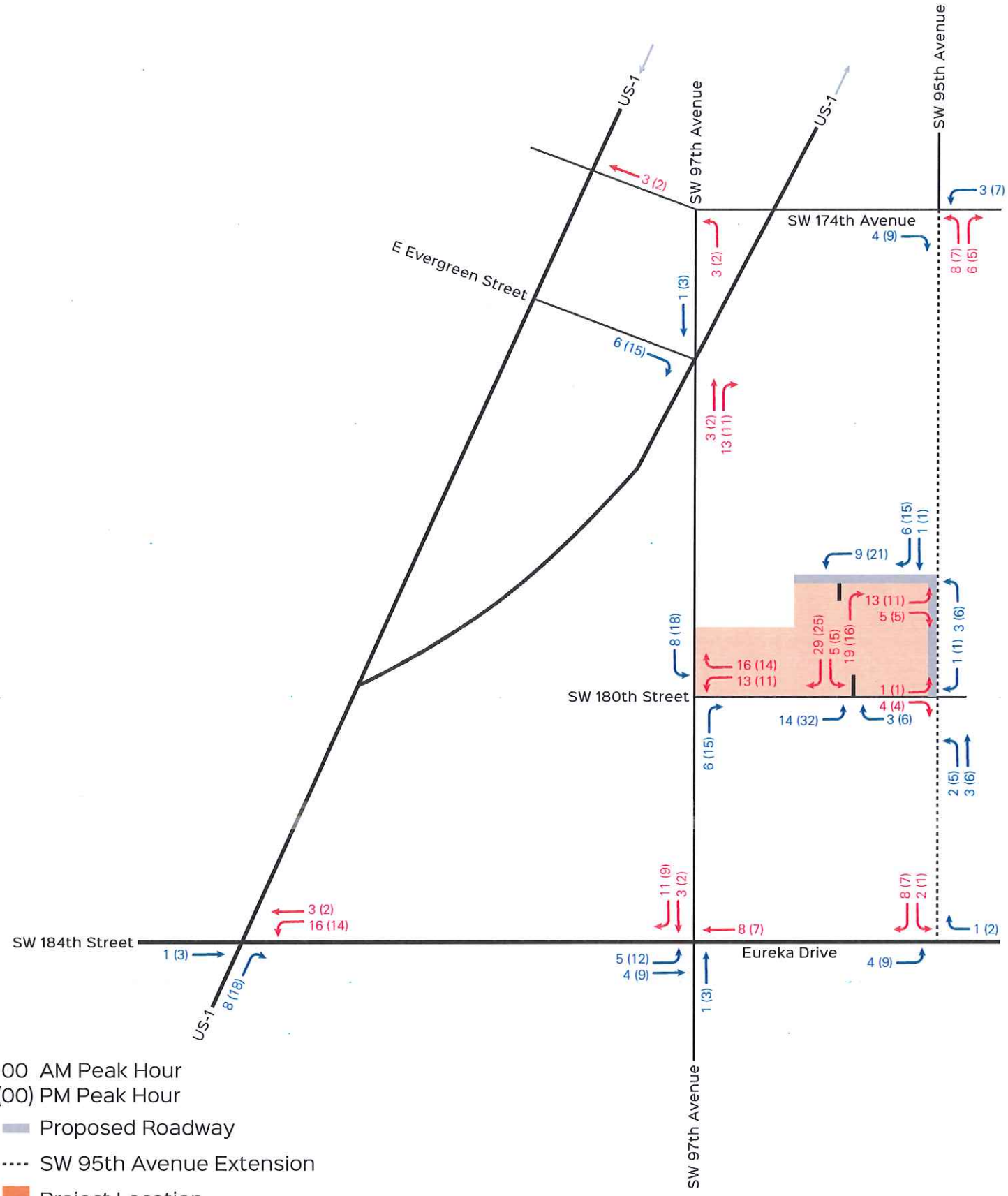


Exhibit 19

Project Trip Distribution (with SW 95th Avenue link)

NORTH
MAP NOT TO SCALE



00 AM Peak Hour
(00) PM Peak Hour
Proposed Roadway
SW 95th Avenue Extension
Project Location

Exhibit 20

Project Trip Assignment (with SW 95th Avenue link)

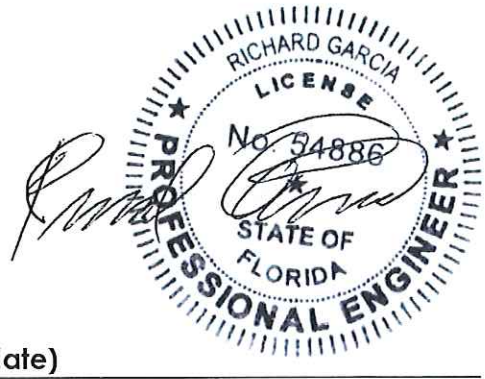
NORTH
MAP NOT TO SCALE

TECHNICAL MEMORANDUM

DATE: April 5, 2016

TO: Darby Delsalle
Director - Planning & Zoning Department
Village of Palmetto Bay
8950 SW 152nd Street
Palmetto Bay, FL 33157

FROM: Richard Garcia, P.E.
Richard Garcia & Associates, Inc.
8065 NW 98th Street
Hialeah Gardens, Florida 33016



SUBJECT: **Parkside at Palmetto Bay (Traffic Analysis Update)**

This technical memorandum is intended to provide a comparison between the school component of the previous development program for the Parkside at Palmetto Bay and the new proposed development. Originally, the subject project was approved by the Village of Palmetto Bay and the Miami Dade County Traffic Engineering Division for a charter school with 1,400 students in grades Kindergarten through Twelfth (K-12). Currently, this project is programmed to have a charter school with 1,000 students in grades Kindergarten through Eighth (K-8).

Based on the traffic studies previously submitted to the Village for this project, the charter school with 1,400 students generates a total of 925 vehicle trips (487 trips-in & 438 trips-out) during the AM peak hour and 144 vehicle trips (61 trips-in & 83 trips-out) during the PM peak hour. The trip generation analysis was performed following the Miami-Dade County surrogate school method. The trip generation rates for the AM and PM peak were obtained from actual traffic data previously collected at a surrogate school.

In contrast, the new proposed charter school with 1,000 students yielded a total of 757 vehicle trips (398 trips-in & 359 trips-out) during the AM peak hour and 103 vehicle trips (44 trips-in & 59 trips-out) during the PM peak hour. Based on the above trip generation results, the new proposed charter school (1,000 students) will generate **29 percent less traffic** than the previously proposed charter school (1,400 students) during both the AM and PM peak hour. Tables 1 and 2 below summarize the Trip Generation comparison for the AM and PM peak hour, respectively.

Moreover, the vehicle trips generated by the charter school with 1,400 students were previously evaluated for the AM and PM peak hour and yielded acceptable Level of Service (LOS) results. The analysis revealed that all the intersections and roadways within the study area will have sufficient capacity to support the previous development. Since the trip generation analysis for the new proposed development resulted in 29 percent less traffic than previously approved, it is expected that all the intersections and roadways within the study area will maintain acceptable LOS. Therefore, no additional analysis is recommended.

Table 1: Trip Generation Comparison – AM Peak Hour

LAND USE (LU)	UNITS	TRIP GEN PEAK CONDITION	TRIP GEN RATE	TRIPS - AM PEAK		
				IN	OUT	TOTAL
Previously Proposed						
Charter School K-12	1,400 Students	*[1] AM Peak Period*	1.017	749	675	1,424
		[2] ***AM Peak Hour***	-	**487**	**438**	**925**
New Proposed						
Charter School K-8	1,000 Students	*[1] AM Peak Period*	1.017	535	482	1,017
		[2] ***AM Peak Hour***	-	**398**	**359**	**757**
Net Difference in Vehicle Trips *(New Prop. Trips - Previously Prop. Trips)*			*AM Peak Period*			-407
			AM Peak Hour			**-168**
Percent Change			*AM Peak Period*			-29%
			AM Peak Hour			**-29%**

Notes: [1] Local rate was obtained from actual trip data from the surrogate school, Somerset Silver Palms.

[2] Peak hour trips were estimated consistent with the proposed operation and number of students per shift.

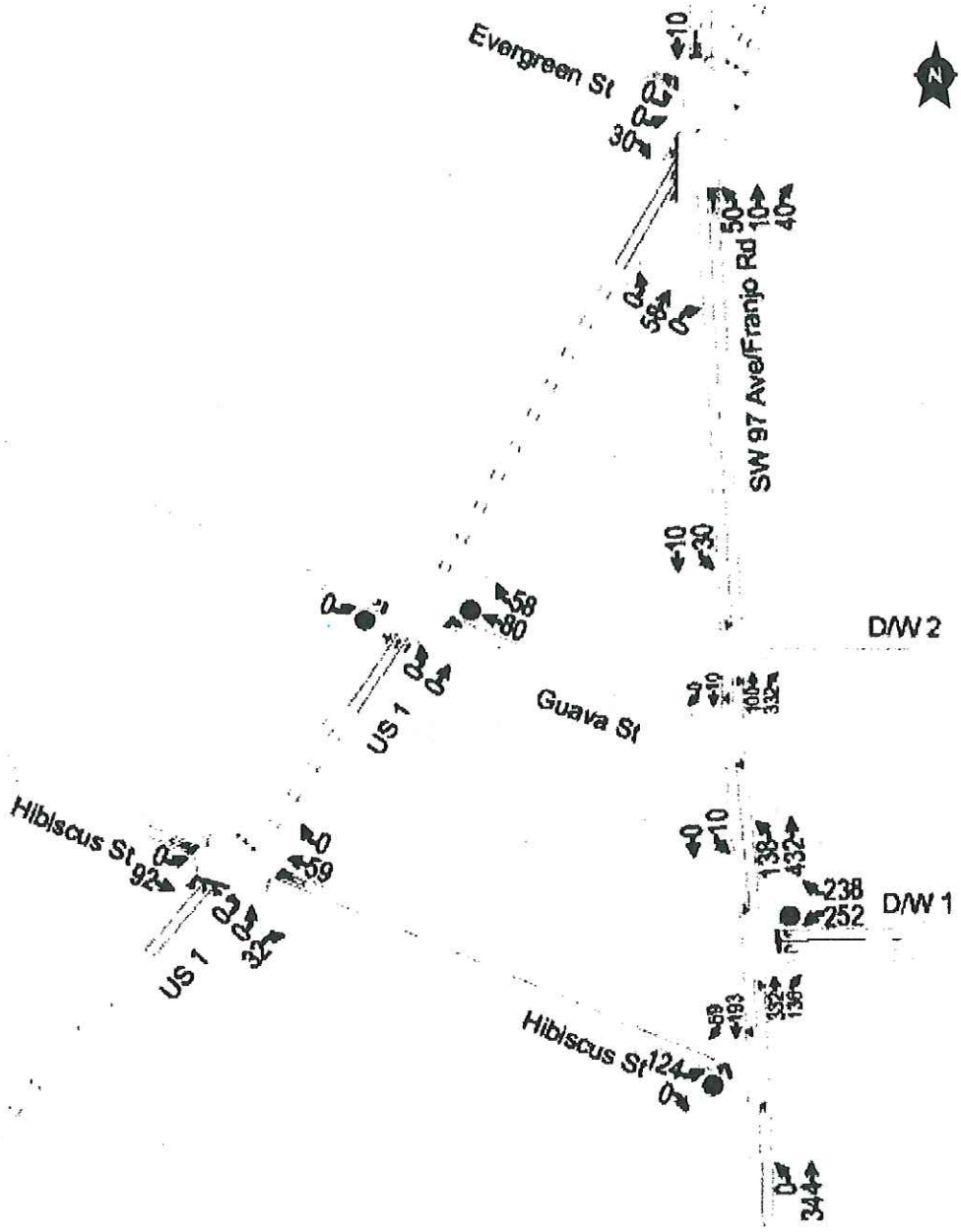
Table 2: Trip Generation Comparison – PM Peak Hour

LAND USE (LU)	UNITS	TRIP GEN PEAK CONDITION	TRIP GEN RATE	TRIPS - PM PEAK		
				IN	OUT	TOTAL
Previously Proposed						
Charter School K-12	1,400 Students	*[1] PM Peak Hour*	0.103	61	83	144
New Proposed						
Charter School K-8	1,000 Students	*[1] PM Peak Hour*	0.103	44	59	103
Net Difference in Vehicle Trips *(New Prop. Trips - Previously Prop. Trips)*						-41
Percent Change						-29%

Notes: [1] Local rate was obtained from actual trip data from the surrogate school, Somerset Silver Palms.

Lastly, Accumulation Assessments for the school's AM and PM peak period were performed consistent with the Miami-Dade County methodology for the proposed school with 1,000 students and the revised site plan. The main objective of these assessments is to ascertain the projected vehicle stacking demand and to determine if sufficient stacking capacity exists to accommodate the vehicle stacking demand within the subject site. Based on the assessments, the school is providing sufficient vehicle stacking capacity to accommodate 100 percent of the projected vehicle queue within the site during the highest arrival and dismissal shift of students. Table 3 below summarizes the results.

Figure 5: AM Peak Hour Site Traffic



Appendix F
Project Trip Generation

Trip Generation Summary

Alternative: Alternative 1
Phase:
Project: Park View at Palmetto Bay

Open Date: 8/30/2016
Analysis Date: 12/14/2016

ITE	Land Use	Weekday AM Peak Hour of Adjacent Street Traffic				Weekday PM Peak Hour of Adjacent Street Traffic			
		*	Enter	Exit	Total	*	Enter	Exit	Total
223	6 stories 336 Dwelling Units		39	86	125		87	63	150
Unadjusted Volume			39	86	125		87	63	150
Internal Capture Trips			0	0	0		0	0	0
Pass-By Trips			0	0	0		0	0	0
Volume Added to Adjacent Streets			39	86	125		87	63	150

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent
Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

Appendix G
Traffic Diversion Documentation

Atlantico at Palmetto Bay------ **AM Intersection Assignment**

*Provided by Matrix Engineering

INTERSECTION	MOVEMENT	EXISTING 2016	BACKGROUND Growth rate: 0.5% No. of years: 2	Parkside at Palmetto Bay School Out 359	In 398	Total 757	COMMITTED DEVELOPMENTS	FUTURE WITHOUT SW 95th Ave: FUTURE W/O PROJECT W/O SW 95th Ave	PROJECT Out 53	PROJECT In 25	PROJECT Total 78	FUTURE WITH PROJECT	FUTURE WITH SW 95th Ave: FUTURE W/O PROJECT	Proposed SW 95th Avenue Link Diversion		FUTURE W/O PROJECT With SW 95th Ave	PROJECT (Distribution with 95th Ave) Out 53	In 25	Total 78	FUTURE With PROJECT With SW 95th Ave
1) US-1 / SW 97 Ave / E Evergeen St	NBL	6	6	10%	0%	36	36	42	0%	0%	0	42	42	0%	0	42	0%	0%	0	42
	NBT	63	64	2%	0%	7	7	71	5%	0%	3	73	71	-50%	-35	35	5%	0%	3	38
	NBR	275	278	8%	0%	29	29	306	44%	0%	23	330	306	-50%	-153	153	25%	0%	13	166
	SBL	0	0	0%	0%	0	0	0	0%	0%	0	0	0	0%	0	0	0%	0%	0	0
	SBT	52	53	0%	2%	8	8	60	0%	15%	4	64	60	-50%	-30	30	0%	5%	1	31
	SBR	1	1	0%	0%	0	0	1	0%	0%	0	1	1	0%	0	1	0%	0%	0	1
	NEBL-Evgn	1	1	0%	0%	0	0	1	0%	0%	0	1	1	0%	0	1	0%	0%	0	1
	NEBL-97 Av	63	64	0%	0%	0	0	64	0%	0%	0	64	64	0%	0	64	0%	0%	0	64
	NEBT	1784	1802	12%	0%	43	43	1845	0%	0%	0	1845	1845	0%	0	1845	0%	0%	0	1845
	NEBR	15	15	0%	0%	0	0	15	0%	0%	0	15	15	0%	0	15	0%	0%	0	15
PHF = 0.93	SEBL-US1	25	25	0%	0%	0	0	25	0%	0%	0	25	25	0%	0	25	0%	0%	0	25
	SEBR	34	34	0%	6%	24	24	58	0%	30%	8	66	58	0%	0	58	0%	25%	6	64
TOTAL		2319	2342	32%	8%	147	147	2489	49%	45%	37	2526	2489		-219	2270	30%	30%	23	2293
APPROACH	NB	344				72	0				26	445							16	247
	SB	53				8	0				4	65							1	33
	NEB	1863				43	0				0	1925							0	1925
	SEB	59				24	0				8	91							6	90
	SWB	0				0	0				0	0							0	0
DEPARTURE	NB	101				32	0				11	145							8	111
	SB	126				7	0				3	137							3	102
	NEB	0				0	0				0	0							0	0
	SEB	8				36	0				0	44							0	44
	SWB	2084				72	0				23	2200							13	2037
2) SW 180 St / SW 97 Ave	NBT	458	463	0%	67%	267	267	729	0%	0%	0	729	729	-50%	-365	365	0%	0%	0	365
	NBR	93	94	0%	0%	0	0	94	0%	40%	10	104	94	-50%	-47	47	0%	25%	6	53
	SBL	26	26	0%	0%	0	0	26	0%	45%	11	38	26	-50%	-13	13	0%	30%	8	21
	SBT	125	126	39%	0%	140	140	266	0%	0%	0	266	266	-50%	-133	133	0%	0%	0	133
PHF = 0.96	WBL	27	27	0%	0%	0	0	27	40%	0%	21	48	27	-50%	-14	14	25%	0%	13	27
	WBR	52	53	0%	0%	0	0	53	49%	0%	26	78	53	-50%	-26	26	30%	0%	16	42
TOTAL		781	789	39%	67%	407	407	1195	89%	85%	68	1264	1195		-598	598	55%	55%	43	641
APPROACH	NB	551				267	0				10	833							6	418
	SB	151				140	0				11	304							8	154
	EB	0				0	0				0	0							0	0
	WB	79				0	0				47	127							29	69
DEPARTURE	NB	510				140	0				21	315							13	160
	SB	152				267	0				26	808							16	407
	EB	119				0	0				0	0							0	0
	WB	0				0	0				21	141							14	74
3) SW 97th Ave / SW 184th St	NBL	227	229	0%	0%	0	0	229	0%	0%	0	229	229	0%	0	229	0%	0%	0	229
	NBT	377	381	0%	35%	139	139	520	0%	5%	1	521	520	-50%	-260	260	0%	5%	1	261
	NBR	132	133	0%	0%	0	0	133	0%	0%	0	133	133	-50%	-67	67	0%	0%	0	67
	SBL	37	37	9%	0%	32	32	70	0%	0%	0	70	70	-50%	-35	35	0%	0%	0	35
	SBT	126	127	15%	0%	54	54	181	5%	0%	3	184	181	-50%	-91	91	5%	0%	3	93
	SBR	35	35	15%	0%	54	54	89	35%	0%	19	108	89	0%	0	89	20%	0%	11	100
	EBL	90	91	0%	25%	100	100	190	0%	35%	9	199	190	0%	0	190	0%	20%	5	195
	EBT	498	503	0%	0%	0	0	503	0%	0%	0	503	503	0%	0	503	0%	15%	4	507
	EBR	143	144	0%	0%	0	0	144	0%	0%	0	144	144	0%	0	144	0%	0%	0	144
	WBL	66	67	0%	0%	0	0	67	0%	0%	0	67	67	-50%	-33	33	0%	0%	0	33
	WBT	483	488	0%	0%	0	0	488	0%	0%	0	488	488	0%	0	488	15%	0%	8	496
PHF = 0.97	WBR	112	113	0%	7%	28	28	141	0%	0%	0	141	141	0%	0	141	0%	0%	0	141
TOTAL		2326	2349	39%	67%	407	407	2756	40%	40%	31	2787	2756		-485	2271	40%	40%	31	2302
APPROACH	NB	736				139	139				1	884							1	557
	SB	198				140	140				21	361							13	228
	EB	731				100	100				9	847							9	847
	WB	661				28	28				0	695							8	670
DEPARTURE	NB	335				54	267				3	395							3	271
	SB	579				267	54				10	861							6	598
	EB	745				54	32				19	825							19	825
	WB	667				32	54				0	706							4	608

Atlantico at Palmetto Bay------ **PM Intersection Assignment**

*Provided by Martin Engineering

INTERSECTION	MOVEMENT	EXISTING	BACKGROUND	Parkside at Palmetto Bay Schoo			COMMITTED DEVELOPMENTS	FUTURE WITHOUT SW 95th Ave					FUTURE WITH SW 95th Ave						
			Growth rate: 0.5%					FUTURE W/O PROJECT W/O SW 95th Ave	PROJECT			FUTURE WITH PROJECT	FUTURE W/O PROJECT W/O SW 95th	Proposed SW 95th Avenue Link Diversion		FUTURE W/O PROJECT With SW 95th Ave	PROJECT (Distributions with 95th Ave)		FUTURE With PROJECT With SW 95th Ave
			No. of years: 2	Out	In	Total			Out	In	Total						Out	In	Total	
		2016		59	44	103			45	59	104						45	59	104	
1) US-1 / SW 97 Ave / E Evergeen St PHF = 0.95	NBL	3	3	10%	0%	6	6	9	0%	0%	0	9	9	0%	0	9	0%	0%	0	9
	NBT	53	54	2%	0%	1	1	55	5%	0%	2	57	55	-50%	-27	27	5%	0%	2	30
	NBR	280	283	8%	0%	5	5	288	44%	0%	20	307	288	-50%	-144	144	25%	0%	11	155
	SBL	1	1	0%	0%	0	0	1	0%	0%	0	1	1	0%	0	1	0%	0%	0	1
	SBT	159	161	0%	2%	1	1	161	0%	15%	9	170	161	-50%	-81	81	0%	5%	3	84
	SBR	2	2	0%	0%	0	0	2	0%	0%	0	2	2	0%	0	2	0%	0%	0	2
	NEBL-Evgn	1	1	0%	0%	0	0	1	0%	0%	0	1	1	0%	0	1	0%	0%	0	1
	NEBL-97 Av	53	54	0%	0%	0	0	54	0%	0%	0	54	54	0%	0	54	0%	0%	0	54
	NEBT	1471	1486	12%	0%	7	7	1493	0%	0%	0	1493	1493	0%	0	1493	0%	0%	0	1493
	NEBR	22	22	0%	0%	0	0	22	0%	0%	0	22	22	0%	0	22	0%	0%	0	22
	SEBL-US1	19	19	0%	0%	0	0	19	0%	0%	0	19	19	0%	0	19	0%	0%	0	19
	SEBR	61	62	0%	6%	3	3	64	0%	30%	18	82	64	0%	0	64	0%	25%	15	79
TOTAL		2125	2146	32%	8%	22	22	2169	49%	45%	49	2218	2169		-252	1917	30%	30%	31	1948
APPROACH	NB	336				12	0				22	373							14	194
	SB	162				1	0				9	173							3	87
	NEB	1547				7	0				0	1570							0	1570
	SEB	80				3	0				18	101							15	98
	SWB	0				0	0				0	0							0	0
DEPARTURE	NB	242				4	0				27	275							18	185
	SB	106				1	0				2	110							2	83
	NEB	0				0	0				0	0							0	0
	SEB	6				6	0				0	12							0	12
	SWB	1771				12	0				20	1820							11	1668
2) SW 160 St / SW 97 Ave PHF = 0.92	NBT	304	307	0%	67%	29	29	337	0%	0%	0	337	337	-50%	-168	168	0%	0%	0	168
	NBR	26	26	0%	0%	0	0	26	0%	40%	24	50	26	-50%	-13	13	0%	25%	15	28
	SBL	38	38	0%	0%	0	0	38	0%	45%	27	65	38	-50%	-19	19	0%	30%	18	37
	SBT	334	337	39%	0%	23	23	360	0%	0%	0	360	360	-50%	-180	180	0%	0%	0	180
	WBL	21	21	0%	0%	0	0	21	40%	0%	18	39	21	-50%	-11	11	25%	0%	11	22
	WBR	31	31	0%	0%	0	0	31	49%	0%	22	53	31	-50%	-16	16	30%	0%	14	29
TOTAL		754	762	39%	67%	52	52	814	69%	85%	90	904	814		-407	407	55%	55%	57	464
APPROACH	NB	330				29	0				24	386							15	199
	SB	372				23	0				27	425							18	217
	EB	0				0	0				0	0							0	0
	WB	52				0	0				40	93							25	51
DEPARTURE	NB	335				23	458				18	400							11	202
	SB	355				29	93				22	390							14	197
	EB	64				0	0				0	0							0	0
	WB	0				0	0				50	115							32	65
3) SW 97th Ave / SW 184th St PHF = 0.96	NBL	174	176	0%	0%	0	0	176	0%	0%	0	176	176	0%	0	176	0%	0%	0	176
	NBT	228	230	0%	35%	15	15	246	0%	5%	3	249	246	-50%	-123	123	0%	5%	3	128
	NBR	82	83	0%	0%	0	0	83	0%	0%	0	83	83	-50%	-41	41	0%	0%	0	41
	SBL	79	80	9%	0%	5	5	85	0%	0%	0	85	85	-50%	-43	43	0%	0%	0	43
	SBT	367	371	15%	0%	9	9	380	5%	0%	2	382	380	-50%	-190	190	5%	0%	2	192
	SBR	77	78	15%	0%	9	9	87	35%	0%	16	102	87	0%	0	87	20%	0%	9	96
	EBL	50	51	0%	25%	11	11	62	0%	35%	21	82	62	0%	0	62	0%	20%	12	73
	EBT	498	503	0%	0%	0	0	503	0%	0%	0	503	503	0%	0	503	0%	15%	9	512
	EBR	373	377	0%	0%	0	0	377	0%	0%	0	377	377	0%	0	377	0%	0%	0	377
	WBL	167	169	0%	0%	0	0	169	0%	0%	0	169	169	-50%	-84	84	0%	0%	0	84
	WBT	520	525	0%	0%	0	0	525	0%	0%	0	525	525	0%	0	525	15%	0%	7	532
	WBR	59	60	0%	7%	3	3	63	0%	0%	0	63	63	0%	0	63	0%	0%	0	63
TOTAL		2674	2701	39%	67%	52	52	2753	40%	40%	42	2795	2753		-481	2272	40%	40%	42	2314
APPROACH	NB	484				15	15				3	507							3	343
	SB	523				23	23				18	569							11	330
	EB	921				11	11				21	962							21	962
	WB	746				3	3				0	757							7	679
DEPARTURE	NB	907				9	29				2	927							2	653
	SB	337				29	9				24	393							15	262
	EB	771				9	5				16	803							16	803
	WB	659				5	9				0	671							9	596

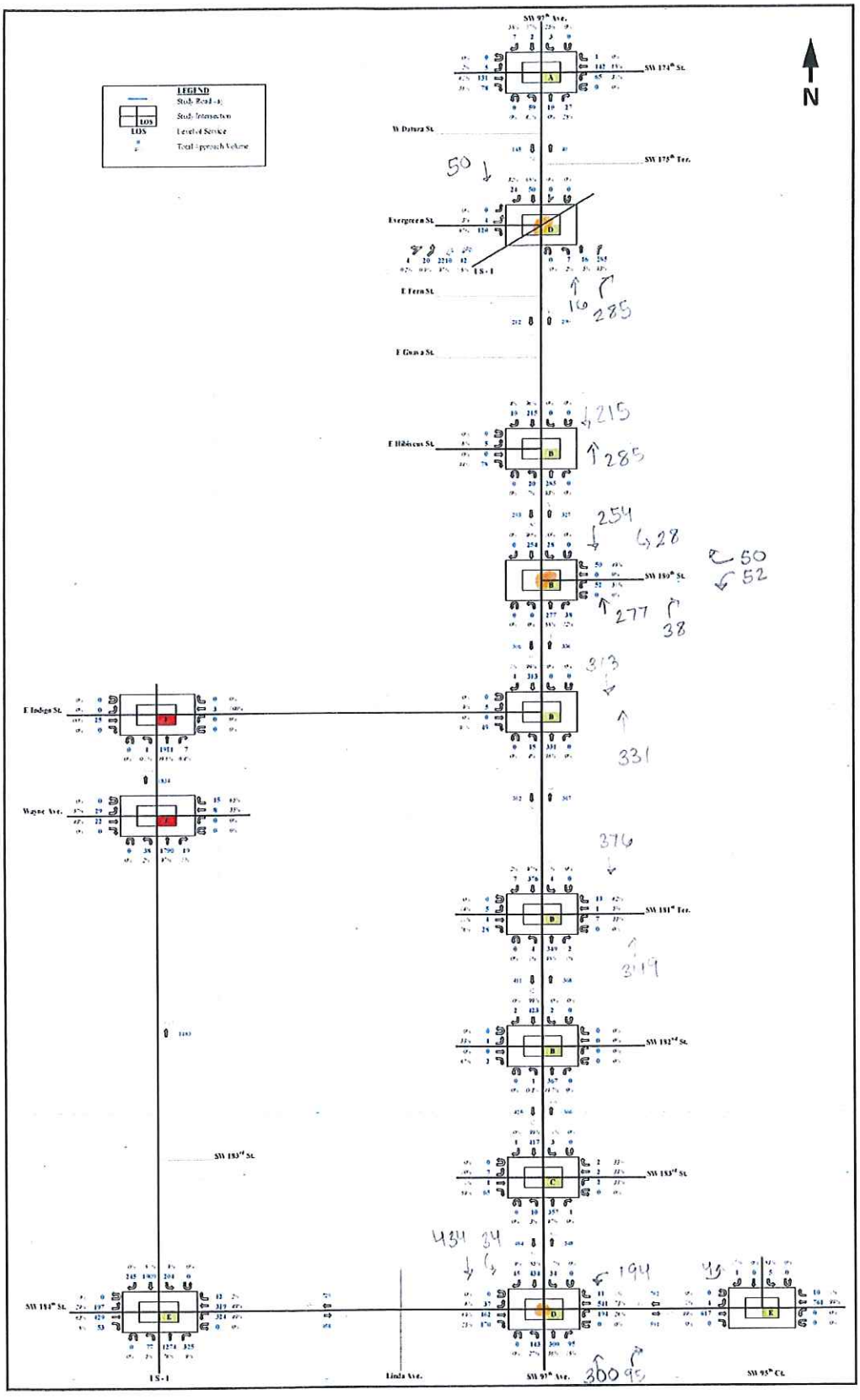


Figure 9 – 2025 Background Traffic w/o SW 95th Ave. Link (P.M. Peak Hour)

compare to Figure 18

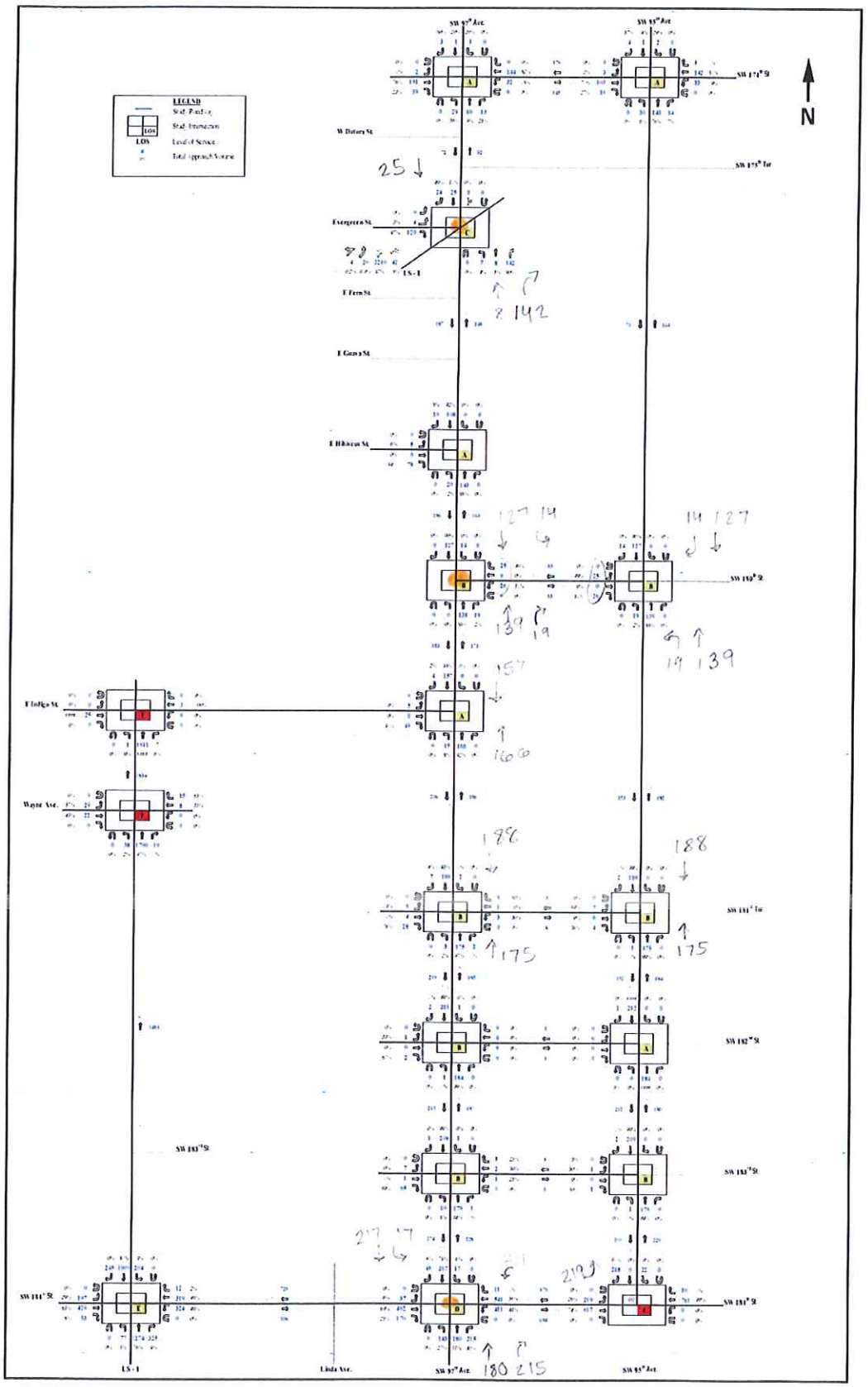


Figure 18 – 2025 Background Traffic w/ SW 95th Ave. Link (P.M. Peak Hour)

compare → Figure 9