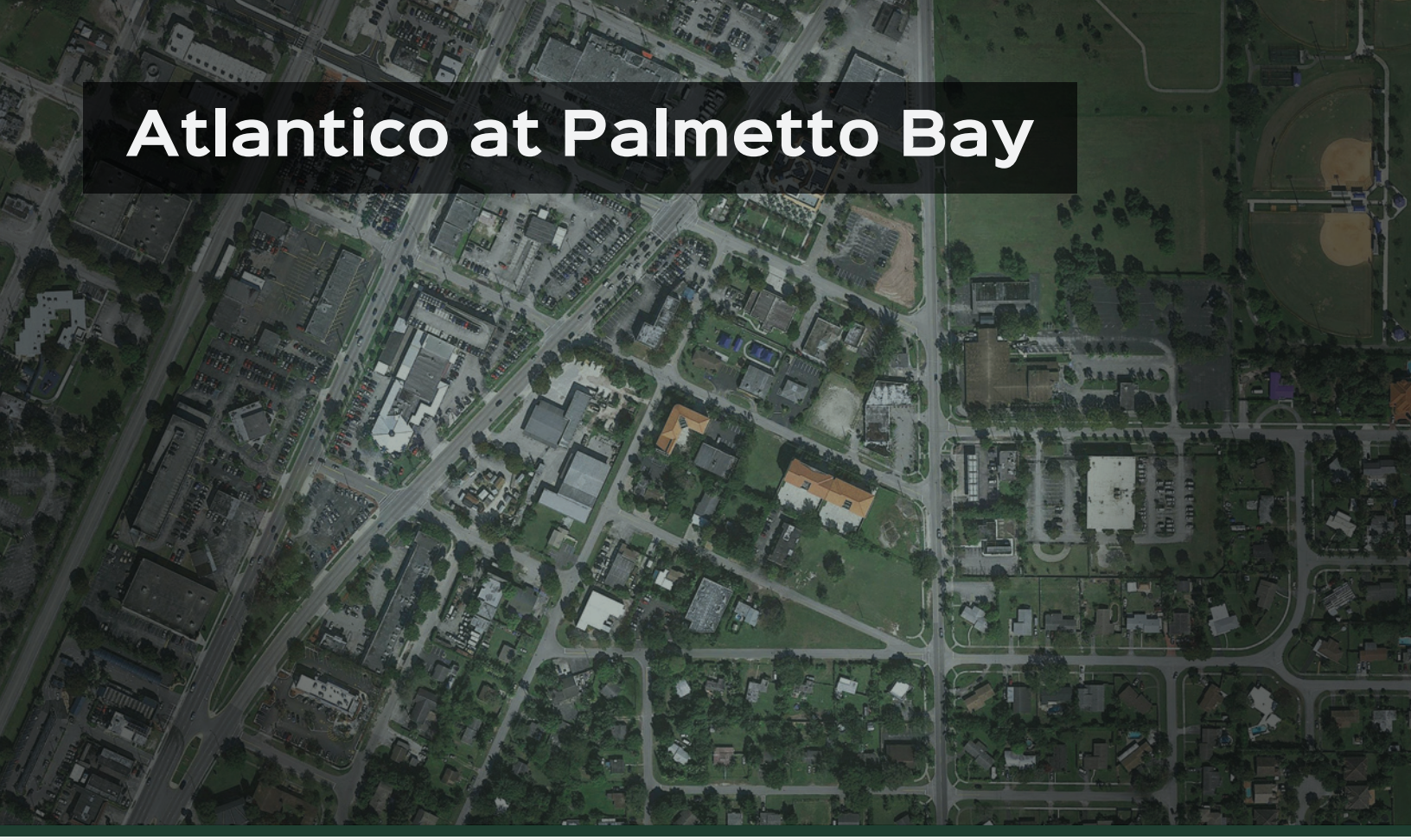

# Atlantico at Palmetto Bay

## TRAFFIC STUDY
## 2016

**Prepared By:**
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**Prepared For:**
FCI Palmetto Bay, LLC

**Prepared In:**
May 2016

**DPA Job #:**
16127

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# EXECUTIVE SUMMARY

The Atlantico at Palmetto Bay project will be located at 17945 SW 97th Avenue in the village of Palmetto Bay, FL. The project proposes a residential development with 271 units and 7,010 SF of specialty retail. Access to and from the site will be provided via a proposed two-way roadway (Park Drive) on the east side of the project, which will access SW 180th Street. The project proposes 33 on-street parking spaces and 442 parking spaces in the proposed parking garage, providing a total of 475 parking spaces. The provided number of parking spaces meets the village's requirement. This traffic study is consistent with the methodology previously discussed with and agreed to by the village of Palmetto Bay. For the purpose of this traffic analysis, project build-out is anticipated by 2018.

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 intersection analysis results show that the eastbound approach of the US-1 / SW 97th Avenue / Evergreen Street intersection is projected to experience some delays during the AM and PM peak hours. The northbound approach of this intersection is also projected to experience some delays during the AM peak hour. Minor signal timing improvements are recommended at the US-1 / SW 97th Avenue / Evergreen Street intersection in order to improve overall intersection operations. With the signal timing improvement, all study intersections' overall LOS continue to meet village's LOS standards.

A roadway segment analysis was also completed. The results of the analysis show that the roadway segment of SW 97th Avenue between US-1 and SW 184th Street is operating and will continue to operate within the village's LOS standards during the AM and PM peak hour.

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. Based on the traffic volume diversions taken from the parallel roadway, the roadway segment of SW 97th Avenue between US-1 and SW 184th Street operations are expect to significantly improve

for the future with SW 95th Avenue link. The intersection analysis results for the future with SW 95th Avenue link show a significant reduction in overall intersection delay for all analyzed intersection. However, minor signal timing improvements are still recommended at the US-1 / SW 97th Avenue / Evergreen Street intersection.

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

The Atlantico at Palmetto Bay project will be located at 17945 SW 97th Avenue in the village of Palmetto Bay, FL (See Exhibit 1). The project proposes a residential development with 271 units and 7,010 SF of specialty retail. Access to and from the site will be provided via a proposed two-way roadway (Park Drive) on the east side of the project, which will access SW 180th Street. The project proposes 33 on-street parking spaces and 442 parking spaces in the proposed parking garage, providing a total of 475 parking spaces. The project will also provide 40 bike spaces. The provided number of parking spaces meets the village's requirement. See Appendix A for site plan.

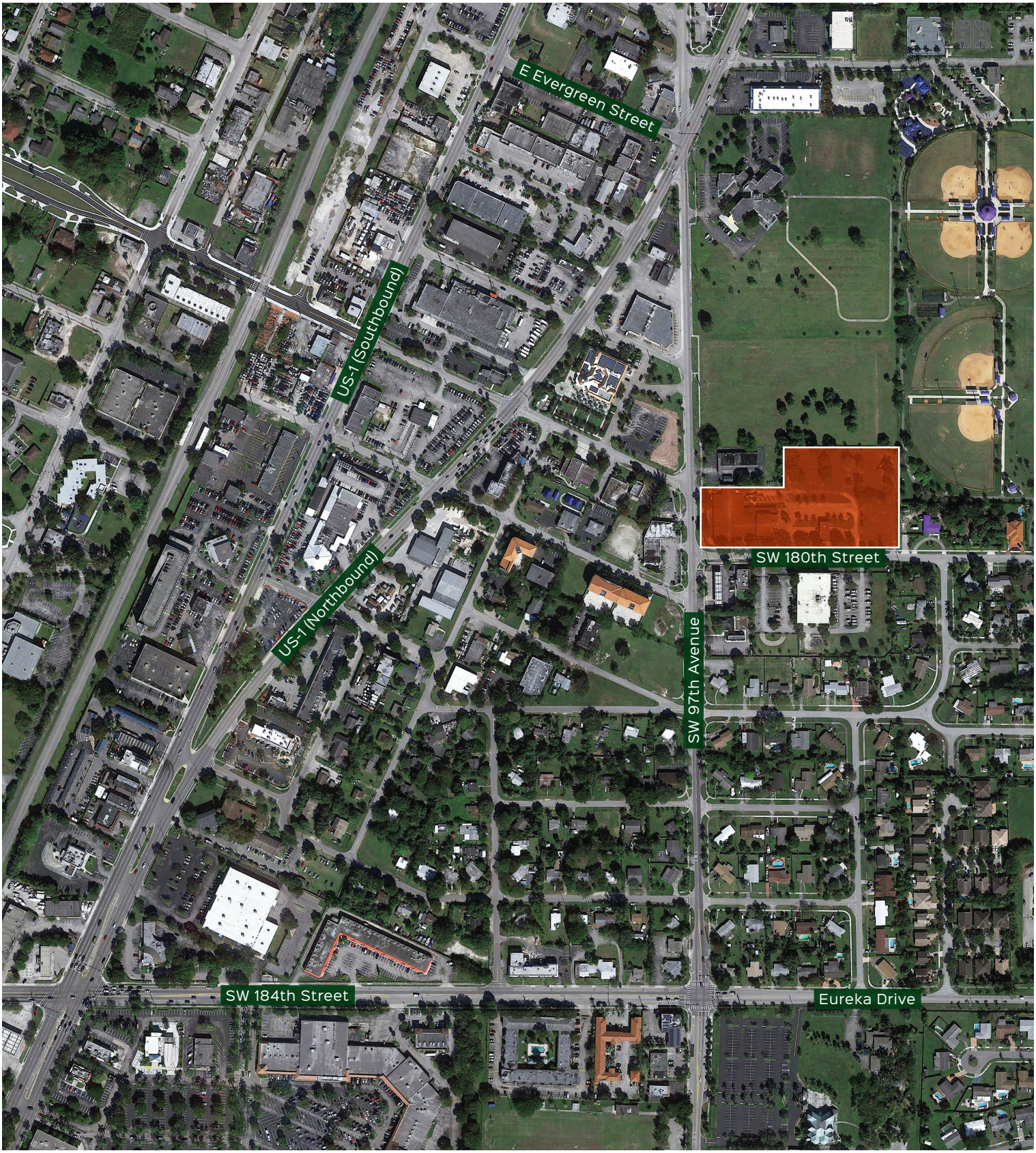
This traffic study is consistent with the methodology previously discussed with and agreed to by the village of Palmetto Bay. For the purpose of this traffic analysis, project build-out is anticipated by 2018.

## 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 and Miami-Dade County (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 study area for the project includes the following intersections:

- Franjo Road (SW 97th Avenue) / US 1 (S)
- Franjo Road (SW 97th Avenue) / SW 180th Street (U)
- Franjo Road (SW 97th Avenue) / SW 184th Street (S)

S = Signalized
U = Un-signalized

The study area also includes the following roadway links:

- Franjo Road (SW 97th Avenue) between US 1 and SW 180th Street; and,
- Franjo Road (SW 97th Avenue) between SW 180th Street and SW 184th 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 will 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
- Project build-out year (2018) without project trips (background traffic)
- Project build-out year (2018) with project trips (total traffic)

### *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 AM and PM peak hour traffic conditions for the intersection analysis. The traffic volumes were adjusted by applying the corresponding peak season conversion factors obtained from the latest *Florida Department of Transportation (FDOT) Peak Season Factor Category Report.*
- 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 Baywere assumed as committed for analysis purposes.

### *Existing Conditions Intersection / Link Analysis*

- Intersection capacity analysis was evaluated for the study area intersections using the Synchro. All input files were 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. If the historical growth rate was calculated to be less than 0.5 percent, 0.5 percent annual growth would be used for analysis purposes.

- Committed development information was provided by the village of Palmetto Bay.
- Intersection capacity analyses were evaluated using the Synchro. Signal timings might be optimized for future conditions analyses.
- 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. Signal timings might be optimized for future conditions analyses. Access driveways were included as part of the LOS analysis.
- For intersections that failed to operate at an acceptable level of service, improvements were recommended to mitigate the impacts of project trips from the proposed development. Even though the improvements were intended to mitigate project traffic impacts, the improvements did not necessarily result in the intersection operating at an acceptable level of service.
- 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 is a one-way, northbound, three-laneroadway. There is no on-street parking provided on this roadway. FDOT has jurisdiction over US-1. The posted speed limit is 45 mph.

*SW 97th Avenue (Franjo Road)*

SW 97th Avenue is a county collector that provides north / south access from Old Cutler Road to US-1. Within the study area, SW 97thAvenueis a two-way, two-lane, undivided roadway. There is no on-street parking provided on the roadway. Miami-Dade County has jurisdiction over SW 97thAvenue. The posted speed limit is 30 mph.

*SW 184th Street (Eureka Drive)*

SW 184th Street is a county minor arterial that provides east/west access throughout Miami- Dade County. West of SW 97th Avenue, SW 184th Street is a two-way, four-lane, undivided roadway. East of SW 97th Avenue, it is two-way, two-lane, undivided roadway.There is no on-street parking provided on the roadway. Miami-Dade County has jurisdiction over SW 184th Street. The posted speed limit is 40 mph.

*SW 180th Street*

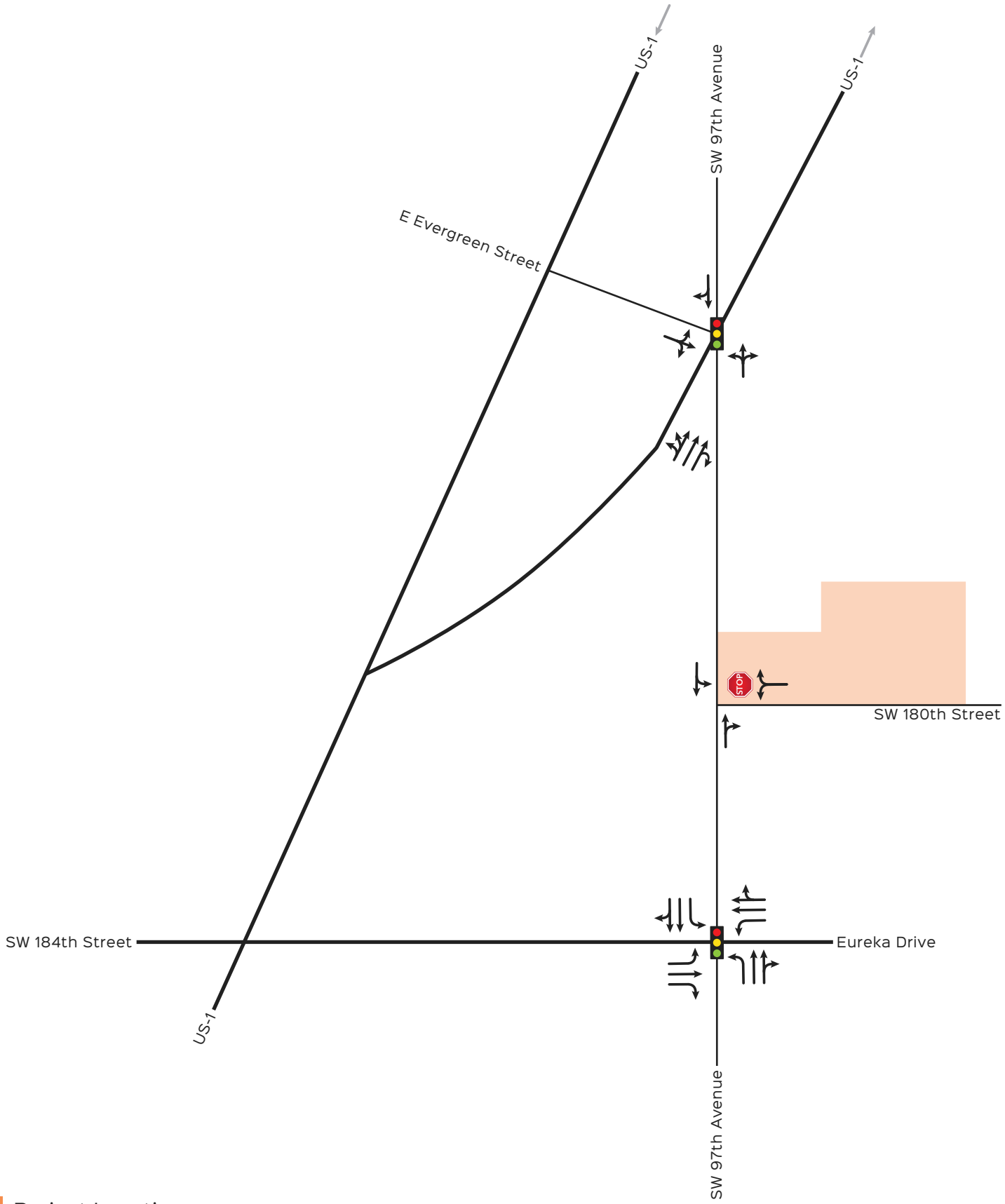
SW 180th Street is a local roadway that runs east / west between SW 97th Avenue and SW 94th Avenue. Within the study area, SW 180th Street is a two-way, two-lane, undivided road. There is no on-street parking provided on the roadway. The village of Palmetto Bay has jurisdiction over SW 180th Street. The speed limit is not posted on this segment of SW 180th Street. However, if not posted, the village's speed limit is 30 mph.

## 2.2 Traffic Counts

Vehicle turning movement counts were taken on April 6th, 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 peak season conversion factor of 1.00 (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.

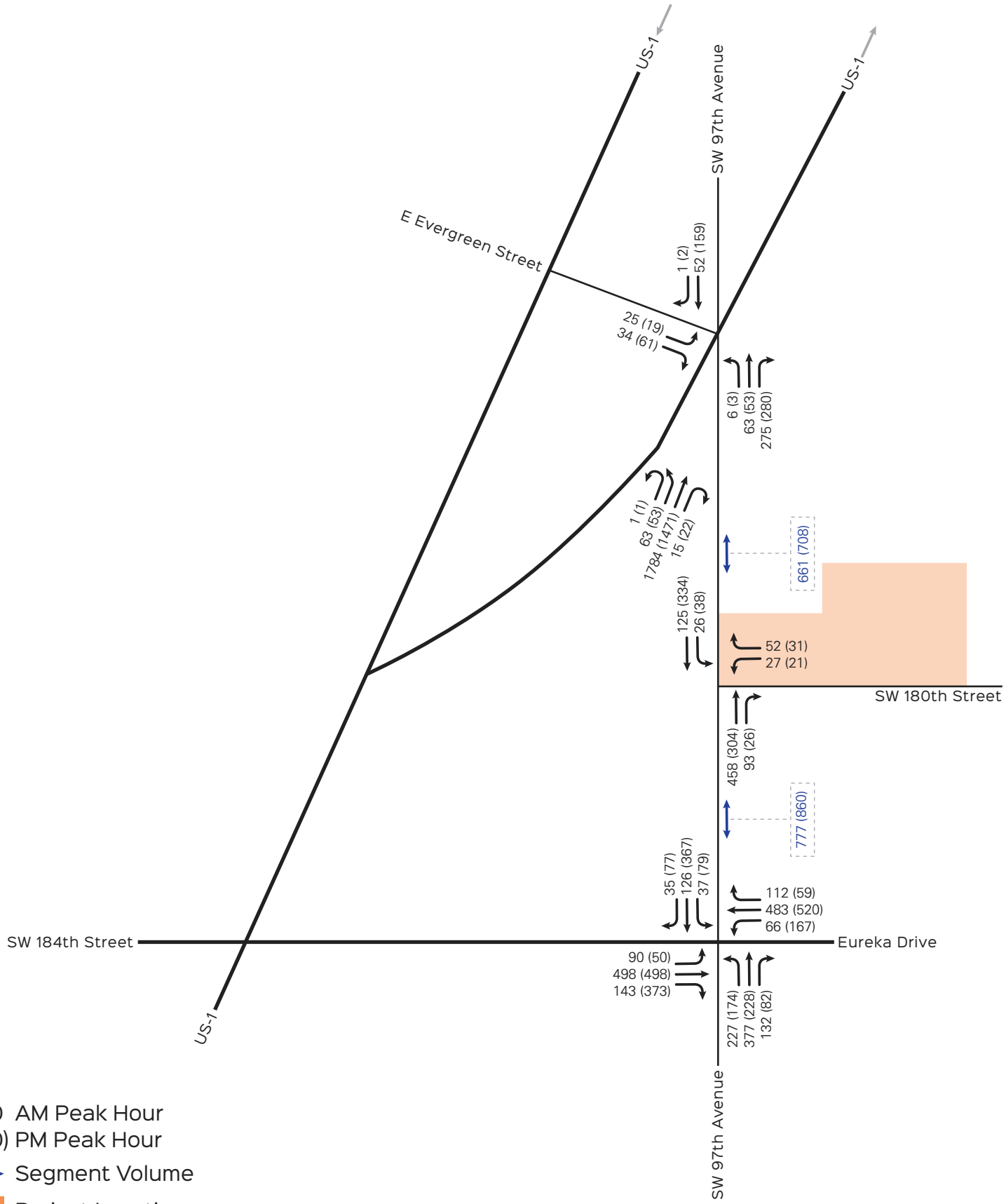



Project Location

# Exhibit 2

Existing Lane Configurations

NORTH
MAP NOT TO SCALE




00 AM Peak Hour
(00) PM Peak Hour
Segment Volume
Project Location

# Exhibit 3

Existing AM and PM Peak Hour Traffic Volumes

NORTH
MAP NOT TO SCALE

## 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. 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 currently operate within the village's LOS standards.

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

| Roadway | Direction | # of Lanes | AM Peak Existing Volume | LOS Std | SV[1] | Meet LOS Std? |
|---|---|---|---|---|---|---|
| SW 97th Avenue: US 1 – SW 180th Street | Two-Way | 2LU | 661 | E | 1,015 | Yes |
| SW 97th Avenue: SW 180th Street – SW 184th Street | Two-Way | 2LU | 777 | E | 1,269 | Yes |

**Weekday PM Peak Hour Conditions**

| Roadway | Direction | # of Lanes | PM Peak Existing Volume | LOS Std | SV[1] | Meet LOS Std? |
|---|---|---|---|---|---|---|
| SW 97th Avenue: US 1 – SW 180th Street | Two-Way | 2LU | 708 | E | 1,015 | Yes |
| SW 97th Avenue: SW 180th Street – SW 184th Street | Two-Way | 2LU | 860 | E | 1,269 | Yes |

[1] ***SW 97th Avenue: US 1–SW 180th Street***: Class II Arterial 2 Lanes, - 10% Non-State Signalized Roadway, and - 20% for No Exclusive Left/Right Lanes; ***Peak Hour Two-Way*** (1,410 vph * 0.9 * 0.8 = 1,015vph);
***SW 97th Avenue: SW 180th Street-SW 184th Street***: Class II Arterial 2 Lanes, - 10% Non-State Signalized Roadway; ***Peak Hour Two-Way*** (1,410 vph * 0.9 = 1,269vph);

## 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 US-1 / SW 97th Avenue / Evergreen Street intersection the eastbound approach is currently experiencing some delays during the AM and PM peak hour. However, all the study intersections' overall LOS meets 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-1 / SW 97th Avenue / E Evergreen Street | S | NB | E | E | E |
| | | SB | D | E | E |
| | | NEB | C | C | E + 20 |
| | | EB | F | F | D |
| | | *Overall* | ***D*** | ***D*** | ***N/A*** |
| SW 180th Street / SW 97th Avenue | U | WB | B | B | E + 20 |
| SW 97th Avenue / SW 184th Street | S | NB | D | C | E |
| | | SB | D | C | E |
| | | EB | A | B | E + 20 |
| | | WB | A | B | E + 20 |
| | | *Overall* | ***C*** | ***B*** | ***E+*** |

Source: David Plummer & Associates

# 3.0 PLANNED AND PROGRAMED ROADWAY IMPROVEMENTS

The *2015 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 95$^{th}$ Avenue is proposed from its present terminus at SW 174$^{th}$ Street, south to SW 184$^{th}$ Avenue, providing additional access to US 1, and a parallel facility to SW 97$^{th}$ 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 95$^{th}$ 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. One committed development was identified for estimating future traffic volumes in this study: Parkside at Palmetto Bay. 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. See Appendix F for project trip generation worksheets.

The proposed development plan incorporates residential and retail land uses, which can satisfy the retail needs for some residents, employees, and visitors without making a trip off-site. An internalization matrix was developed to establish the appropriate number of internal project trips. Internal capture rates used are also included in Appendix F.

Furthermore, 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.

## 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)<br>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

## 4.3 Future Traffic Conditions (without SW 95h Avenue Link)

### 4.3.1 Future Roadway Analysis without Project (without SW 95th Avenue Link)

Traffic volumes for future without project conditions were obtained by adding background traffic to existing traffic volumes. Exhibit 7 shows the future without projectAM and PM peak hour traffic at each roadway segment based on the FDOT generalized peak hour two-way service volume table. 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 8 shows the projected roadway volumes for future without project traffic.

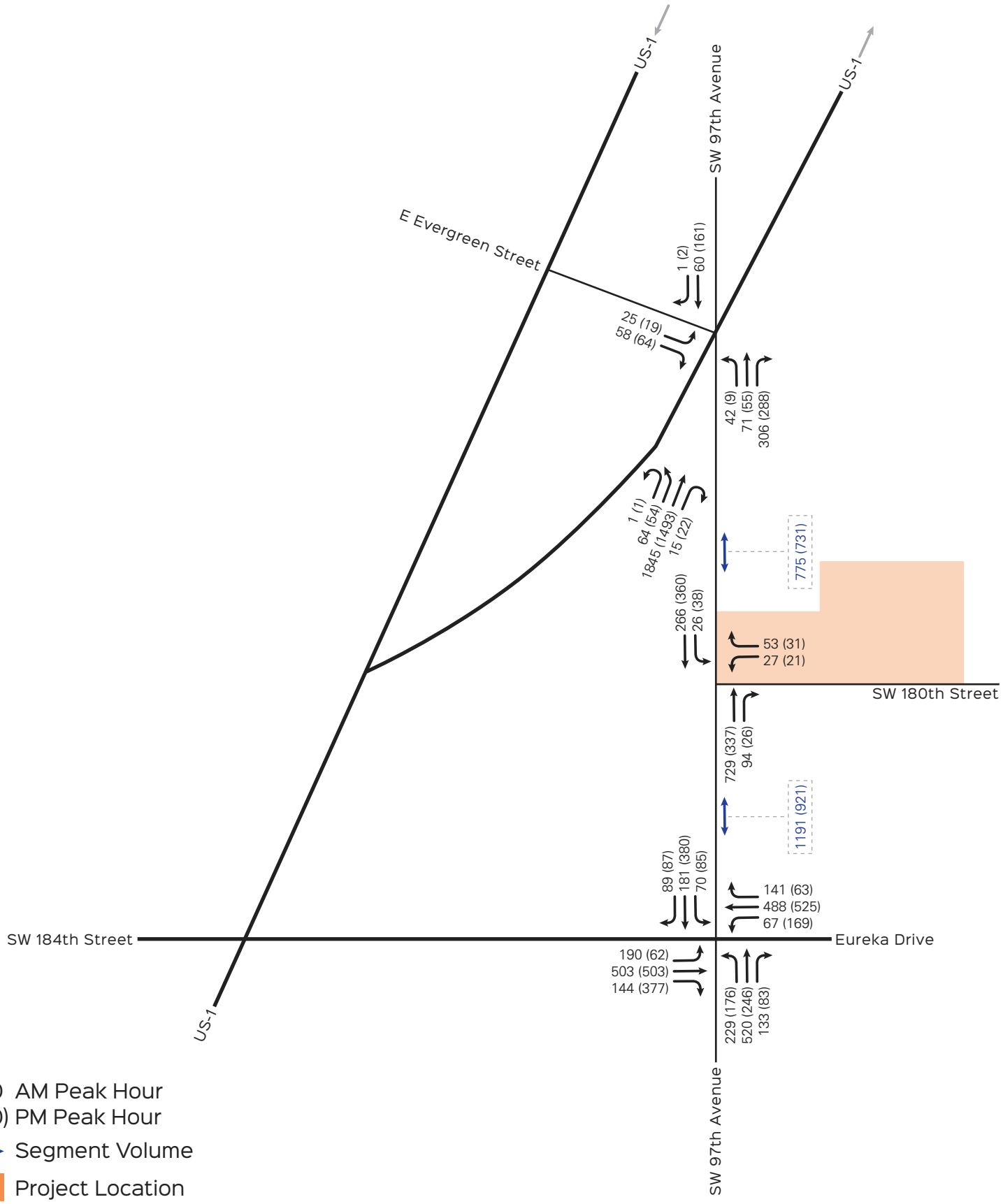
**Exhibit 7: Future without Project Roadway Capacity Analysis (without SW 95th Avenue link)**
**Weekday AM Peak Hour Conditions**

| Roadway | Direction | # of Lanes | AM Peak Existing Volume | LOS Std | SV[1] | Meet LOS Std? |
|---|---|---|---|---|---|---|
| SW 97th Avenue: US 1 – SW 180th Street | Two-Way | 2LU | 775 | E | 1,015 | Yes |
| SW 97th Avenue: SW 180th Street – SW 184th Street | Two-Way | 2LU | 1,191 | E | 1,269 | Yes |

**Weekday PM Peak Hour Conditions**

| Roadway | Direction | # of Lanes | PM Peak Existing Volume | LOS Std | SV[1] | Meet LOS Std? |
|---|---|---|---|---|---|---|
| SW 97th Avenue: US 1 – SW 180th Street | Two-Way | 2LU | 731 | E | 1,015 | Yes |
| SW 97th Avenue: SW 180th Street – SW 184th Street | Two-Way | 2LU | 921 | E | 1,269 | Yes |

[1] ***SW 97th Avenue: US 1–SW 180th Street***: Class II Arterial 2 Lanes, - 10% Non-State Signalized Roadway, and - 20% for No Exclusive Left/Right Lanes; ***Peak Hour Two-Way*** (1,410 vph * 0.9 * 0.8 = 1,015vph);
***SW 97th Avenue: SW 180th Street-SW 184th Street***: Class II Arterial 2 Lanes, - 10% Non-State Signalized Roadway; ***Peak Hour Two-Way*** (1,410 vph * 0.9 = 1,269vph);




00 AM Peak Hour
(00) PM Peak Hour
Segment Volume
Project Location

# Exhibit 8

Future Without Project (without SW 95th Avenue link)
AM and PM Peak Hour Traffic Volumes

NORTH
MAP NOT TO SCALE

### 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 for the US-1 / SW 97th Avenue / Evergreen Street intersection the eastbound approach continues to experience some delays during the AM and PM peak hour. The northbound approach is also projected to experience some delays during the AM peak hour. However, all the study intersections' overall LOS continue to meet village's LOS standards. Capacity worksheets are included in Appendix D.

**Exhibit 9: Future without 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 / SW 97th Avenue / E Evergreen Street | S | NB | F | E | E |
| | | SB | E | D | E |
| | | NEB | C | C | E + 20 |
| | | EB | F | F | D |
| | | *Overall* | ***D*** | ***D*** | ***N/A*** |
| SW 180th Street / SW 97th Avenue | U | WB | C | B | E + 20 |
| SW 97th Avenue / SW 184th Street | S | NB | D | C | E |
| | | SB | D | C | E |
| | | EB | B | B | E + 20 |
| | | WB | B | B | E + 20 |
| | | *Overall* | ***C*** | ***B*** | ***E+*** |

Source: David Plummer & Associates

### 4.3.3 Project Trip Assignment (without SW 95th Avenue Link)

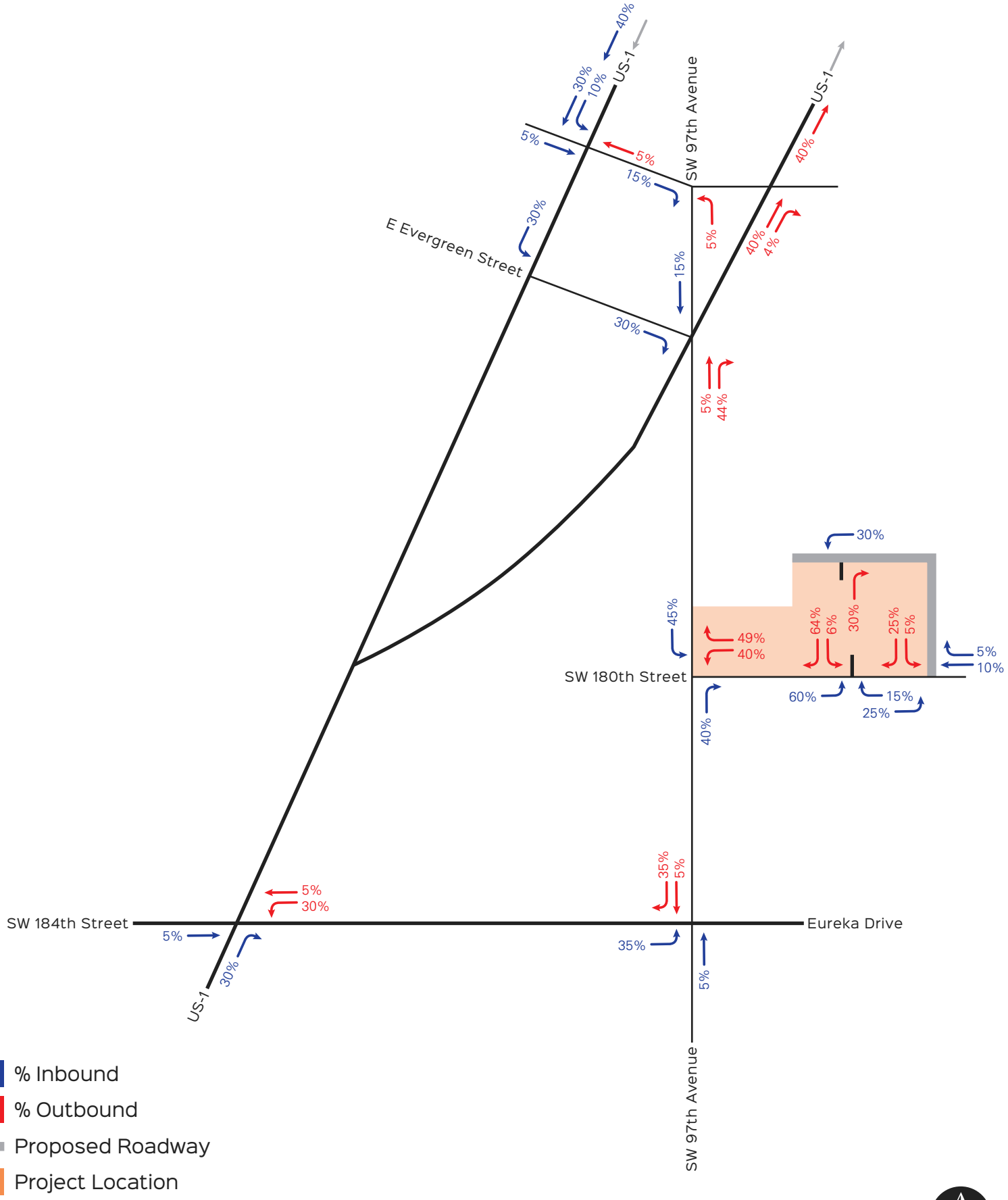
Project traffic was distributed and assigned to the study area using the Cardinal Distribution for TAZ 1143 shown in Exhibit 10. The Cardinal Distribution gives a generalized distribution of trips from a TAZ to other parts of Miami-Dade County.The distribution can be summarized as followed: 48.57% to the north, 22.68% to the south, 5.75 to the east, and 23.02% to the west. 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: Cardinal Distribution
**(TAZ 1143)**

| Direction | Distribution |
|---|---|
| NNE | 30.71% |
| ENE | 2.69% |
| ESE | 3.07% |
| SSE | 5.71% |
| SSW | 16.97% |
| WSW | 10.93% |
| WNW | 12.09% |
| NNW | 17.87% |
| Total | 100.00% |

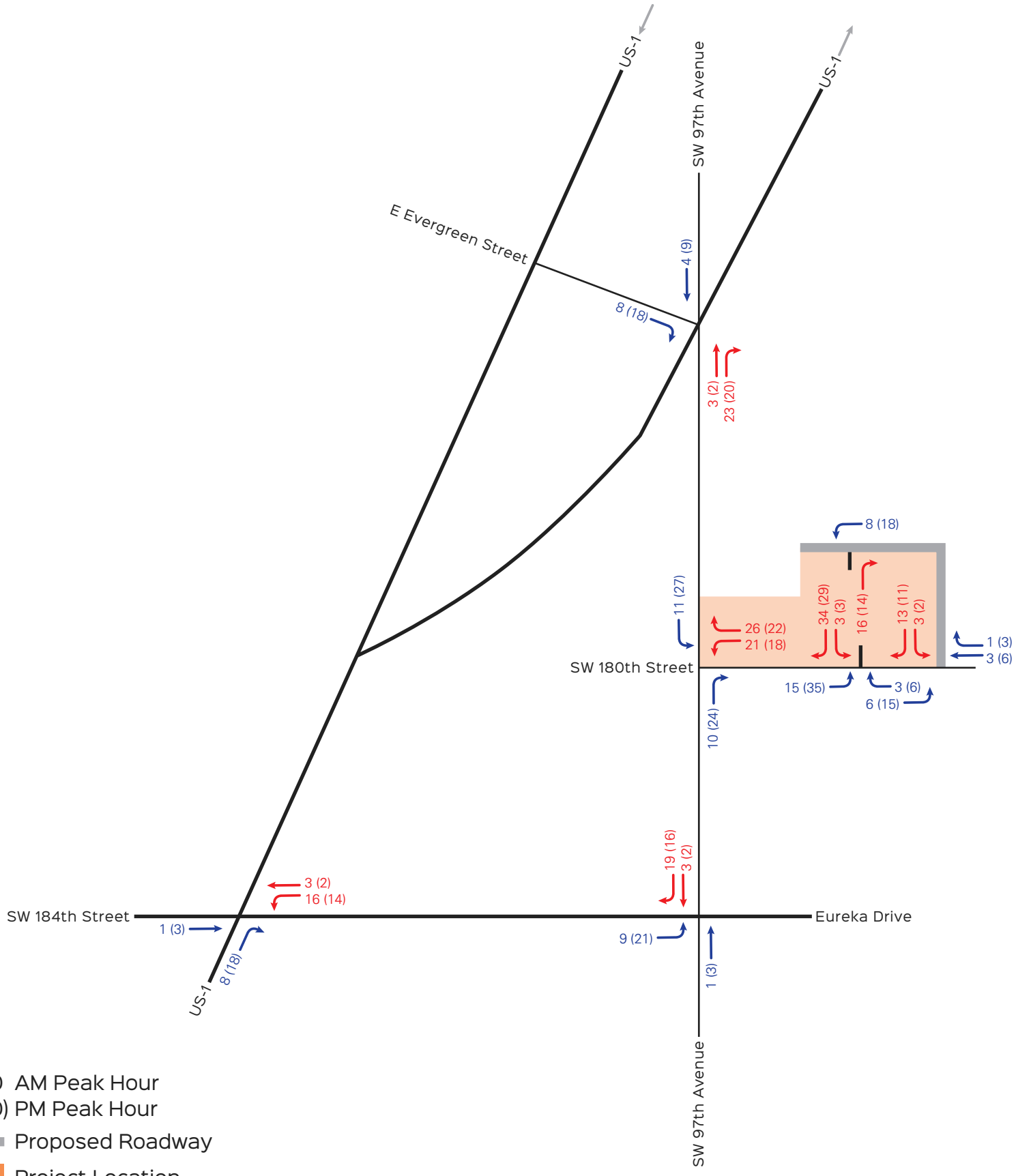
Source: Miami-Dade Long Range Transportation Plan

It should be noted that the project is proposing a roadway accessing SW 180th Street bordering the east of the property and continues along the north of the property. One of the project driveways will access the proposed roadway to the north; however this proposed roadway will not have connectivity to SW 97th Avenue at the time of project buildout. Therefore, the project traffic will use SW 180th Street to access the proposed driveway. In the future, these proposed roadways adjacent to the project will provide greater connectivity to the surrounding network. Proposed roadways are illustrated on Exhibit 11 and 12 and can be seen on the project site plan in Appendix A.




# Exhibit 11

Project Trip Distribution (without SW 95th Avenue link)




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

### 4.3.4 Future with Project Roadway Capacity Analysis (without SW 95th Avenue Link)

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. 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 14 shows the projected AM and PM roadway volumes.

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

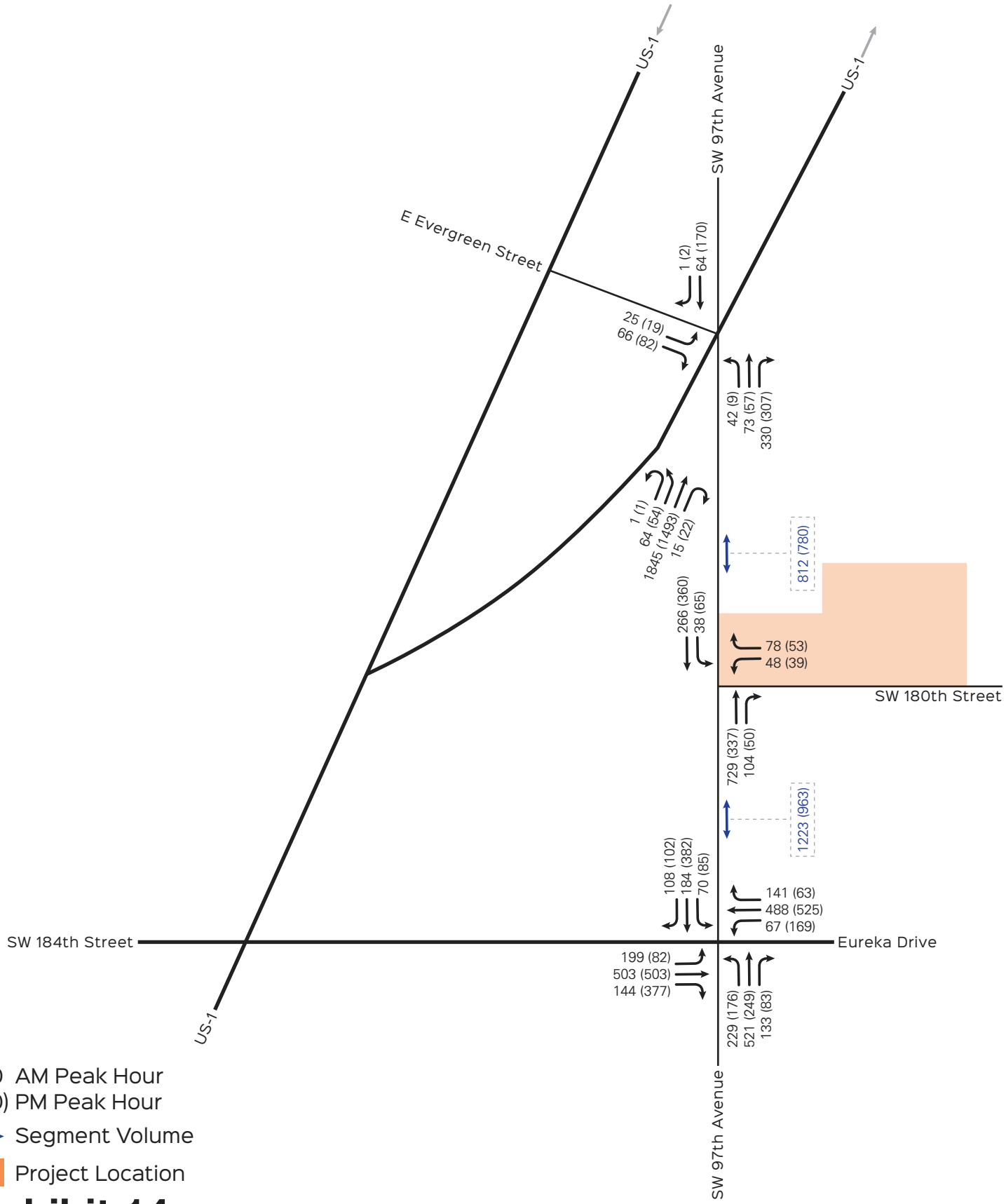
**Weekday AM Peak Hour Conditions**

| Roadway | Direction | # of Lanes | AM Peak Volume | LOS Std | SV[1] | Meet LOS Std? |
|---|---|---|---|---|---|---|
| SW 97th Avenue: US 1 – SW 180th Street | Two-Way | 2LU | 812 | E | 1,015 | Yes |
| SW 97th Avenue: SW 180th Street – SW 184th Street | Two-Way | 2LU | 1,223 | E | 1,269 | Yes |

**Weekday PM Peak Hour Conditions**

| Roadway | Direction | # of Lanes | PM Peak Volume | LOS Std | SV[1] | Meet LOS Std? |
|---|---|---|---|---|---|---|
| SW 97th Avenue: US 1 – SW 180th Street | Two-Way | 2LU | 780 | E | 1,015 | Yes |
| SW 97th Avenue: SW 180th Street – SW 184th Street | Two-Way | 2LU | 963 | E | 1,269 | Yes |

[1] ***SW 97th Avenue: US 1–SW 180th Street***: Class II Arterial 2 Lanes, - 10% Non-State Signalized Roadway, and - 20% for No Exclusive Left/Right Lanes; ***Peak Hour Two-Way*** (1,410 vph * 0.9 * 0.8 = 1,015vph);
***SW 97th Avenue: SW 180th Street-SW 184th Street***: Class II Arterial 2 Lanes, - 10% Non-State Signalized Roadway; ***Peak Hour Two-Way*** (1,410 vph * 0.9 = 1,269vph);




00 AM Peak Hour
(00) PM Peak Hour
Segment Volume
Project Location

# Exhibit 14

Future With Project (without SW 95th Avenue link)
AM and PM Peak Hour Traffic Volumes

NORTH
MAP NOT TO SCALE

### 4.3.5 Future with Project Intersection Analysis (without SW 95th Avenue Link)

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 for the US-1 / SW 97th Avenue / Evergreen Street intersection the eastbound approach continues to experience some delays during the AM and PM peak hours. The northbound approach is also projected to experience some delays during the AM peak hour. Minor signal timing improvements are recommended at the US-1 / SW 97th Avenue / Evergreen Street intersection in order to improve overall intersection operations. All study intersections' overall LOS continue to meet village's LOS standards. Capacity worksheets are included in Appendix D.

**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 / SW 97th Avenue / E Evergreen Street[1] | S | NB | F | E | E |
| | | SB | D | D | E |
| | | NEB | C | D | E + 20 |
| | | EB | F | F | D |
| | | *Overall* | ***D*** | ***D*** | ***N/A*** |
| SW 180th Street / SW 97th Avenue | U | WB | D | C | E + 20 |
| SW 97th Avenue / SW 184th Street | S | NB | D | C | E |
| | | SB | D | C | E |
| | | EB | B | B | E + 20 |
| | | WB | B | B | E + 20 |
| | | *Overall* | ***C*** | ***B*** | ***E+*** |

(1) AM Peak LOS with Signal Timing Improvements

Source: David Plummer & Associates

## 4.4 Future Traffic Conditions (with SW 95th Avenue Link)

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 on February 2015 for the Village of Palmetto Bay. Excerpts documenting these diversions are provided in Appendix G.

### 4.4.1 Future Roadway Analysis without Project (with SW 95th Avenue Link)

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. 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 17 shows the projected roadway volumes with SW 95th Avenue link.

**Exhibit 16: Future without Project Roadway Capacity Analysis (with SW 95th Avenue link)**

**Weekday AM Peak Hour Conditions**

| Roadway | Direction | # of Lanes | AM Peak Volume | LOS Std | SV[1] | Meet LOS Std? |
|---|---|---|---|---|---|---|
| SW 97th Avenue: US 1 – SW 180th Street | Two-Way | 2LU | 387 | E | 1,015 | Yes |
| SW 97th Avenue: SW 180th Street – SW 184th Street | Two-Way | 2LU | 596 | E | 1,269 | Yes |

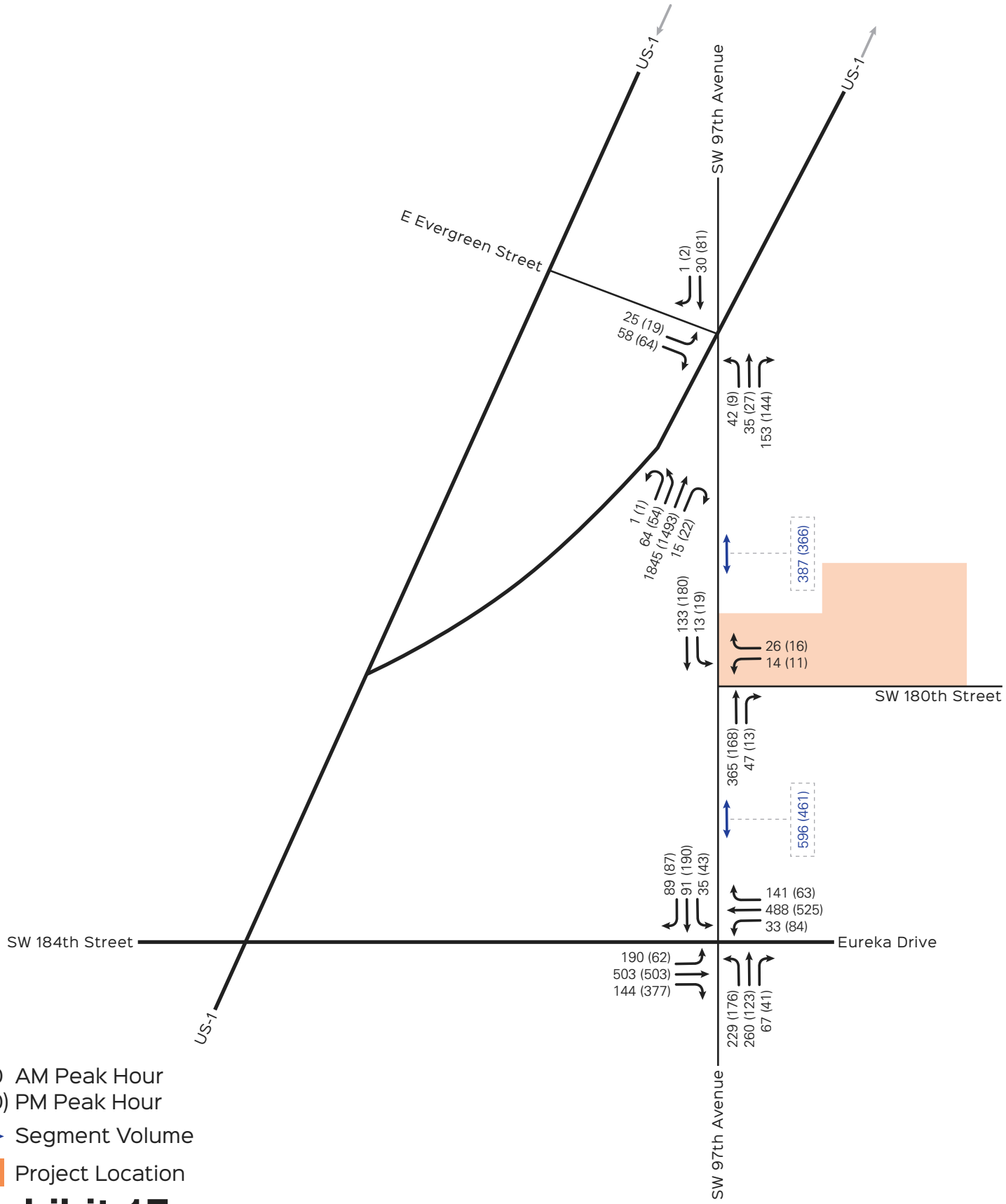
**Weekday PM Peak Hour Conditions**

| Roadway | Direction | # of Lanes | PM Peak Volume | LOS Std | SV[1] | Meet LOS Std? |
|---|---|---|---|---|---|---|
| SW 97th Avenue: US 1 – SW 180th Street | Two-Way | 2LU | 366 | E | 1,015 | Yes |
| SW 97th Avenue: SW 180th Street – SW 184th Street | Two-Way | 2LU | 461 | E | 1,269 | Yes |

[1] ***SW 97th Avenue: US 1–SW 180th Street***: Class II Arterial 2 Lanes, - 10% Non-State Signalized Roadway, and - 20% for No Exclusive Left/Right Lanes; ***Peak Hour Two-Way*** (1,410 vph * 0.9 * 0.8 = 1,015vph);
***SW 97th Avenue: SW 180th Street-SW 184th Street***: Class II Arterial 2 Lanes, - 10% Non-State Signalized Roadway; ***Peak Hour Two-Way*** (1,410 vph * 0.9 = 1,269vph);

### 4.4.2 Future Intersection Analysis without Project (with SW 95th Avenue Link)

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.




00 AM Peak Hour
(00) PM Peak Hour
Segment Volume
Project Location

# Exhibit 17

Future Without Project (with SW 95th Avenue link)
AM and PM Peak Hour Traffic Volumes

NORTH
MAP NOT TO SCALE

Exhibit 18 shows the resulting LOS for morning and afternoon peak conditions at the study intersections. The analysis indicates that for the US-1 / SW 97th Avenue / Evergreen Street intersection the eastbound approach continues to experience some delays during the AM and PM peak hour. The northbound approach is also projected to experience some delays during the AM and PM peak hour and the southbound approach during the AM peak hour. However, all the study intersections' overall LOS continue to meet village's LOS standards. Capacity worksheets are included in Appendix D.

**Exhibit 18: Future without Project Intersection Capacity Analysis (with SW 95th Avenue link)**

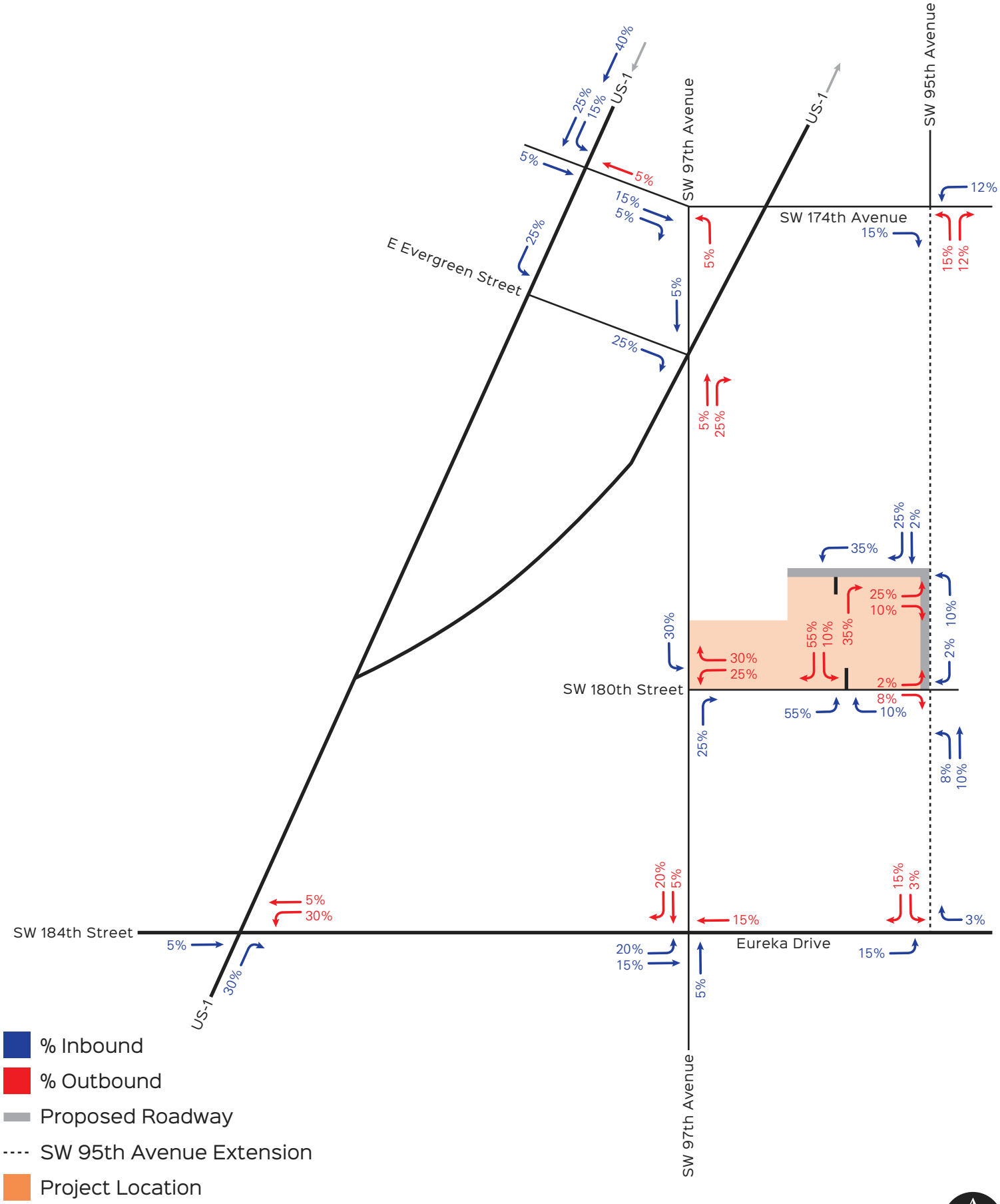
**Weekday AM and PM Peak Hour Conditions**

| Intersection | Signalized/ Un-signalized | Direction | AM Peak LOS | PM Peak LOS | LOS Standard |
|---|---|---|---|---|---|
| US-1 / SW 97th Avenue / E Evergreen Street | S | NB | F | F | E |
| | | SB | E | F | E |
| | | NEB | C | B | E + 20 |
| | | EB | F | F | D |
| | | *Overall* | ***D*** | ***C*** | ***N/A*** |
| SW 180th Street / SW 97th Avenue | U | WB | B | B | E + 20 |
| SW 97th Avenue / SW 184th Street | S | NB | E | C | E |
| | | SB | D | C | E |
| | | EB | A | A | E + 20 |
| | | WB | A | A | E + 20 |
| | | *Overall* | ***C*** | ***B*** | ***E+*** |

Source: David Plummer & Associates

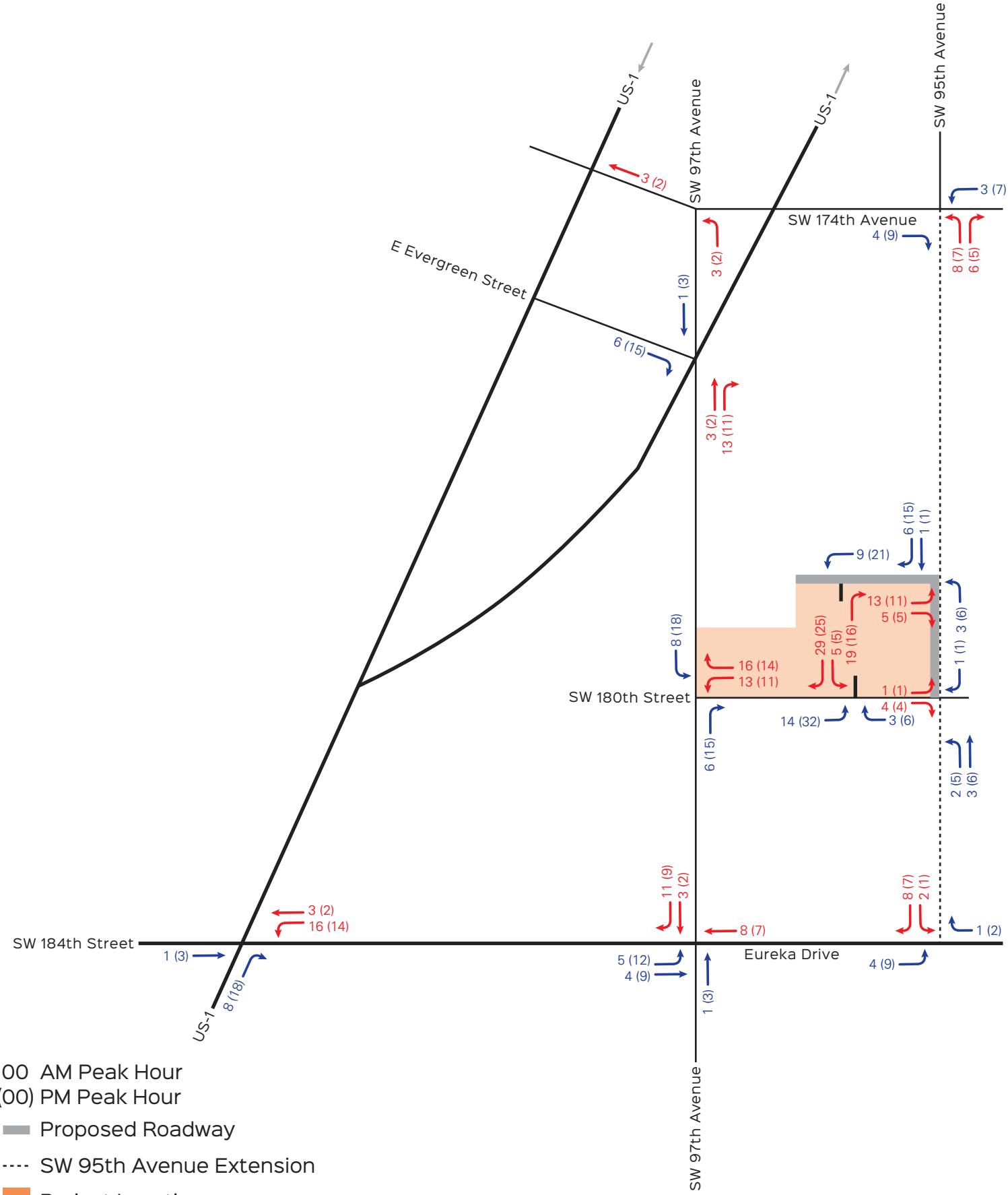
### 4.3.3 Project Trip Assignment (with SW 95th Avenue Link)

The project traffic distribution based on the cardinal distribution and discussed in Section 4.2.3 of this report 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.




# Exhibit 19

Project Trip Distribution (with SW 95th Avenue link)




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

### 4.3.4 Future with Project Roadway Capacity Analysis (with SW 95th Avenue Link)

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.

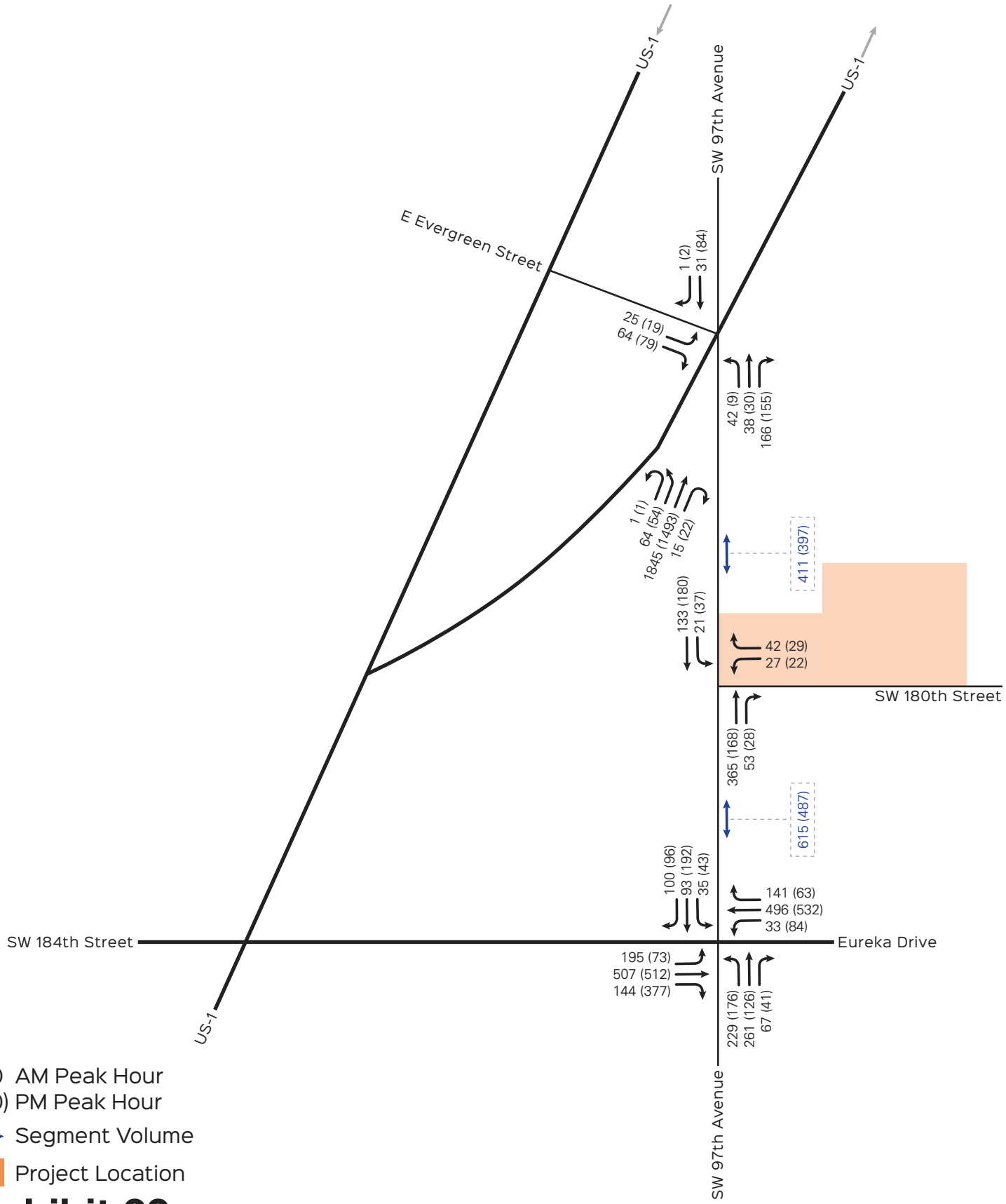
**Exhibit 21: Future with Project Roadway Capacity Analysis (with SW 95th Avenue link)**
**Weekday AM Peak Hour Conditions**

| Roadway | Direction | # of Lanes | AM Peak Existing Volume | LOS Std | SV[1] | Meet LOS Std? |
|---|---|---|---|---|---|---|
| SW 97th Avenue: US 1 – SW 180th Street | Two-Way | 2LU | 411 | E | 1,015 | Yes |
| SW 97th Avenue: SW 180th Street – SW 184th Street | Two-Way | 2LU | 615 | E | 1,269 | Yes |

**Weekday PM Peak Hour Conditions**

| Roadway | Direction | # of Lanes | PM Peak Existing Volume | LOS Std | SV[1] | Meet LOS Std? |
|---|---|---|---|---|---|---|
| SW 97th Avenue: US 1 – SW 180th Street | Two-Way | 2LU | 397 | E | 1,015 | Yes |
| SW 97th Avenue: SW 180th Street – SW 184th Street | Two-Way | 2LU | 487 | E | 1,269 | Yes |

[1] ***SW 97th Avenue: US 1–SW 180th Street***: Class II Arterial 2 Lanes, - 10% Non-State Signalized Roadway, and - 20% for No Exclusive Left/Right Lanes; ***Peak Hour Two-Way*** (1,410 vph * 0.9 * 0.8 = 1,015vph);
***SW 97th Avenue: SW 180th Street-SW 184th Street***: Class II Arterial 2 Lanes, - 10% Non-State Signalized Roadway; ***Peak Hour Two-Way*** (1,410 vph * 0.9 = 1,269vph);




00 AM Peak Hour
(00) PM Peak Hour
Segment Volume
Project Location

# Exhibit 22

Future With Project (with SW 95th Avenue link)
AM and PM Peak Hour Traffic Volumes

NORTH
MAP NOT TO SCALE

### 4.3.5 Future with Project Intersection Analysis (with SW 95th Avenue Link)

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 for the US-1 / SW 97th Avenue / Evergreen Street intersection the eastbound and northbound approaches continue to experience some delays during the AM and PM peak hours. Minor signal timing improvements are recommended at the US-1 / SW 97th Avenue / Evergreen Street intersection in order to improve overall intersection operations. All study intersections' overall LOS continue to meet village's LOS standards. Capacity worksheets are included in Appendix D.

**Exhibit 23: Future with Project Intersection Capacity Analysis (with 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 / SW 97th Avenue / E Evergreen Street[1] | S | NB | F | F | E |
| | | SB | E | E | E |
| | | NEB | C | B | E + 20 |
| | | EB | F | F | D |
| | | *Overall* | ***D*** | ***C*** | ***N/A*** |
| SW 180th Street / SW 97th Avenue | U | WB | B | B | E + 20 |
| SW 97th Avenue / SW 184th Street | S | NB | E | C | E |
| | | SB | D | C | E |
| | | EB | A | A | E + 20 |
| | | WB | A | A | E + 20 |
| | | *Overall* | ***C*** | ***B*** | ***E+*** |

(1) AM and PM Peak LOS with Signal Timing Improvements

Source: David Plummer & Associates

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 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 Avenue Link | With SW 95th Avenue Link | Without SW 95th Avenue Link | With SW 95th Avenue Link |
| US-1 / SW 97th Avenue / E Evergreen Street | *Overall* | 53.2 | 36.8 | 46.2 | 29.4 |
| SW 180th Street / SW 97th Avenue | WB | 28.4 | 12.4 | 16.5 | 10.8 |
| SW 97th Avenue / SW 184th Street | *Overall* | 26.7 | 25.6 | 19.9 | 15.0 |

Source: David Plummer & Associates

# 5.0 CONCLUSIONS

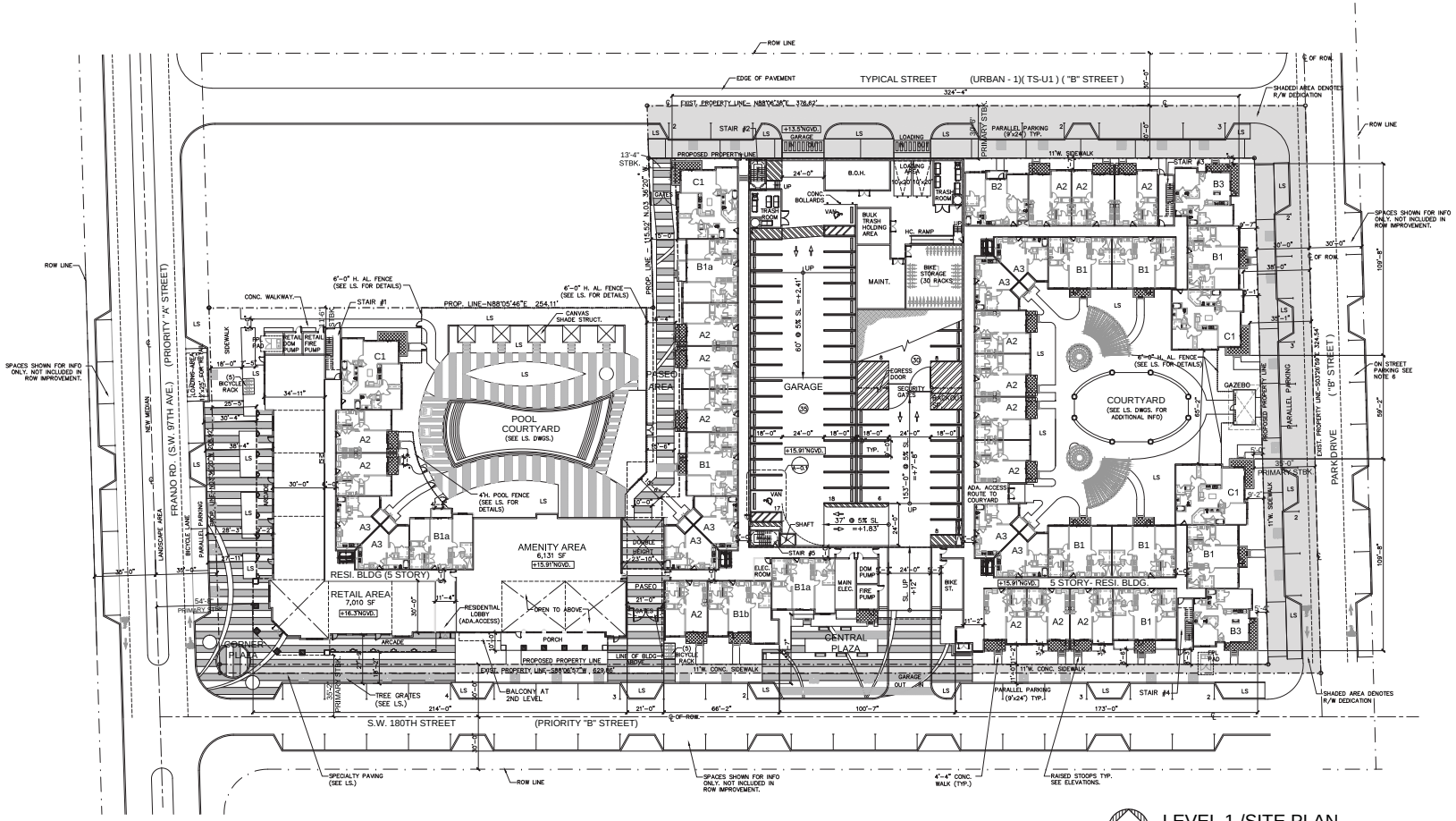
An assessment of the traffic impacts associated with the proposed project was performed in accordance with the requirements of the village of Palmetto Bay. The intersection analysis results show that the eastbound approach of the US-1 / SW 97th Avenue / Evergreen Street intersection is projected to experience some delays during the AM and PM peak hours. The northbound approach of this intersection is also projected to experience some delays during the AM peak hour. Minor signal timing improvements are recommended at the US-1 / SW 97th Avenue / Evergreen Street intersection in order to improve overall intersection operations. With the signal timing improvement, all study intersections' overall LOS continue to meet village's LOS standards.

A roadway segment analysis was also completed. The results of the analysis show that the roadway segment of SW 97th Avenue between US-1 and SW 184th Street is operating and will continue to operate within the village's LOS standards during the AM and PM peak hour.

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. Based on the traffic volume diversions taken from the parallel roadway, the roadway segment of SW 97th Avenue between US-1 and SW 184th Street operations are expect to significantly improve for the future with SW 95th Avenue link. The intersection analysis results for the future with SW 95th Avenue link show a significant reduction in overall intersection delay for all analyzed intersection. However, minor signal timing improvements are still recommended at the US-1 / SW 97th Avenue / Evergreen Street intersection.

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.

# Appendix A
## Site Plan




## LEVEL 1 /SITE PLAN

43 DU'S
65 PARKING SP.

SCALE: 1"=30'

NOTES:

1. SEE OPEN SPACE DIAGRAM FOR ADD'L INFO, SHEET A0.1
2. SEE LOT FRONTAGE / BUILDING DIAGRAM FOR ADD'L 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:
   - -FRANJO RD : +15.93' NGVD
   - -SW 180 ST : +13.85' NGVD
   - -PARK DRIVE : +13.5' NGVD
   - -TYP. STREET (N) : +13.5' NGVD
5. FFE RETAIL : +16.3' NGVD
   FFE RESIDENTIAL +15.91' NGVD
6. ALL ON-STREET PARALLEL PARKING SPACES ARE 9'X24'
7. ALL DRIVEWAYS LEADING TO GARAGE ARE ASPHALT PAVEMENT.
8. SEE STALL DETAILS SHT. A-0.1

SITE PLAN RESUBMITTAL #2 05/06/2016

| | BY |
|---|---|
| SITE PLAN SUBMITTAL 03/14/16 | |
| SITE PLAN RESUBMITTAL #1 04/06/16 | |
| SITE PLAN RESUBMITTAL #2 05/06/16 | |

ATLANTICO AT PALMETTO BAY
FOR:
FCI PALMETTO BAY, LLC.
LOCATED AT:
PALMETTO BAY, FLORIDA

JOSE I. SAUMELL
AR0013085

MSA ARCHITECTS, INC.
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MSA ARCHITECTS
ARCHITECTURE & PLANNING

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| | |
|---|---|
| DRAWN | |
| DATE | 03/14/2016 |
| SCALE | AS SHOWN |
| JOB NO. | 1711.0.PRJ |
| SHEET | |

A-2.1

OF SHEETS

# Appendix B
## Methodology

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

# Atlantico at Palmetto Bay
# Traffic Study Methodology

**February 29, 2016**
**Revised March 7, 2016**

DPA will undertake a Traffic Impact Analysis as required by the village of Palmetto Bay. This methodology will provide the details of the Traffic Impact Analysis proposed for this development. This methodology is based on the requirements from the village of Palmetto Bay and discussions from a methodology meeting (conference call) held with the village traffic consultant on February 25, 2016. Confirmation of this methodology will be requested from the village prior to performing the study. All work will be based on the final development plan to be provided by the client.

**Location:** 17945 SW 97th Avenue in the village of Palmetto Bay, FL

**Existing Site**: Bank with a Drive-thru (Closed)

**Proposed Plan**: Residential development with 285 units and 6,988 SF of specialty retail

**Methodology:** The proposed methodology is outlined below:

***Study Area***

A significance analysis will be conducted for the AM and PM peak hour to determine the roadway links where the project traffic is greater than 3% of the roadway capacity. Based on the significance analysis, all major roadway links and intersections that exceed the 3% thresholds will be analyzed.

***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 will be estimated. Pass - by capture and internal capture will be established based on the ITE, *Trip Generation Manual, Users Guide and Handbook*, 9th Edition.

**Project Trip Generation Summary**

| Proposed ITE Land Use Designation | Number of Units | AM Peak Hour Vehicle Trips | | | PM Peak Hour Vehicle Trips | | |
|---|---|---|---|---|---|---|---|
| | | In | Out | Total | In | Out | Total |
| Mid-Rise Apartments *Land Use Code: 223* | 285 Units | 26 | 60 | 86 | 66 | 45 | 111 |
| Specialty Retail *Land Use Code: 826* | 6,988 SF | 5 | 3 | 8 | 8 | 11 | 19 |
| Transit/Pedestrian Trips | **2.5%** | -1 | -2 | -3 | -2 | -1 | -3 |
| **Net External Trips** | | **30** | **61** | **91** | **72** | **55** | **127** |

***Project Trip Distribution***

Trip Distribution / Trip Assignment – Net new external project traffic will be 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 will also be considered when assigning project trips.

***Analysis Scenarios***

The analysis scenarios for this study are as follows:

- Existing year
- Project build-out year (2018) without project trips (background traffic)
- Project build-out year (2018) with project trips (total traffic)

***Data Collection***

- Vehicle turning movement counts will be collected during the AM (7– 9) and PM (4 – 6) peak hour conditions of a regular weekday at study intersections.

- Collected counts will be adjusted to reflect AM and PM peak period average daily traffic conditions for the intersection analysis. The traffic volumes will be adjusted by applying the corresponding peak season conversion factors obtained from the latest *Florida Department of Transportation (FDOT) Peak Season Factor Category Report.*

- Field reviews will be performed to obtain existing physical and operating characteristics of the roadway network within the study area. Data to be acquired will include 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 will be assumed as committed for analysis purposes.

***Existing Conditions Intersection / Link Analysis***

- Intersection capacity analysis will be evaluated for the study area intersections using the Synchro. All input files will be provided for review purposes.

- Link /Segment capacity will be estimated using generalized vehicular capacities from the latest FDOT LOS Manual. The roadway link analysis will be completed for peak hour two-way traffic volumes.

***Future Conditions Intersection / Link Analysis – Background Traffic Conditions***

- Future background traffic volumes will be determined by applying a compound growth rate to existing volumes and adding committed development traffic (if any). The growth rate will be calculated based on a review of historical volumes obtained from FDOT and Miami-Dade County. If the historical growth rate is calculated to be less than 0.5 percent, 0.5 percent annual growth will be used for analysis purposes.

- Committed development information will be provided by the village of Palmetto Bay.

- Intersection capacity analyses will be evaluated using the Synchro software. Signal timings may be optimized for future conditions analyses.

- Link /Segment capacity will be estimated using generalized vehicular capacities from the latest FDOT LOS Manual. The roadway link analysis will be completed for peak hour two-way traffic volumes.

***Future Conditions Intersection / Link Analysis – Total Traffic Conditions***

- Future total traffic volumes will be determined by adding project trips and background traffic volumes.

- Intersection capacity analyses will be evaluated using the Synchro software. Signal timings may be optimized for future conditions analyses. **Access driveways will be included as part of the LOS analysis.**

- For intersections that fail to operate at an acceptable level of service, improvements will be recommended to mitigate the impacts of project trips from the proposed development. The improvements are intended to mitigate project traffic impacts, the improvements will not necessarily result in the intersection operating at an acceptable level of service.

- Link /Segment capacity will be estimated using generalized vehicular capacities from the latest FDOT LOS Manual. The roadway link analysis will be completed for peak hour two-way traffic volumes.

***Other Considerations:***

- If valet service is provided, a queuing analysis will be conducted. The operation of the valet circulation will also be analyzed and discussed in the traffic report.

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# 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:** Altantico at Palmetto Bay
**Location:** Franjo Road (SW 97th Ave) /US 1
**Observer:** Traffic Survey Specialists, Inc.

**Project Number:** 16127
**Count Date:** 4/6/2016
**Day of Week:** Wednesday

| TIME INTERVAL | | Franjo Road (SW 97th Ave) | | | | | | | | US 1 | | | | | Evergreen | | | GRAND TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | NORTHBOUND | | | | SOUTHBOUND | | | | NORTH-EASTBOUND | | | | | SOUTH-EASTBOUND | | | |
| | | L | T | R | TOTAL | L | T | R | TOTAL | L-Ever | L-97 | T | R | TOTAL | L-US 1 | R-97 | TOTAL | |
| 07:00 AM | 07:15 AM | 1 | 30 | 75 | 106 | 0 | 5 | 0 | 5 | 0 | 9 | 467 | 3 | 479 | 5 | 3 | 8 | 598 |
| 07:15 AM | 07:30 AM | 6 | 96 | 74 | 176 | 0 | 7 | 0 | 7 | 0 | 8 | 299 | 1 | 308 | 0 | 8 | 8 | 499 |
| 07:30 AM | 07:45 AM | 2 | 12 | 67 | 81 | 0 | 11 | 0 | 11 | 0 | 14 | 380 | 1 | 395 | 3 | 3 | 6 | 493 |
| 07:45 AM | 08:00 AM | 0 | 10 | 57 | 67 | 0 | 8 | 0 | 8 | 0 | 11 | 395 | 0 | 406 | 9 | 8 | 17 | 498 |
| 08:00 AM | 08:15 AM | 4 | 15 | 74 | 93 | 0 | 16 | 0 | 16 | 0 | 11 | 368 | 4 | 383 | 4 | 6 | 10 | 502 |
| 08:15 AM | 08:30 AM | 2 | 12 | 90 | 104 | 0 | 10 | 0 | 10 | 0 | 13 | 439 | 2 | 454 | 9 | 10 | 19 | 587 |
| 08:30 AM | 08:45 AM | 0 | 11 | 47 | 58 | 0 | 12 | 0 | 12 | 0 | 21 | 494 | 3 | 518 | 6 | 12 | 18 | 606 |
| 08:45 AM | 09:00 AM | 0 | 25 | 64 | 89 | 0 | 14 | 1 | 15 | 1 | 18 | 483 | 6 | 508 | 6 | 6 | 12 | 624 |

## AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

### ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

| TIME INTERVAL | | Franjo Road (SW 97th Ave) | | | | | | | | US 1 | | | | | Evergreen | | | GRAND TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | NORTHBOUND | | | | SOUTHBOUND | | | | NORTH-EASTBOUND | | | | | SOUTH-EASTBOUND | | | |
| | | L | T | R | TOTAL | L | T | R | TOTAL | L-Ever | L-97 | T | R | TOTAL | L-US 1 | R-97 | TOTAL | |
| 08:00 AM | 09:00 AM | 6 | 63 | 275 | 344 | 0 | 52 | 1 | 53 | 1 | 63 | 1784 | 15 | 1863 | 25 | 34 | 59 | 2,319 |
| PEAK HOUR FACTOR | | | | | 0.83 | | | | 0.83 | | | | | 0.90 | | | 0.78 | 0.93 |

Note: 2014 FDOT Peak Season Conversion Factor = 1.00

DAVID PLUMMER & ASSOCIATES, INC.

# TURNING MOVEMENT COUNTS

**Project Name:** Altantico at Palmetto Bay
**Location:** Franjo Road (SW 97th Ave) /US 1
**Observer:** Traffic Survey Specialists, Inc.

**Project Number:** 16127
**Count Date:** 4/6/2016
**Day of Week:** Wednesday

| | | Franjo Road (SW 97th Ave) | | | | | | | | US 1 | | | | | Evergreen | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | | NORTHBOUND | | | | SOUTHBOUND | | | | NORTH-EASTBOUND | | | | | SOUTH-EASTBOUND | | | GRAND |
| INTERVAL | | L | T | R | TOTAL | L | T | R | TOTAL | L-Ever | L-97 | T | R | TOTAL | L-US 1 | R-97 | TOTAL | TOTAL |
| 04:00 PM | 04:15 PM | 1 | 15 | 67 | 83 | 0 | 31 | 4 | 35 | 0 | 21 | 369 | 4 | 394 | 5 | 10 | 15 | 527 |
| 04:15 PM | 04:30 PM | 2 | 11 | 52 | 65 | 0 | 23 | 3 | 26 | 0 | 26 | 344 | 4 | 374 | 12 | 13 | 25 | 490 |
| 04:30 PM | 04:45 PM | 0 | 8 | 58 | 66 | 0 | 31 | 1 | 32 | 1 | 17 | 408 | 7 | 433 | 7 | 11 | 18 | 549 |
| 04:45 PM | 05:00 PM | 1 | 10 | 61 | 72 | 0 | 33 | 1 | 34 | 0 | 14 | 388 | 3 | 405 | 3 | 12 | 15 | 526 |
| 05:00 PM | 05:15 PM | 2 | 23 | 61 | 86 | 0 | 49 | 1 | 50 | 1 | 14 | 341 | 3 | 359 | 7 | 17 | 24 | 519 |
| 05:15 PM | 05:30 PM | 0 | 10 | 72 | 82 | 0 | 41 | 0 | 41 | 0 | 12 | 365 | 9 | 386 | 2 | 12 | 14 | 523 |
| 05:30 PM | 05:45 PM | 0 | 10 | 86 | 96 | 1 | 36 | 0 | 37 | 0 | 13 | 377 | 7 | 397 | 7 | 20 | 27 | 557 |
| 05:45 PM | 06:00 PM | 3 | 8 | 61 | 72 | 0 | 30 | 0 | 30 | 0 | 13 | 341 | 6 | 360 | 11 | 22 | 33 | 495 |

## PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

### ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

| | | Franjo Road (SW 97th Ave) | | | | | | | | US 1 | | | | | Evergreen | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | | NORTHBOUND | | | | SOUTHBOUND | | | | NORTH-EASTBOUND | | | | | SOUTH-EASTBOUND | | | GRAND |
| INTERVAL | | L | T | R | TOTAL | L | T | R | TOTAL | L-Ever | L-97 | T | R | TOTAL | L-US 1 | R-97 | TOTAL | TOTAL |
| 04:45 PM | 05:45 PM | 3 | 53 | 280 | 336 | 1 | 159 | 2 | 162 | 1 | 53 | 1471 | 22 | 1547 | 19 | 61 | 80 | 2,125 |
| PEAK HOUR FACTOR | | | | | 0.88 | | | | 0.81 | | | | | 0.95 | | | 0.74 | 0.95 |

Note: 2014 FDOT Peak Season Conversion Factor = 1.00

DAVID PLUMMER & ASSOCIATES, INC.

# TURNING MOVEMENT COUNTS

**Project Name:** Altantico at Palmetto Bay
**Location:** Franjo Road (SW 97th Ave) /SW 180th St
**Observer:** Traffic Survey Specialists, Inc.

**Project Number:** 16127
**Count Date:** 4/6/2016
**Day of Week:** Wednesday

| TIME INTERVAL | | Franjo Road (SW 97th Ave) | | | | | | | | SW 180th St | | | | | | | | GRAND TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | | L | T | R | TOTAL | L | T | R | TOTAL | L | T | R | TOTAL | L | T | R | TOTAL | |
| 07:00 AM | 07:15 AM | 0 | 116 | 18 | 134 | 2 | 18 | 0 | 20 | 0 | 0 | 0 | 0 | 5 | 0 | 9 | 14 | 168 |
| 07:15 AM | 07:30 AM | 0 | 107 | 23 | 130 | 6 | 15 | 0 | 21 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 8 | 159 |
| 07:30 AM | 07:45 AM | 0 | 102 | 25 | 127 | 6 | 24 | 0 | 30 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 8 | 165 |
| 07:45 AM | 08:00 AM | 0 | 102 | 38 | 140 | 5 | 26 | 0 | 31 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 9 | 180 |
| 08:00 AM | 08:15 AM | 0 | 115 | 35 | 150 | 5 | 27 | 0 | 32 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 14 | 196 |
| 08:15 AM | 08:30 AM | 0 | 112 | 31 | 143 | 6 | 31 | 0 | 37 | 0 | 0 | 0 | 0 | 9 | 0 | 11 | 20 | 200 |
| 08:30 AM | 08:45 AM | 0 | 110 | 10 | 120 | 7 | 31 | 0 | 38 | 0 | 0 | 0 | 0 | 4 | 0 | 20 | 24 | 182 |
| 08:45 AM | 09:00 AM | 0 | 121 | 17 | 138 | 8 | 36 | 0 | 44 | 0 | 0 | 0 | 0 | 7 | 0 | 14 | 21 | 203 |

## AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

### ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

| TIME INTERVAL | | Franjo Road (SW 97th Ave) | | | | | | | | SW 180th St | | | | | | | | GRAND TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | | L | T | R | TOTAL | L | T | R | TOTAL | L | T | R | TOTAL | L | T | R | TOTAL | |
| 08:00 AM | 09:00 AM | 0 | 458 | 93 | 551 | 26 | 125 | 0 | 151 | 0 | 0 | 0 | 0 | 27 | 0 | 52 | 79 | 781 |
| PEAK HOUR FACTOR | | | | | 0.92 | | | | 0.86 | | | | #DIV/0! | | | | 0.82 | 0.96 |

Note: 2014 FDOT Peak Season Conversion Factor = 1.00

DAVID PLUMMER & ASSOCIATES, INC.

# TURNING MOVEMENT COUNTS

**Project Name:** Altantico at Palmetto Bay
**Location:** Franjo Road (SW 97th Ave) /SW 180th St
**Observer:** Traffic Survey Specialists, Inc.

**Project Number:** 16127
**Count Date:** 4/6/2016
**Day of Week:** Wednesday

| TIME INTERVAL | | Franjo Road (SW 97th Ave) | | | | | | | | SW 180th St | | | | | | | | GRAND TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | | L | T | R | TOTAL | L | T | R | TOTAL | L | T | R | TOTAL | L | T | R | TOTAL | |
| 04:00 PM | 04:15 PM | 0 | 81 | 4 | 85 | 3 | 65 | 0 | 68 | 0 | 0 | 0 | 0 | 9 | 0 | 11 | 20 | 173 |
| 04:15 PM | 04:30 PM | 0 | 63 | 5 | 68 | 8 | 58 | 0 | 66 | 0 | 0 | 0 | 0 | 5 | 0 | 13 | 18 | 152 |
| 04:30 PM | 04:45 PM | 0 | 65 | 3 | 68 | 6 | 78 | 0 | 84 | 0 | 0 | 0 | 0 | 7 | 0 | 10 | 17 | 169 |
| 04:45 PM | 05:00 PM | 0 | 79 | 5 | 84 | 9 | 81 | 0 | 90 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 10 | 184 |
| 05:00 PM | 05:15 PM | 0 | 68 | 8 | 76 | 12 | 79 | 0 | 91 | 0 | 0 | 0 | 0 | 4 | 0 | 7 | 11 | 178 |
| 05:15 PM | 05:30 PM | 0 | 79 | 4 | 83 | 12 | 77 | 0 | 89 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 16 | 188 |
| 05:30 PM | 05:45 PM | 0 | 78 | 9 | 87 | 5 | 97 | 0 | 102 | 0 | 0 | 0 | 0 | 5 | 0 | 10 | 15 | 204 |
| 05:45 PM | 06:00 PM | 0 | 66 | 7 | 73 | 5 | 82 | 0 | 87 | 0 | 0 | 0 | 0 | 9 | 0 | 7 | 16 | 176 |

## PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

### ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

| TIME INTERVAL | | Franjo Road (SW 97th Ave) | | | | | | | | SW 180th St | | | | | | | | GRAND TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | | L | T | R | TOTAL | L | T | R | TOTAL | L | T | R | TOTAL | L | T | R | TOTAL | |
| 04:45 PM | 05:45 PM | 0 | 304 | 26 | 330 | 38 | 334 | 0 | 372 | 0 | 0 | 0 | 0 | 21 | 0 | 31 | 52 | 754 |
| PEAK HOUR FACTOR | | | | | 0.95 | | | | 0.91 | | | | #DIV/0! | | | | 0.81 | 0.92 |

Note: 2014 FDOT Peak Season Conversion Factor = 1.00

DAVID PLUMMER & ASSOCIATES, INC.

# TURNING MOVEMENT COUNTS

**Project Name:** Altantico at Palmetto Bay
**Location:** Franjo Road (SW 97th Ave) / SW 184th St
**Observer:** Traffic Survey Specialists, Inc.

**Project Number:** 16127
**Count Date:** 4/6/2016
**Day of Week:** Wednesday

| TIME INTERVAL | | Franjo Road (SW 97th Ave) | | | | | | | | SW 184th St | | | | | | | | GRAND TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | | L | T | R | TOTAL | L | T | R | TOTAL | L | T | R | TOTAL | L | T | R | TOTAL | |
| 07:00 AM | 07:15 AM | 67 | 111 | 35 | 213 | 6 | 15 | 9 | 30 | 7 | 72 | 29 | 108 | 8 | 78 | 17 | 103 | 454 |
| 07:15 AM | 07:30 AM | 54 | 94 | 66 | 214 | 11 | 18 | 3 | 32 | 8 | 110 | 26 | 144 | 7 | 93 | 22 | 122 | 512 |
| 07:30 AM | 07:45 AM | 54 | 98 | 40 | 192 | 11 | 26 | 4 | 41 | 15 | 125 | 32 | 172 | 5 | 77 | 14 | 96 | 501 |
| 07:45 AM | 08:00 AM | 64 | 78 | 42 | 184 | 9 | 22 | 6 | 37 | 27 | 144 | 33 | 204 | 12 | 114 | 23 | 149 | 574 |
| 08:00 AM | 08:15 AM | 62 | 112 | 36 | 210 | 11 | 41 | 7 | 59 | 31 | 121 | 29 | 181 | 8 | 118 | 22 | 148 | 598 |
| 08:15 AM | 08:30 AM | 45 | 102 | 35 | 182 | 8 | 25 | 11 | 44 | 21 | 122 | 38 | 181 | 21 | 120 | 31 | 172 | 579 |
| 08:30 AM | 08:45 AM | 56 | 85 | 19 | 160 | 9 | 38 | 11 | 58 | 11 | 111 | 43 | 165 | 25 | 131 | 36 | 192 | 575 |
| 08:45 AM | 09:00 AM | 35 | 97 | 17 | 149 | 10 | 26 | 12 | 48 | 20 | 148 | 31 | 199 | 13 | 119 | 25 | 157 | 553 |

## AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

### ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

| TIME INTERVAL | | Franjo Road (SW 97th Ave) | | | | | | | | SW 184th St | | | | | | | | GRAND TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | | L | T | R | TOTAL | L | T | R | TOTAL | L | T | R | TOTAL | L | T | R | TOTAL | |
| 07:45 AM | 08:45 AM | 227 | 377 | 132 | 736 | 37 | 126 | 35 | 198 | 90 | 498 | 143 | 731 | 66 | 483 | 112 | 661 | 2,326 |
| PEAK HOUR FACTOR | | | | | 0.88 | | | | 0.84 | | | | 0.90 | | | | 0.86 | 0.97 |

Note: 2014 FDOT Peak Season Conversion Factor = 1.00

DAVID PLUMMER & ASSOCIATES, INC.

# TURNING MOVEMENT COUNTS

**Project Name:** Altantico at Palmetto Bay
**Location:** Franjo Road (SW 97th Ave) / SW 184th St
**Observer:** Traffic Survey Specialists, Inc.

**Project Number:** 16127
**Count Date:** 4/6/2016
**Day of Week:** Wednesday

| TIME INTERVAL | | Franjo Road (SW 97th Ave) | | | | | | | | SW 184th St | | | | | | | | GRAND TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | | L | T | R | TOTAL | L | T | R | TOTAL | L | T | R | TOTAL | L | T | R | TOTAL | |
| 04:00 PM | 04:15 PM | 36 | 61 | 12 | 109 | 19 | 66 | 17 | 102 | 23 | 106 | 85 | 214 | 32 | 104 | 15 | 151 | 576 |
| 04:15 PM | 04:30 PM | 19 | 49 | 19 | 87 | 4 | 81 | 27 | 112 | 19 | 123 | 59 | 201 | 28 | 151 | 10 | 189 | 589 |
| 04:30 PM | 04:45 PM | 38 | 48 | 8 | 94 | 21 | 92 | 13 | 126 | 17 | 98 | 90 | 205 | 38 | 116 | 16 | 170 | 595 |
| 04:45 PM | 05:00 PM | 45 | 56 | 15 | 116 | 22 | 82 | 20 | 124 | 19 | 125 | 79 | 223 | 31 | 120 | 11 | 162 | 625 |
| 05:00 PM | 05:15 PM | 45 | 54 | 18 | 117 | 24 | 81 | 24 | 129 | 14 | 123 | 89 | 226 | 46 | 137 | 13 | 196 | 668 |
| 05:15 PM | 05:30 PM | 44 | 53 | 27 | 124 | 10 | 101 | 18 | 129 | 7 | 127 | 107 | 241 | 41 | 138 | 22 | 201 | 695 |
| 05:30 PM | 05:45 PM | 40 | 65 | 22 | 127 | 23 | 103 | 15 | 141 | 10 | 123 | 98 | 231 | 49 | 125 | 13 | 187 | 686 |
| 05:45 PM | 06:00 PM | 45 | 58 | 12 | 115 | 18 | 106 | 8 | 132 | 10 | 105 | 93 | 208 | 42 | 116 | 12 | 170 | 625 |

## PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

### ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

| TIME INTERVAL | | Franjo Road (SW 97th Ave) | | | | | | | | SW 184th St | | | | | | | | GRAND TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | | L | T | R | TOTAL | L | T | R | TOTAL | L | T | R | TOTAL | L | T | R | TOTAL | |
| 04:45 PM | 05:45 PM | 174 | 228 | 82 | 484 | 79 | 367 | 77 | 523 | 50 | 498 | 373 | 921 | 167 | 520 | 59 | 746 | 2,674 |
| PEAK HOUR FACTOR | | | | | 0.95 | | | | 0.93 | | | | 0.96 | | | | 0.93 | 0.96 |

Note: 2014 FDOT Peak Season Conversion Factor = 1.00

US1& SW 97TH AVENUE & EVERGREEN STREET
PERINE, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Study Name: US1_97AV
Site Code : 00160071
Start Date: 04/06/16
Page : 1

ALL VEHICLES

| Start | SW 97TH AVENUE From North | | | | US1 From East | | | | SW 97TH AVENUE From South | | | | US1 From West | | | | EVERGREEN From North | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | HARD | | | | | | LEFT | | | LEFT | | | | Left | Right | Intvl |
| Time | Left | Thru | Right | RIGHT | Left | Thru | Right | Other | Left | ERERG | Thru | Right | ERERG | Left | Thru | Right | O US1 | 97TH | Total |
| 04/06/16 | | | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 30 | 75 | 0 | 9 | 467 | 3 | 5 | 3 | 598 |
| 07:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 96 | 74 | 0 | 8 | 299 | 1 | 0 | 8 | 499 |
| 07:30 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 67 | 0 | 14 | 380 | 1 | 3 | 3 | 493 |
| 07:45 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 57 | 0 | 11 | 395 | 0 | 9 | 8 | 498 |
| Hour | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 148 | 273 | 0 | 42 | 1541 | 5 | 17 | 22 | 2088 |
| 08:00 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 15 | 74 | 0 | 11 | 368 | 4 | 4 | 6 | 502 |
| 08:15 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 90 | 0 | 13 | 439 | 2 | 9 | 10 | 587 |
| 08:30 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 47 | 0 | 21 | 494 | 3 | 6 | 12 | 606 |
| 08:45 | 0 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 64 | 1 | 18 | 483 | 6 | 6 | 6 | 624 |
| Hour | 0 | 52 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 5 | 63 | 275 | 1 | 63 | 1784 | 15 | 25 | 34 | 2319 |
| [BREAK | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 16:00 | 0 | 31 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 67 | 0 | 21 | 369 | 4 | 5 | 10 | 527 |
| 16:15 | 0 | 23 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 52 | 0 | 26 | 344 | 4 | 12 | 13 | 490 |
| 16:30 | 0 | 31 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 58 | 1 | 17 | 408 | 7 | 7 | 11 | 549 |
| 16:45 | 0 | 33 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 61 | 0 | 14 | 388 | 3 | 3 | 12 | 526 |
| Hour | 0 | 118 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 4 | 44 | 238 | 1 | 78 | 1509 | 18 | 27 | 46 | 2092 |
| 17:00 | 0 | 49 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 23 | 61 | 1 | 14 | 341 | 3 | 7 | 17 | 519 |
| 17:15 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 72 | 0 | 12 | 365 | 9 | 2 | 12 | 523 |
| 17:30 | 1 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 86 | 0 | 13 | 377 | 7 | 7 | 20 | 557 |
| 17:45 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 8 | 61 | 0 | 13 | 341 | 6 | 11 | 22 | 495 |
| Hour | 1 | 156 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 51 | 280 | 1 | 52 | 1424 | 25 | 27 | 71 | 2094 |
| Total | 1 | 357 | 0 | 11 | 0 | 0 | 0 | 0 | 7 | 17 | 306 | 1066 | 3 | 235 | 6258 | 63 | 96 | 173 | 8593 |
| % Apr. | 0.2 | 96.7 | - | 2.9 | - | - | - | - | 0.5 | 1.2 | 21.9 | 76.3 | - | 3.5 | 95.4 | 0.9 | 35.6 | 64.3 | - |
| % Int. | - | 4.1 | - | 0.1 | - | - | - | - | - | 0.1 | 3.5 | 12.4 | - | 2.7 | 72.8 | 0.7 | 1.1 | 2.0 | - |

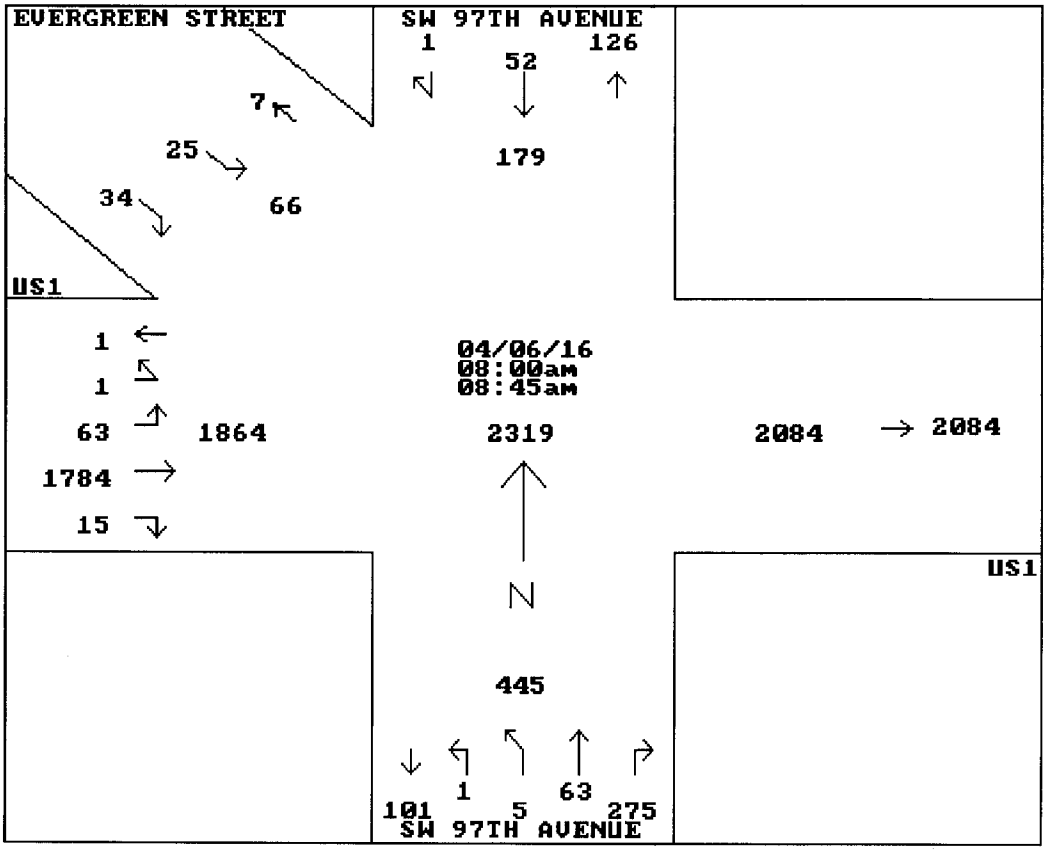
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

US1& SW 97TH AVENUE & EVERGREEN STREET
PERINE, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Study Name: US1_97AV
Site Code : 00160071
Start Date: 04/06/16
Page : 2

ALL VEHICLES

| | SW 97TH AVENUE From North | | | | US1 From East | | | | SW 97TH AVENUE From South | | | | US1 From West | | | | EVERGREEN From North | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | HARD RIGHT | Left | Thru | Right | Other | Left | LEFT ERERG | Thru | Right | LEFT ERERG | Left | Thru | Right | Left O US1 | Right 97TH | Intvl Total |
| Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 04/06/16 to 08:45 on 04/06/16 | | | | | | | | | | | | | | | | | | | |
| Time | 08:00 | | | | 08:00 | | | | 08:00 | | | | 08:00 | | | | 08:00 | | |
| Vol. | 0 | 52 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 5 | 63 | 275 | 1 | 63 | 1784 | 15 | 25 | 34 | |
| Pct. | 0.0 | 98.1 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 1.4 | 18.3 | 79.9 | 0.0 | 3.3 | 95.7 | 0.8 | 42.3 | 57.6 | |
| Total | 53 | | | | 0 | | | | 344 | | | | 1863 | | | | 59 | | |
| High | 08:00 | | | | 08:00 | | | | 08:15 | | | | 08:30 | | | | 08:15 | | |
| Vol. | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 12 | 90 | 0 | 21 | 494 | 3 | 9 | 10 | |
| Total | 16 | | | | 0 | | | | 104 | | | | 518 | | | | 19 | | |
| PHF | 0.828 | | | | 0.000 | | | | 0.827 | | | | 0.899 | | | | 0.776 | | |



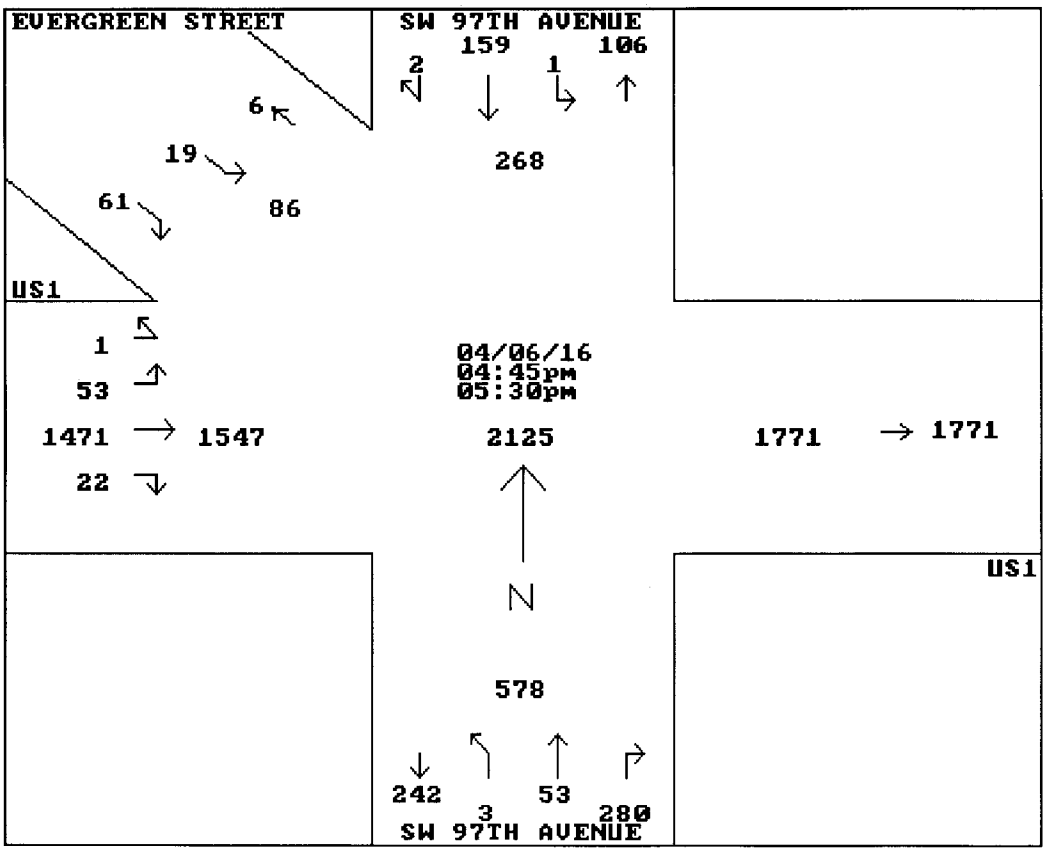
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

US1& SW 97TH AVENUE & EVERGREEN STREET
PERINE, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Study Name: US1_97AV
Site Code : 00160071
Start Date: 04/06/16
Page : 3

ALL VEHICLES

| Start Time | SW 97TH AVENUE From North Left | Thru | Right | HARD RIGHT | US1 From East Left | Thru | Right | Other | SW 97TH AVENUE From South Left | ERERG | Thru | Right | US1 From West LEFT Left | ERERG | Thru | Right | EVERGREEN From North Left O US1 | Right 97TH | Intvl Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 on 04/06/16 to 17:45 on 04/06/16 | | | | | | | | | | | | | | | | | | | |
| Time | 16:45 | | | | 16:45 | | | | 16:45 | | | | 16:45 | | | | 16:45 | | |
| Vol. | 1 | 159 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 53 | 280 | 1 | 53 | 1471 | 22 | 19 | 61 | |
| Pct. | 0.6 | 98.1 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 15.7 | 83.3 | 0.0 | 3.4 | 95.0 | 1.4 | 23.7 | 76.2 | |
| Total | 162 | | | | 0 | | | | 336 | | | | 1547 | | | | 80 | | |
| High | 17:00 | | | | 17:00 | | | | 17:30 | | | | 16:45 | | | | 17:30 | | |
| Vol. | 0 | 49 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 86 | 0 | 14 | 388 | 3 | 7 | 20 | |
| Total | 50 | | | | 0 | | | | 96 | | | | 405 | | | | 27 | | |
| PHF | 0.810 | | | | 0.000 | | | | 0.875 | | | | 0.955 | | | | 0.741 | | |



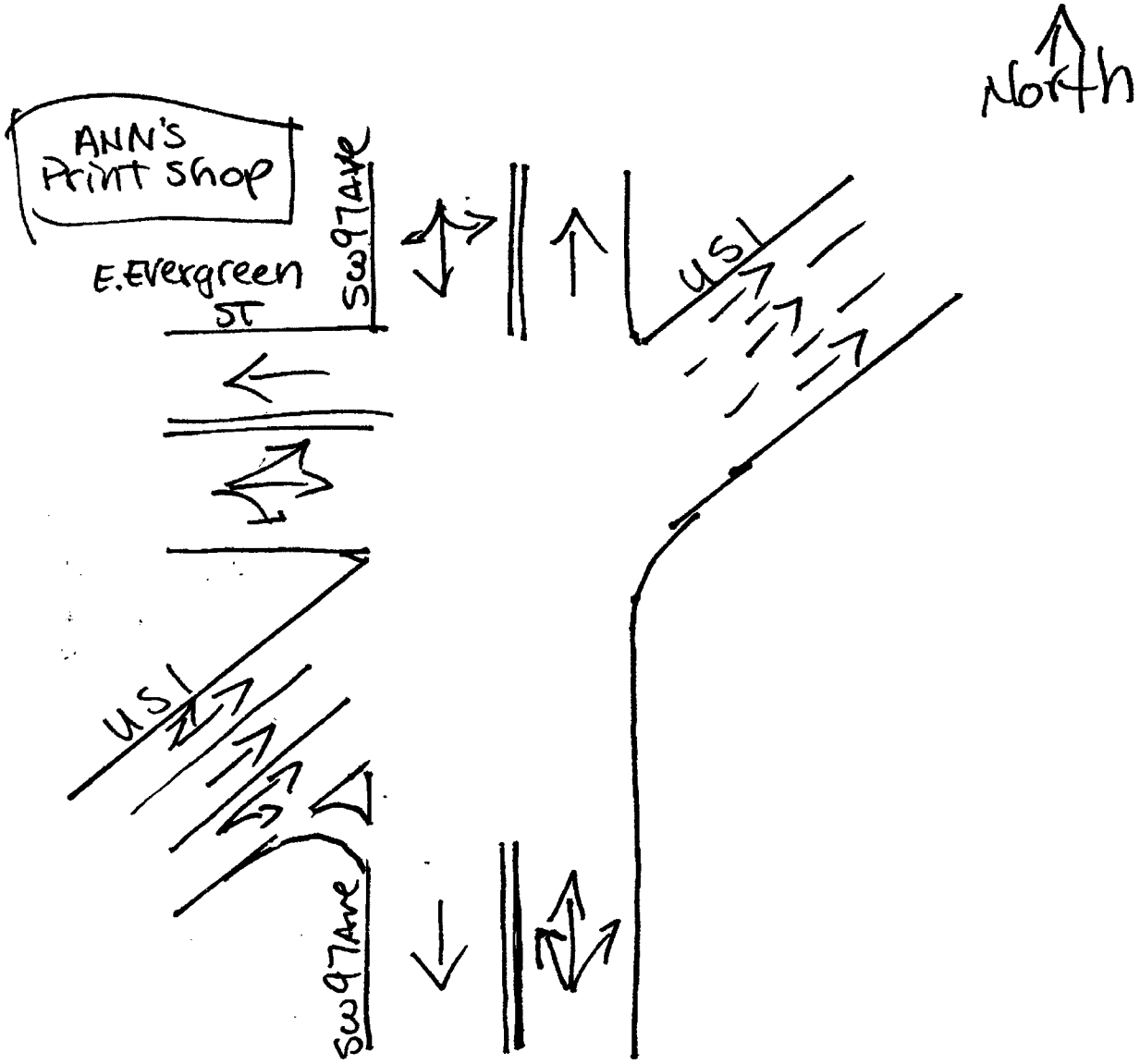
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

US1& SW 97TH AVENUE & EVERGREEN STREET
PERINE, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Study Name: US1_97AV
Site Code : 00160071
Start Date: 04/06/16
Page : 1

PEDESTRIANS & BIKES

| Start Time | SW 97TH AVENUE From North | | | | US1 From East | | | | SW 97TH AVENUE From South | | | | US1 From West | | | | Intvl. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Other | Left | Thru | Right | Other | Left | Thru | Right | Other | Left | Thru | Right | Other | |
| 04/06/16 | | | | | | | | | | | | | | | | | |
| [BREAK] | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 16:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| [BREAK] | | | | | | | | | | | | | | | | | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Hour | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 5 |
| 17:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 |
| [BREAK] | | | | | | | | | | | | | | | | | |
| Hour | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 |
| Total | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 9 |
| % Apr. | - | - | - | 100.0 | - | - | - | 100.0 | - | - | - | 100.0 | - | 25.0 | - | 75.0 | - |
| % Int. | - | - | - | 33.3 | - | - | - | 11.1 | - | - | - | 11.1 | - | 11.1 | - | 33.3 | - |




Palmetto Bay, Florida
April 08, 2016
drawn by: Luis Palomino
signalized

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

SW 180TH STREET & SW 97TH AVENUE
PALMETTO BAY, FLORIDA
COUNTED BY: DREW GONZALEZ
NOT SIGNALIZED

Site Code : 00160071
Start Date: 04/06/16
File I.D. : 180S97AV
Page : 1

ALL VEHICLES

| | SW 97TH AVENUE From North | | | | SW 180TH STREET From East | | | | SW 97TH AVENUE From South | | | | ----- From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 04/06/16 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 2 | 18 | 0 | 0 | 5 | 0 | 9 | 0 | 0 | 116 | 18 | 0 | 0 | 0 | 0 | 168 |
| 07:15 | 0 | 6 | 15 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 107 | 23 | 0 | 0 | 0 | 0 | 159 |
| 07:30 | 0 | 6 | 24 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 102 | 25 | 0 | 0 | 0 | 0 | 165 |
| 07:45 | 0 | 5 | 26 | 0 | 0 | 2 | 0 | 7 | 0 | 0 | 102 | 38 | 0 | 0 | 0 | 0 | 180 |
| Hr Total | 0 | 19 | 83 | 0 | 0 | 10 | 0 | 29 | 0 | 0 | 427 | 104 | 0 | 0 | 0 | 0 | 672 |
| 08:00 | 0 | 5 | 27 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 115 | 35 | 0 | 0 | 0 | 0 | 196 |
| 08:15 | 0 | 6 | 31 | 0 | 0 | 9 | 0 | 11 | 0 | 0 | 112 | 31 | 0 | 0 | 0 | 0 | 200 |
| 08:30 | 0 | 7 | 31 | 0 | 0 | 4 | 0 | 20 | 0 | 0 | 110 | 10 | 0 | 0 | 0 | 0 | 182 |
| 08:45 | 0 | 8 | 36 | 0 | 0 | 7 | 0 | 14 | 0 | 0 | 121 | 17 | 0 | 0 | 0 | 0 | 203 |
| Hr Total | 0 | 26 | 125 | 0 | 0 | 27 | 0 | 52 | 0 | 0 | 458 | 93 | 0 | 0 | 0 | 0 | 781 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 3 | 65 | 0 | 0 | 9 | 0 | 11 | 0 | 0 | 81 | 4 | 0 | 0 | 0 | 0 | 173 |
| 16:15 | 0 | 8 | 58 | 0 | 0 | 5 | 0 | 13 | 0 | 0 | 63 | 5 | 0 | 0 | 0 | 0 | 152 |
| 16:30 | 0 | 6 | 78 | 0 | 0 | 7 | 0 | 10 | 0 | 0 | 65 | 3 | 0 | 0 | 0 | 0 | 169 |
| 16:45 | 0 | 9 | 81 | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 79 | 5 | 0 | 0 | 0 | 0 | 184 |
| Hr Total | 0 | 26 | 282 | 0 | 0 | 25 | 0 | 40 | 0 | 0 | 288 | 17 | 0 | 0 | 0 | 0 | 678 |
| 17:00 | 0 | 12 | 79 | 0 | 0 | 4 | 0 | 7 | 0 | 0 | 68 | 8 | 0 | 0 | 0 | 0 | 178 |
| 17:15 | 0 | 12 | 77 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 79 | 4 | 0 | 0 | 0 | 0 | 188 |
| 17:30 | 0 | 5 | 97 | 0 | 0 | 5 | 0 | 10 | 0 | 0 | 78 | 9 | 0 | 0 | 0 | 0 | 204 |
| 17:45 | 0 | 5 | 82 | 0 | 0 | 9 | 0 | 7 | 0 | 0 | 66 | 7 | 0 | 0 | 0 | 0 | 176 |
| Hr Total | 0 | 34 | 335 | 0 | 0 | 26 | 0 | 32 | 0 | 0 | 291 | 28 | 0 | 0 | 0 | 0 | 746 |
| *TOTAL* | 0 | 105 | 825 | 0 | 0 | 88 | 0 | 153 | 0 | 0 | 1464 | 242 | 0 | 0 | 0 | 0 | 2877 |

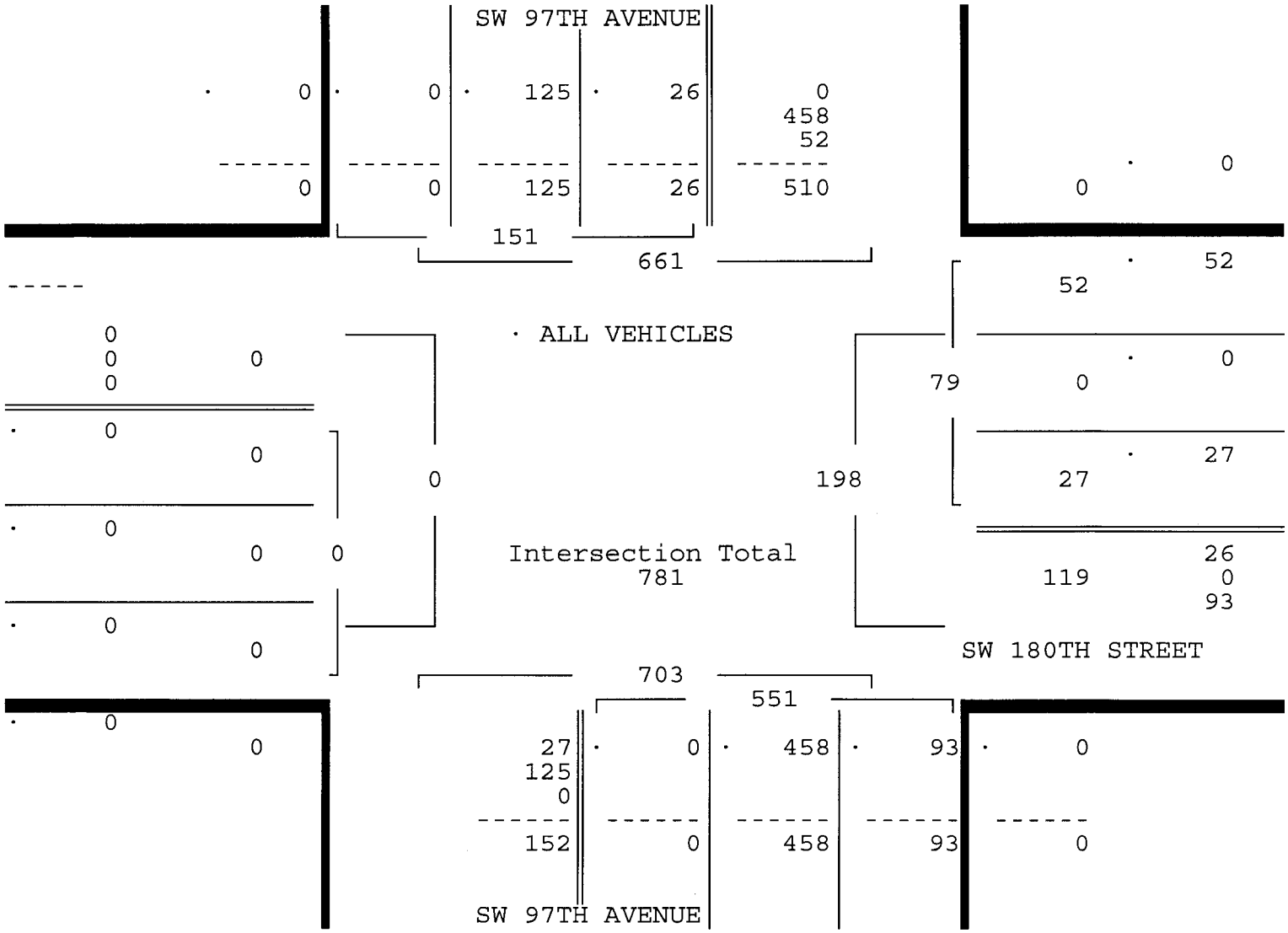
SW 180TH STREET & SW 97TH AVENUE
PALMETTO BAY, FLORIDA
COUNTED BY: DREW GONZALEZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160071
Start Date: 04/06/16
File I.D. : 180S97AV
Page : 2

ALL VEHICLES

| | SW 97TH AVENUE From North | | | | SW 180TH STREET From East | | | | SW 97TH AVENUE From South | | | | ----- From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 04/06/16 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/06/16 | | | | | | | | | | | | | | | | | |
| Peak start 08:00 | | | | | 08:00 | | | | 08:00 | | | | 08:00 | | | | |
| Volume | 0 | 26 | 125 | 0 | 0 | 27 | 0 | 52 | 0 | 0 | 458 | 93 | 0 | 0 | 0 | 0 | |
| Percent | 0% | 17% | 83% | 0% | 0% | 34% | 0% | 66% | 0% | 0% | 83% | 17% | 0% | 0% | 0% | 0% | |
| Pk total | 151 | | | | 79 | | | | 551 | | | | 0 | | | | |
| Highest | 08:45 | | | | 08:30 | | | | 08:00 | | | | 07:00 | | | | |
| Volume | 0 | 8 | 36 | 0 | 0 | 4 | 0 | 20 | 0 | 0 | 115 | 35 | 0 | 0 | 0 | 0 | |
| Hi total | 44 | | | | 24 | | | | 150 | | | | 0 | | | | |
| PHF | .86 | | | | .82 | | | | .92 | | | | .0 | | | | |



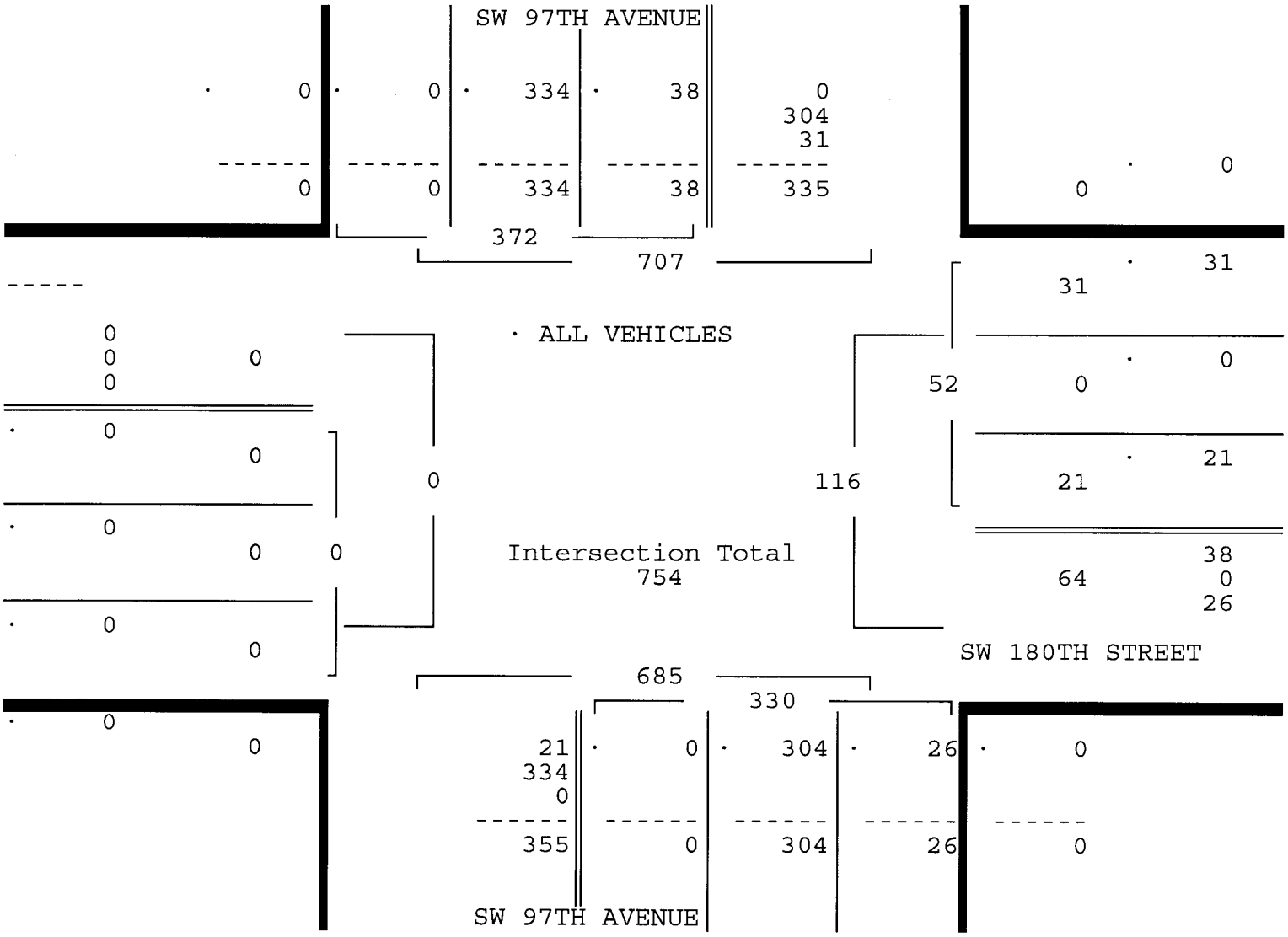
Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

SW 180TH STREET & SW 97TH AVENUE
PALMETTO BAY, FLORIDA
COUNTED BY: DREW GONZALEZ
NOT SIGNALIZED

Site Code : 00160071
Start Date: 04/06/16
File I.D. : 180S97AV
Page : 3

ALL VEHICLES

| | SW 97TH AVENUE From North | | | | SW 180TH STREET From East | | | | SW 97TH AVENUE From South | | | | ----- From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 04/06/16 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/06/16 | | | | | | | | | | | | | | | | | |
| Peak start | 16:45 | | | | 16:45 | | | | 16:45 | | | | 16:45 | | | | |
| Volume | 0 | 38 | 334 | 0 | 0 | 21 | 0 | 31 | 0 | 0 | 304 | 26 | 0 | 0 | 0 | 0 | |
| Percent | 0% | 10% | 90% | 0% | 0% | 40% | 0% | 60% | 0% | 0% | 92% | 8% | 0% | 0% | 0% | 0% | |
| Pk total | 372 | | | | 52 | | | | 330 | | | | 0 | | | | |
| Highest | 17:30 | | | | 17:15 | | | | 17:30 | | | | 07:00 | | | | |
| Volume | 0 | 5 | 97 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 78 | 9 | 0 | 0 | 0 | 0 | |
| Hi total | 102 | | | | 16 | | | | 87 | | | | 0 | | | | |
| PHF | .91 | | | | .81 | | | | .95 | | | | .0 | | | | |



Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
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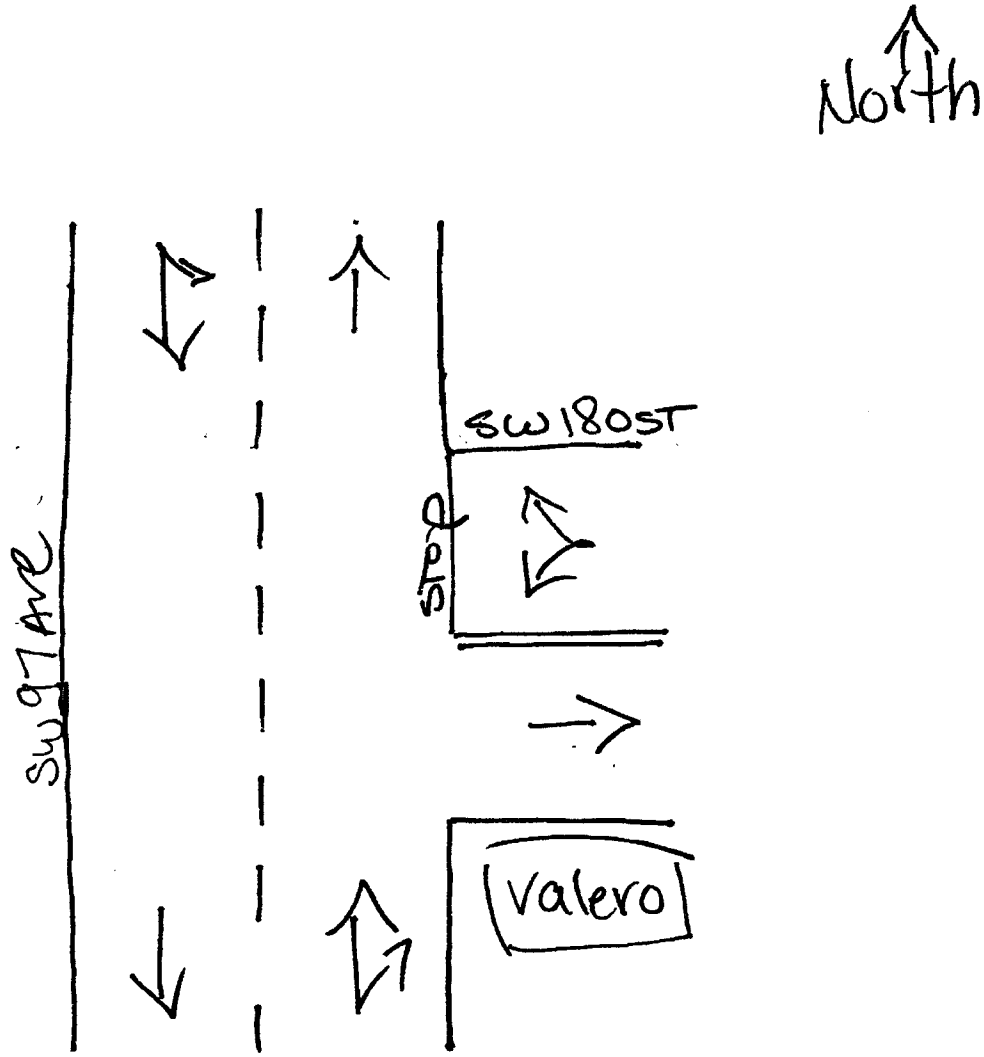
Phone (561) 272-3255

SW 180TH STREET & SW 97TH AVENUE
PALMETTO BAY, FLORIDA
COUNTED BY: DREW GONZALEZ
NOT SIGNALIZED

Site Code : 00160071
Start Date: 04/06/16
File I.D. : 180S97AV
Page : 1

PEDESTRIANS & BIKES

| | SW 97TH AVENUE From North | | | | SW 180TH STREET From East | | | | SW 97TH AVENUE From South | | | | ----- From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Total |
| Date 04/06/16 | | | | | | | | | | | | | | | | | |
| * 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 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hr Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 17:45 | 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 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| *TOTAL* | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |




Palmetto Bay, Florida
April 08, 2016
drawn by: Luis Palomino
not signalized

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

SW 184TH STREET & SW 97TH AVENUE
PALMETTO BAY, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

Site Code : 00160071
Start Date: 04/06/16
File I.D. : 184S_97A
Page : 1

ALL VEHICLES

| | SW 97TH AVENUE From North | | | | SW 184TH STREET From East | | | | SW 97TH AVENUE From South | | | | SW 184TH STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 04/06/16 | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 6 | 15 | 9 | 0 | 8 | 78 | 17 | 0 | 67 | 111 | 35 | 0 | 7 | 72 | 29 | 454 |
| 07:15 | 1 | 10 | 18 | 3 | 0 | 7 | 93 | 22 | 0 | 54 | 94 | 66 | 0 | 8 | 110 | 26 | 512 |
| 07:30 | 0 | 11 | 26 | 4 | 0 | 5 | 77 | 14 | 0 | 54 | 98 | 40 | 0 | 15 | 125 | 32 | 501 |
| 07:45 | 0 | 9 | 22 | 6 | 0 | 12 | 114 | 23 | 0 | 64 | 78 | 42 | 2 | 25 | 144 | 33 | 574 |
| Hr Total | 1 | 36 | 81 | 22 | 0 | 32 | 362 | 76 | 0 | 239 | 381 | 183 | 2 | 55 | 451 | 120 | 2041 |
| 08:00 | 0 | 11 | 41 | 7 | 0 | 8 | 118 | 22 | 0 | 62 | 112 | 36 | 0 | 31 | 121 | 29 | 598 |
| 08:15 | 0 | 8 | 25 | 11 | 0 | 21 | 120 | 31 | 0 | 45 | 102 | 35 | 0 | 21 | 122 | 38 | 579 |
| 08:30 | 0 | 9 | 38 | 11 | 0 | 25 | 131 | 36 | 0 | 56 | 85 | 19 | 0 | 11 | 111 | 43 | 575 |
| 08:45 | 0 | 10 | 26 | 12 | 0 | 13 | 119 | 25 | 0 | 35 | 97 | 17 | 0 | 20 | 148 | 31 | 553 |
| Hr Total | 0 | 38 | 130 | 41 | 0 | 67 | 488 | 114 | 0 | 198 | 396 | 107 | 0 | 83 | 502 | 141 | 2305 |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 19 | 66 | 17 | 0 | 32 | 104 | 15 | 0 | 36 | 61 | 12 | 0 | 23 | 106 | 85 | 576 |
| 16:15 | 0 | 4 | 81 | 27 | 0 | 28 | 151 | 10 | 0 | 19 | 49 | 19 | 0 | 19 | 123 | 59 | 589 |
| 16:30 | 0 | 21 | 92 | 13 | 0 | 38 | 116 | 16 | 0 | 38 | 48 | 8 | 0 | 17 | 98 | 90 | 595 |
| 16:45 | 0 | 22 | 82 | 20 | 0 | 31 | 120 | 11 | 0 | 45 | 56 | 15 | 0 | 19 | 125 | 79 | 625 |
| Hr Total | 0 | 66 | 321 | 77 | 0 | 129 | 491 | 52 | 0 | 138 | 214 | 54 | 0 | 78 | 452 | 313 | 2385 |
| 17:00 | 0 | 24 | 81 | 24 | 0 | 46 | 137 | 13 | 0 | 45 | 54 | 18 | 0 | 14 | 123 | 89 | 668 |
| 17:15 | 0 | 10 | 101 | 18 | 0 | 41 | 138 | 22 | 0 | 44 | 53 | 27 | 0 | 7 | 127 | 107 | 695 |
| 17:30 | 0 | 23 | 103 | 15 | 0 | 49 | 125 | 13 | 0 | 40 | 65 | 22 | 0 | 10 | 123 | 98 | 686 |
| 17:45 | 0 | 18 | 106 | 8 | 0 | 42 | 116 | 12 | 0 | 45 | 58 | 12 | 0 | 10 | 105 | 93 | 625 |
| Hr Total | 0 | 75 | 391 | 65 | 0 | 178 | 516 | 60 | 0 | 174 | 230 | 79 | 0 | 41 | 478 | 387 | 2674 |
| *TOTAL* | 1 | 215 | 923 | 205 | 0 | 406 | 1857 | 302 | 0 | 749 | 1221 | 423 | 2 | 257 | 1883 | 961 | 9405 |

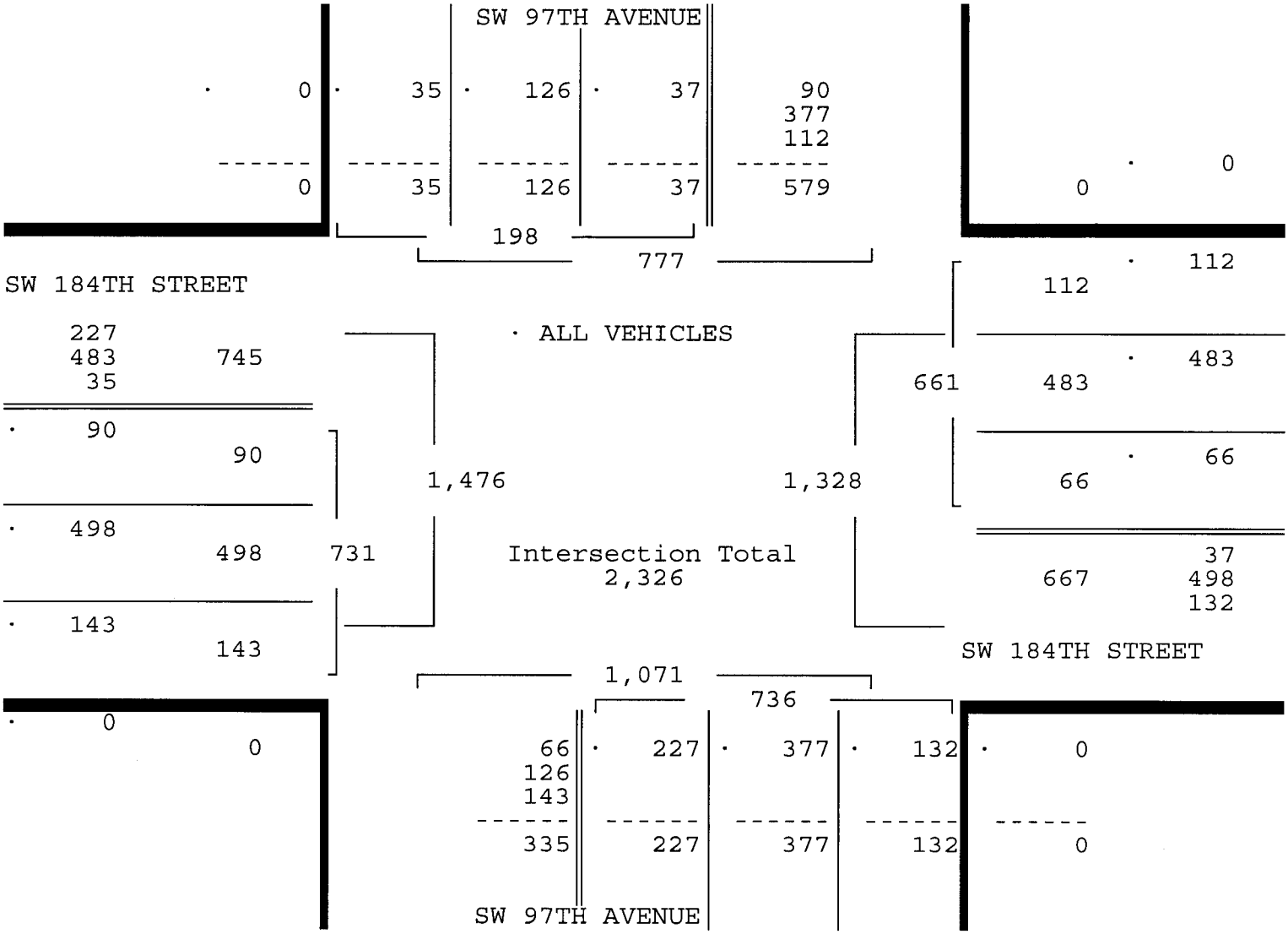
SW 184TH STREET & SW 97TH AVENUE
PALMETTO BAY, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160071
Start Date: 04/06/16
File I.D. : 184S_97A
Page : 2

ALL VEHICLES

| | SW 97TH AVENUE From North | | | | SW 184TH STREET From East | | | | SW 97TH AVENUE From South | | | | SW 184TH STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 04/06/16 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/06/16 | | | | | | | | | | | | | | | | | |
| Peak start 07:45 | | | | | 07:45 | | | | 07:45 | | | | 07:45 | | | | |
| Volume | 0 | 37 | 126 | 35 | 0 | 66 | 483 | 112 | 0 | 227 | 377 | 132 | 2 | 88 | 498 | 143 | |
| Percent | 0% | 19% | 64% | 18% | 0% | 10% | 73% | 17% | 0% | 31% | 51% | 18% | 0% | 12% | 68% | 20% | |
| Pk total | 198 | | | | 661 | | | | 736 | | | | 731 | | | | |
| Highest | 08:00 | | | | 08:30 | | | | 08:00 | | | | 07:45 | | | | |
| Volume | 0 | 11 | 41 | 7 | 0 | 25 | 131 | 36 | 0 | 62 | 112 | 36 | 2 | 25 | 144 | 33 | |
| Hi total | 59 | | | | 192 | | | | 210 | | | | 204 | | | | |
| PHF | .84 | | | | .86 | | | | .88 | | | | .90 | | | | |



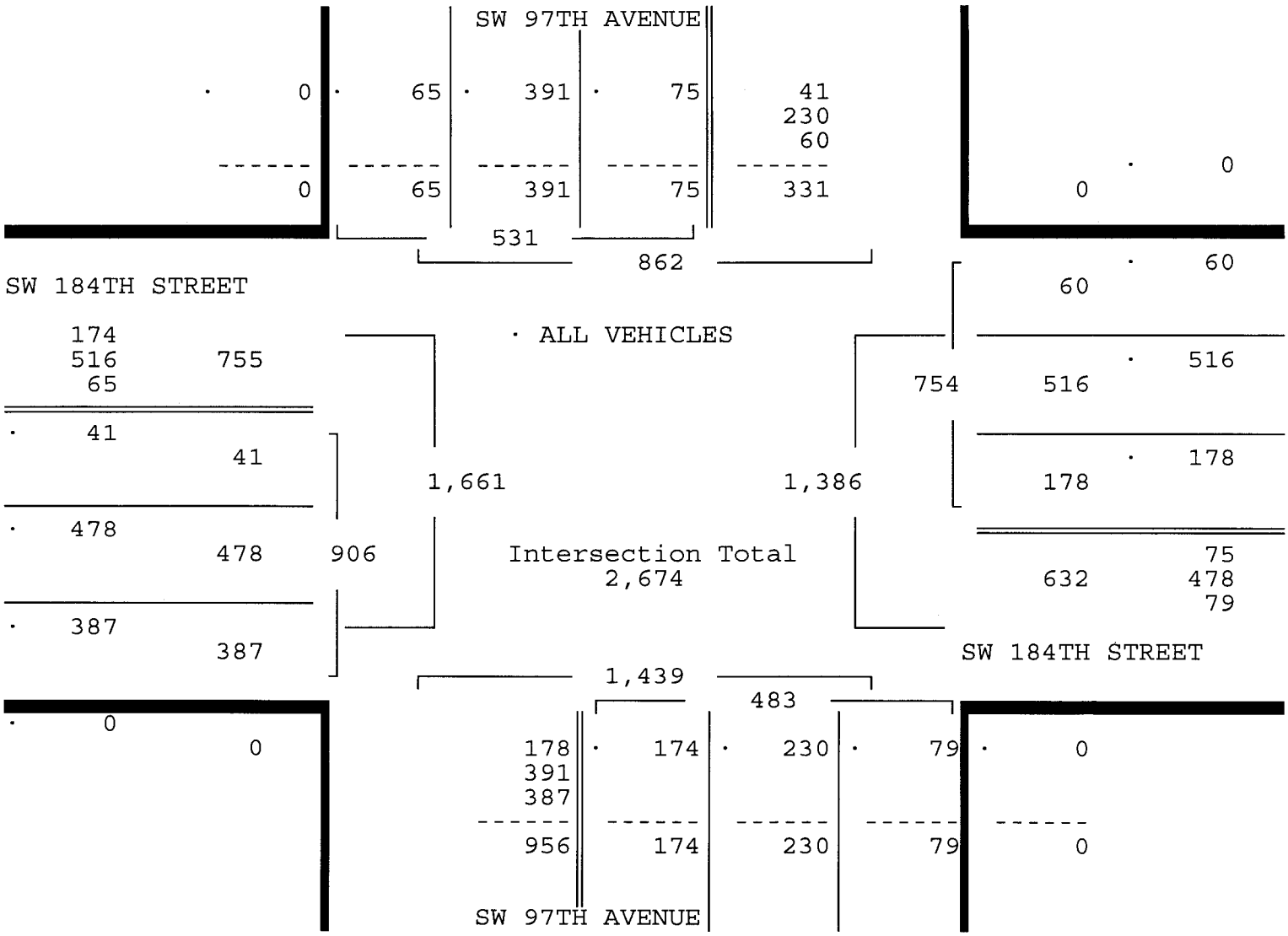
SW 184TH STREET & SW 97TH AVENUE
PALMETTO BAY, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160071
Start Date: 04/06/16
File I.D. : 184S_97A


ALL VEHICLES

| | SW 97TH AVENUE From North | | | | SW 184TH STREET From East | | | | SW 97TH AVENUE From South | | | | SW 184TH STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | UTurn | Left | Thru | Right | Total |
| Date 04/06/16 | | | | | | | | | | | | | | | | | |
| Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/06/16 | | | | | | | | | | | | | | | | | |
| Peak start 17:00 | | | | | 17:00 | | | | 17:00 | | | | 17:00 | | | | |
| Volume | 0 | 75 | 391 | 65 | 0 | 178 | 516 | 60 | 0 | 174 | 230 | 79 | 0 | 41 | 478 | 387 | |
| Percent | 0% | 14% | 74% | 12% | 0% | 24% | 68% | 8% | 0% | 36% | 48% | 16% | 0% | 5% | 53% | 43% | |
| Pk total | 531 | | | | 754 | | | | 483 | | | | 906 | | | | |
| Highest | 17:30 | | | | 17:15 | | | | 17:30 | | | | 17:15 | | | | |
| Volume | 0 | 23 | 103 | 15 | 0 | 41 | 138 | 22 | 0 | 40 | 65 | 22 | 0 | 7 | 127 | 107 | |
| Hi total | 141 | | | | 201 | | | | 127 | | | | 241 | | | | |
| PHF | .94 | | | | .94 | | | | .95 | | | | .94 | | | | |



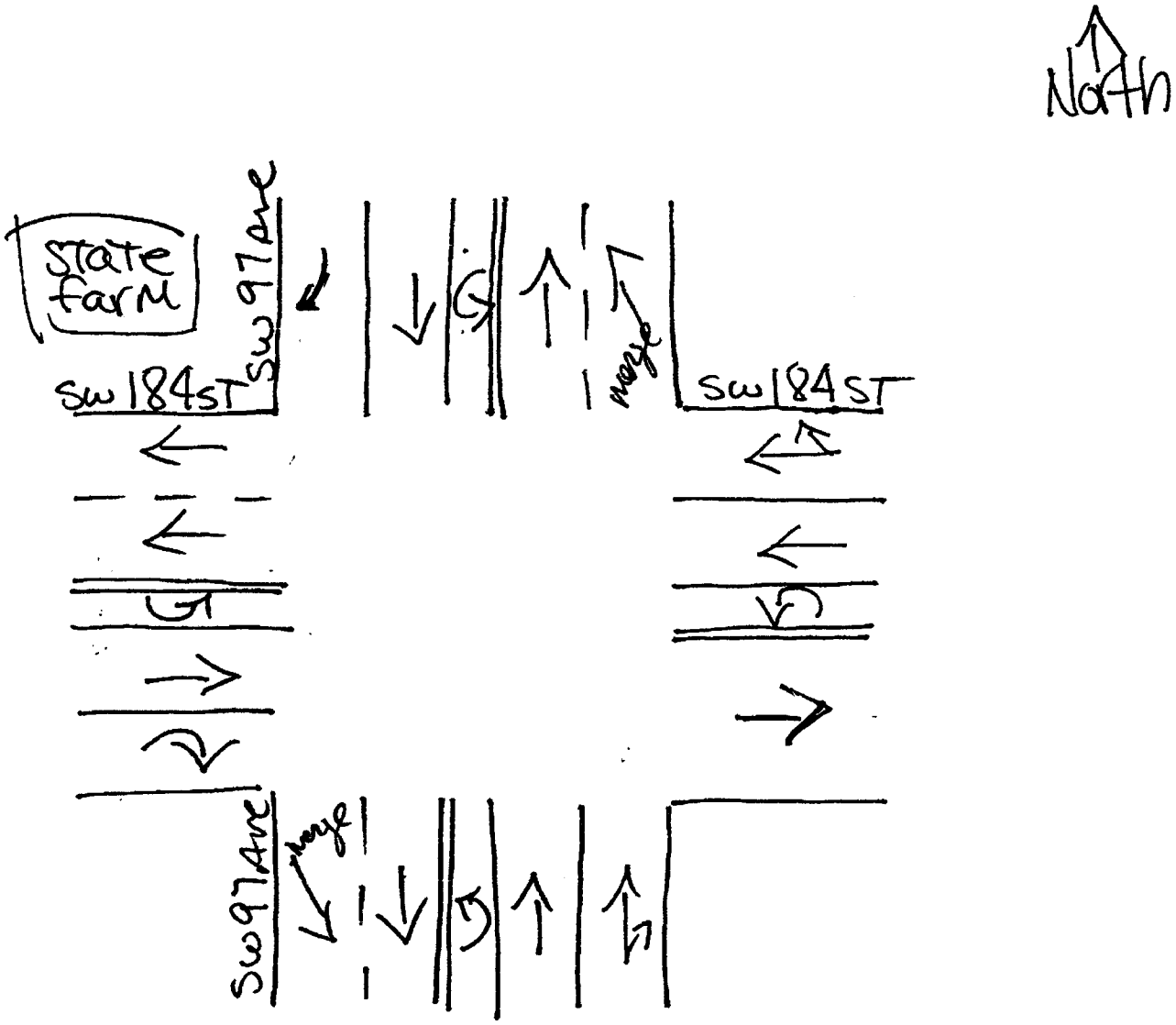
Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

SW 184TH STREET & SW 97TH AVENUE
PALMETTO BAY, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

Site Code : 00160071
Start Date: 04/06/16
File I.D. : 184S_97A
Page : 1

PEDESTRIANS & BIKES

| | SW 97TH AVENUE From North | | | | SW 184TH STREET From East | | | | SW 97TH AVENUE From South | | | | SW 184TH STREET From West | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Left | BIKES | Right | Peds | Total |
| Date 04/06/16 | | | | | | | | | | | | | | | | | |
| * BREAK * | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 2 | 8 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hr Total | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 3 | 12 |
| 17:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Hr Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 6 |
| *TOTAL* | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 6 | 0 | 3 | 0 | 4 | 18 |




Palmetto Bay, Florida
April 08, 2016
drawn by: Luis Palomino
signalized

# Signal Timings

# TOD Schedule Report

## for 2938: Franjo Rd&SW 184 St

**Print Date:** 1/25/2016

**Print Time:** 10:57 AM

| Asset | Intersection | TOD Schedule | Op Mode | Plan # | Cycle | Offset | TOD Setting | Active PhaseBank | Active Maximum |
|---|---|---|---|---|---|---|---|---|---|
| 2938 | Franjo Rd&SW 184 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 |
|---|---|---|---|---|---|---|---|
| NBL | SBT | EBL | WBT | SBL | NBT | WBL | 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 | NBL | 0 - 0 - 0 | 0 - 0 - 0 | 5 - 5 - 5 | 2 - 2 - 2 | 7 - 5 - 5 | 10 - 7 - 5 | 3 | 0 |
| 2 | SBT | 0 - 7 - 7 | 0 - 11 - 11 | 7 - 7 - 7 | 1 - 1 - 1 | 45 - 22 - 31 | 0 - 50 - 21 | 4 | 1 |
| 3 | EBL | 0 - 0 - 0 | 0 - 0 - 0 | 5 - 5 - 5 | 2 - 2 - 2 | 7 - 5 - 5 | 7 - 7 - 5 | 3 | 0 |
| 4 | WBT | 0 - 7 - 7 | 0 - 11 - 11 | 7 - 7 - 7 | 3.5 - 3.5 - 3.5 | 55 - 18 - 38 | 38 - 55 - 32 | 4 | 1 |
| 5 | SBL | 0 - 0 - 0 | 0 - 0 - 0 | 5 - 5 - 5 | 2 - 2 - 2 | 7 - 5 - 5 | 10 - 7 - 5 | 3 | 0 |
| 6 | NBT | 0 - 7 - 7 | 0 - 11 - 11 | 7 - 7 - 7 | 1 - 1 - 1 | 45 - 22 - 31 | 0 - 50 - 21 | 4 | 1 |
| 7 | WBL | 0 - 0 - 0 | 0 - 0 - 0 | 5 - 5 - 5 | 2 - 2 - 2 | 7 - 5 - 5 | 7 - 7 - 5 | 3 | 0 |
| 8 | EBT | 0 - 7 - 7 | 0 - 11 - 11 | 7 - 7 - 7 | 3.5 - 3.5 - 3.5 | 55 - 18 - 38 | 38 - 55 - 32 | 4 | 1 |

**Last In Service Date:** unknown

**Permitted Phases**

| | 12345678 |
|---|---|
| Default | 12345678 |
| External Permit 0 | -------- |
| External Permit 1 | 12345678 |
| External Permit 2 | -------- |

| Current TOD Schedule | Plan | Cycle | 1 NBL | 2 SBT | 3 EBL | 4 WBT | 5 SBL | 6 NBT | 7 WBL | 8 EBT | Ring Offset | Offset |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | |

**Local TOD Schedule**

| Time | Plan | DOW |
|---|---|---|
| 0000 | Free | Su M T W Th F S |

# TOD Schedule Report

## for 2938: Franjo Rd&SW 184 St

**Print Date:** 1/25/2016

**Print Time:** 10:57 AM

### Current Time of Day Function

| Time | Function | Settings * | Day of Week |
|---|---|---|---|
| 0000 | TOD OUTPUTS | -7-----1 | SuM T W ThF S |
| 0600 | TOD OUTPUTS | -7----2- | M T W ThF |
| 0700 | TOD OUTPUTS | -------- | M T W ThF |
| 1600 | TOD OUTPUTS | -7---3-- | M T W ThF |
| 1830 | TOD OUTPUTS | -7--4--- | M T W ThF |
| 2230 | TOD OUTPUTS | -7-----1 | SuM T W ThF S |

### Local Time of Day Function

| Time | Function | Settings * | Day of Week |
|---|---|---|---|
| 0000 | TOD OUTPUTS | -7-----1 | SuM T W ThF S |
| 0600 | TOD OUTPUTS | -7----2- | M T W ThF |
| 0600 | TOD OUTPUTS | -7----2- | Su S |
| 0700 | TOD OUTPUTS | -------- | M T W ThF |
| 1600 | TOD OUTPUTS | -7---3-- | M T W ThF |
| 1830 | TOD OUTPUTS | -7--4--- | M T W ThF |
| 2230 | TOD OUTPUTS | -7-----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

### No Calendar Defined/Enabled

# TOD Schedule Report

## for 3224: Franjo Rd&US 1&Evergreen St

**Print Date:** 2/17/2016

**Print Time:** 2:06 AM

| Asset | Intersection | TOD Schedule | Op Mode | Plan # | Cycle | Offset | TOD Setting | Active PhaseBank | Active Maximum |
|---|---|---|---|---|---|---|---|---|---|
| 3224 | Franjo Rd&US 1&Evergreen St | 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 |
|---|---|---|---|---|---|---|---|
| - | - | EBT | NBT | - | NET | - | SBT |
| 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 EBT | 0 - 0 - 0 | 0 - 0 - 0 | 7 - 7 - 7 | 2.5 - 2.5 - 2.5 | 10 - 10 - 10 | 15 - 7 - 15 | 4 | 2 |
| 4 NBT | 0 - 0 - 0 | 0 - 0 - 0 | 7 - 7 - 7 | 3.5 - 3.5 - 3.5 | 13 - 14 - 13 | 35 - 15 - 30 | 4 | 2.9 |
| 5 - | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 | 0 |
| 6 NET | 0 - 0 - 0 | 0 - 0 - 0 | 16 - 16 - 16 | 1 - 1 - 1 | 40 - 50 - 45 | 0 - 50 - 45 | 4.8 | 2.1 |
| 7 - | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 - 0 - 0 | 0 | 0 |
| 8 SBT | 0 - 0 - 0 | 0 - 0 - 0 | 7 - 7 - 7 | 3.5 - 3.5 - 3.5 | 13 - 14 - 13 | 35 - 15 - 30 | 4 | 2.9 |

**Last In Service Date:** unknown

**Permitted Phases**

| | 12345678 |
|---|---|
| Default | --34-6-8 |
| External Permit 0 | -------- |
| External Permit 1 | -------- |
| External Permit 2 | -------- |

# TOD Schedule Report

## for 3224: Franjo Rd&US 1&Evergreen St

**Print Date:** 2/17/2016

**Print Time:** 2:06 AM

| Current TOD Schedule | Plan | Cycle | Green Time 1 - | 2 - | 3 EBT | 4 NBT | 5 - | 6 NET | 7 - | 8 SBT | Ring Offset | Offset |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 170 | 0 | 0 | 10 | 18 | 0 | 122 | 0 | 18 | 0 | 153 |
| | 2 | 170 | 0 | 0 | 10 | 33 | 0 | 107 | 0 | 33 | 0 | 128 |
| | 4 | 110 | 0 | 0 | 7 | 13 | 0 | 70 | 0 | 13 | 0 | 88 |
| | 5 | 140 | 0 | 0 | 10 | 19 | 0 | 91 | 0 | 19 | 0 | 17 |
| | 7 | 110 | 0 | 0 | 7 | 15 | 0 | 68 | 0 | 15 | 0 | 105 |
| | 8 | 130 | 0 | 0 | 7 | 19 | 0 | 84 | 0 | 19 | 0 | 110 |
| | 9 | 180 | 0 | 0 | 7 | 8 | 0 | 145 | 0 | 8 | 0 | 169 |
| | 10 | 140 | 0 | 0 | 10 | 17 | 0 | 93 | 0 | 14 | 0 | 72 |
| | 11 | 140 | 0 | 0 | 10 | 26 | 0 | 84 | 0 | 26 | 0 | 26 |
| | 13 | 130 | 0 | 0 | 7 | 17 | 0 | 86 | 0 | 17 | 0 | 33 |
| | 14 | 140 | 0 | 0 | 10 | 24 | 0 | 86 | 0 | 24 | 0 | 119 |
| | 15 | 160 | 0 | 0 | 13 | 19 | 0 | 108 | 0 | 19 | 0 | 122 |
| | 16 | 190 | 0 | 0 | 13 | 25 | 0 | 132 | 0 | 25 | 0 | 66 |
| | 17 | 150 | 0 | 0 | 10 | 27 | 0 | 93 | 0 | 27 | 0 | 29 |
| | 18 | 170 | 0 | 0 | 11 | 21 | 0 | 118 | 0 | 21 | 0 | 162 |
| | 19 | 130 | 0 | 0 | 7 | 19 | 0 | 84 | 0 | 19 | 0 | 110 |
| | 20 | 190 | 0 | 0 | 15 | 29 | 0 | 126 | 0 | 29 | 0 | 105 |
| | 21 | 140 | 0 | 0 | 10 | 28 | 0 | 82 | 0 | 28 | 0 | 138 |
| | 22 | 110 | 0 | 0 | 7 | 15 | 0 | 68 | 0 | 15 | 0 | 105 |
| | 23 | 160 | 0 | 0 | 10 | 27 | 0 | 103 | 0 | 27 | 0 | 26 |
| | 25 | 180 | 0 | 0 | 10 | 27 | 0 | 123 | 0 | 27 | 0 | 135 |

**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 | -----3-- | SuM T W ThF S |
| 0500 | TOD OUTPUTS | -------- | SuM T W ThF S |
| 2200 | TOD OUTPUTS | ------2- | 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 | -----3-- | SuM T W ThF S |
| 0500 | TOD OUTPUTS | -------- | SuM T W ThF S |
| 2200 | TOD OUTPUTS | ------2- | 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

## Altantico at Palmetto Bay

Background Growth Rate

| Station | Location | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|---|
| 2563 | SR 5 / US 1 S. DIXIE HWY ONE WAY NB 300' S OF SW 174 ST | 39,000 | 32,000 | 30,500 | 30,000 | 30,000 |
| 2562 | SR 5 / US 1 S. DIXIE HWY ONE WAY SB 300' S OF SW 174 ST | 32,000 | 32,500 | 29,000 | 28,500 | 31,000 |
| 1114 | SR 994 / QUAIL ROOST DR, 200' W US - 1 ON SW 186 ST | 18,100 | 17,200 | 20,500 | 16,200 | 18,600 |
| Total | | 89,100 | 81,700 | 80,000 | 74,700 | 79,600 |
| Yearly Growth | | | -8.3% | -2.1% | -6.6% | 6.6% |
| Growth Trend | | | | | | -2.6% |

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 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 |
|---|---|---|---|---|---|---|
| 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 |
| 1999 | 13200 C | E 7000 | W 6200 | 9.10 | 52.70 | 3.70 |

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
2014 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 |
|---|---|---|---|---|---|---|
| 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
2014 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 |
|---|---|---|---|---|---|---|
| 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

# FDOT LOS Handbook Tables
# &
# Seasonal Factors

2014 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8701 MIAMI-DADE SOUTH

MOCF: 0.99

| WEEK | DATES | SF | PSCF |
|---|---|---|---|
| 1 | 01/01/2014 - 01/04/2014 | 0.98 | 0.99 |
| 2 | 01/05/2014 - 01/11/2014 | 1.01 | 1.02 |
| 3 | 01/12/2014 - 01/18/2014 | 1.03 | 1.04 |
| 4 | 01/19/2014 - 01/25/2014 | 1.02 | 1.03 |
| 5 | 01/26/2014 - 02/01/2014 | 1.01 | 1.02 |
| 6 | 02/02/2014 - 02/08/2014 | 1.00 | 1.01 |
| 7 | 02/09/2014 - 02/15/2014 | 1.00 | 1.01 |
| 8 | 02/16/2014 - 02/22/2014 | 0.99 | 1.00 |
| * 9 | 02/23/2014 - 03/01/2014 | 0.99 | 1.00 |
| *10 | 03/02/2014 - 03/08/2014 | 0.99 | 1.00 |
| *11 | 03/09/2014 - 03/15/2014 | 0.99 | 1.00 |
| *12 | 03/16/2014 - 03/22/2014 | 0.99 | 1.00 |
| *13 | 03/23/2014 - 03/29/2014 | 0.99 | 1.00 |
| *14 | 03/30/2014 - 04/05/2014 | 0.99 | 1.00 |
| *15 | 04/06/2014 - 04/12/2014 | 0.99 | 1.00 |
| *16 | 04/13/2014 - 04/19/2014 | 0.99 | 1.00 |
| *17 | 04/20/2014 - 04/26/2014 | 0.99 | 1.00 |
| *18 | 04/27/2014 - 05/03/2014 | 0.99 | 1.00 |
| *19 | 05/04/2014 - 05/10/2014 | 0.99 | 1.00 |
| *20 | 05/11/2014 - 05/17/2014 | 0.99 | 1.00 |
| *21 | 05/18/2014 - 05/24/2014 | 0.99 | 1.00 |
| 22 | 05/25/2014 - 05/31/2014 | 1.00 | 1.01 |
| 23 | 06/01/2014 - 06/07/2014 | 1.01 | 1.02 |
| 24 | 06/08/2014 - 06/14/2014 | 1.01 | 1.02 |
| 25 | 06/15/2014 - 06/21/2014 | 1.02 | 1.03 |
| 26 | 06/22/2014 - 06/28/2014 | 1.02 | 1.03 |
| 27 | 06/29/2014 - 07/05/2014 | 1.03 | 1.04 |
| 28 | 07/06/2014 - 07/12/2014 | 1.03 | 1.04 |
| 29 | 07/13/2014 - 07/19/2014 | 1.04 | 1.05 |
| 30 | 07/20/2014 - 07/26/2014 | 1.03 | 1.04 |
| 31 | 07/27/2014 - 08/02/2014 | 1.02 | 1.03 |
| 32 | 08/03/2014 - 08/09/2014 | 1.02 | 1.03 |
| 33 | 08/10/2014 - 08/16/2014 | 1.01 | 1.02 |
| 34 | 08/17/2014 - 08/23/2014 | 1.00 | 1.01 |
| 35 | 08/24/2014 - 08/30/2014 | 1.01 | 1.02 |
| 36 | 08/31/2014 - 09/06/2014 | 1.01 | 1.02 |
| 37 | 09/07/2014 - 09/13/2014 | 1.01 | 1.02 |
| 38 | 09/14/2014 - 09/20/2014 | 1.01 | 1.02 |
| 39 | 09/21/2014 - 09/27/2014 | 1.01 | 1.02 |
| 40 | 09/28/2014 - 10/04/2014 | 1.00 | 1.01 |
| 41 | 10/05/2014 - 10/11/2014 | 1.00 | 1.01 |
| 42 | 10/12/2014 - 10/18/2014 | 0.99 | 1.00 |
| 43 | 10/19/2014 - 10/25/2014 | 0.99 | 1.00 |
| 44 | 10/26/2014 - 11/01/2014 | 1.00 | 1.01 |
| 45 | 11/02/2014 - 11/08/2014 | 1.00 | 1.01 |
| 46 | 11/09/2014 - 11/15/2014 | 1.00 | 1.01 |
| 47 | 11/16/2014 - 11/22/2014 | 1.00 | 1.01 |
| 48 | 11/23/2014 - 11/29/2014 | 1.00 | 1.01 |
| 49 | 11/30/2014 - 12/06/2014 | 0.99 | 1.00 |
| 50 | 12/07/2014 - 12/13/2014 | 0.99 | 1.00 |
| 51 | 12/14/2014 - 12/20/2014 | 0.98 | 0.99 |
| 52 | 12/21/2014 - 12/27/2014 | 1.01 | 1.02 |
| 53 | 12/28/2014 - 12/31/2014 | 1.03 | 1.04 |

* PEAK SEASON

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

# Appendix D
## Intersection Capacity Analysis Worksheets

# Existing Conditions

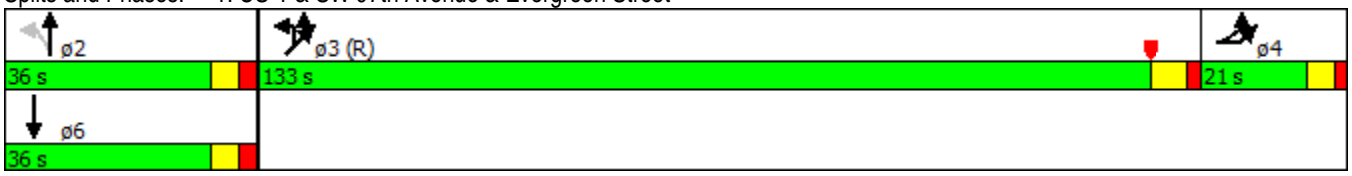
| Movement | EBL | EBR | NBL | NBT | NBR | SBT | SBR2 | NEL2 | NEL | NET | NER |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | |
| Volume (vph) | 25 | 34 | 6 | 63 | 275 | 52 | 1 | 1 | 63 | 1784 | 15 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | | | 7.0 | | 7.0 | | | | 7.0 | |
| Lane Util. Factor | 1.00 | | | 1.00 | | 1.00 | | | | 0.91 | |
| Frt | 0.92 | | | 0.89 | | 1.00 | | | | 1.00 | |
| Flt Protected | 0.98 | | | 1.00 | | 1.00 | | | | 1.00 | |
| Satd. Flow (prot) | 1682 | | | 1660 | | 1858 | | | | 5070 | |
| Flt Permitted | 0.98 | | | 1.00 | | 1.00 | | | | 1.00 | |
| Satd. Flow (perm) | 1682 | | | 1656 | | 1858 | | | | 5070 | |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 27 | 37 | 6 | 68 | 296 | 56 | 1 | 1 | 68 | 1918 | 16 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 67 | 0 | 43 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 64 | 0 | 0 | 303 | 0 | 14 | 0 | 0 | 0 | 2003 | 0 |
| Turn Type | Prot | | Perm | NA | | NA | | Split | Split | NA | |
| Protected Phases | 4 | | | 2 | | 6 | | 3 | 3 | 3 | |
| Permitted Phases | | | 2 | | | | | | | | |
| Actuated Green, G (s) | 12.6 | | | 47.1 | | 47.1 | | | | 110.3 | |
| Effective Green, g (s) | 12.6 | | | 47.1 | | 47.1 | | | | 110.3 | |
| Actuated g/C Ratio | 0.07 | | | 0.25 | | 0.25 | | | | 0.58 | |
| Clearance Time (s) | 6.0 | | | 7.0 | | 7.0 | | | | 7.0 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | | 3.0 | | | | 3.0 | |
| Lane Grp Cap (vph) | 111 | | | 410 | | 460 | | | | 2943 | |
| v/s Ratio Prot | c0.04 | | | | | 0.01 | | | | c0.39 | |
| v/s Ratio Perm | | | | c0.18 | | | | | | | |
| v/c Ratio | 0.58 | | | 0.74 | | 0.03 | | | | 0.68 | |
| Uniform Delay, d1 | 86.1 | | | 65.8 | | 54.2 | | | | 27.6 | |
| Progression Factor | 1.00 | | | 1.00 | | 1.00 | | | | 1.00 | |
| Incremental Delay, d2 | 7.1 | | | 6.8 | | 0.0 | | | | 1.3 | |
| Delay (s) | 93.2 | | | 72.6 | | 54.2 | | | | 28.9 | |
| Level of Service | F | | | E | | D | | | | C | |
| Approach Delay (s) | 93.2 | | | 72.6 | | 54.2 | | | | 28.9 | |
| Approach LOS | F | | | E | | D | | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 37.6 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.69 | | |
| Actuated Cycle Length (s) | 190.0 | Sum of lost time (s) | 20.0 |
| Intersection Capacity Utilization | 84.3% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | NBL | NBT | SBT | NET |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Volume (vph) | 25 | 6 | 63 | 52 | 1784 |
| Turn Type | Prot | Perm | NA | NA | NA |
| Protected Phases | 4 | | 2 | 6 | 3 |
| Permitted Phases | | 2 | | | |
| Detector Phase | 4 | 2 | 2 | 6 | 3 |
| Switch Phase | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 16.0 |
| Minimum Split (s) | 21.0 | 25.0 | 25.0 | 25.0 | 25.0 |
| Total Split (s) | 21.0 | 36.0 | 36.0 | 36.0 | 133.0 |
| Total Split (%) | 11.1% | 18.9% | 18.9% | 18.9% | 70.0% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 5.0 |
| All-Red Time (s) | 2.0 | 3.0 | 3.0 | 3.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | | 7.0 | 7.0 | 7.0 |
| Lead/Lag | Lag | | | | Lead |
| Lead-Lag Optimize? | Yes | | | | Yes |
| Recall Mode | None | Min | Min | Min | C-Min |

| Intersection Summary |
|---|
| Cycle Length: 190 |
| Actuated Cycle Length: 190 |
| Offset: 105 (55%), Referenced to phase 3:NETL, Start of Yellow |
| Natural Cycle: 90 |
| Control Type: Actuated-Coordinated |

Splits and Phases: 1: US-1 & SW 97th Avenue & Evergreen Street



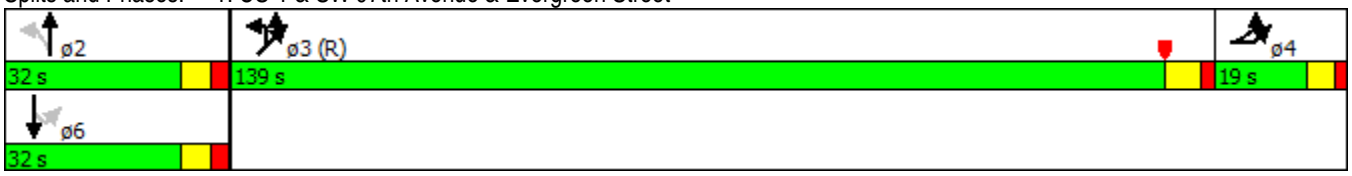
| Movement | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR2 | NEL2 | NEL | NET | NER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 19 | 61 | 3 | 53 | 280 | 1 | 159 | 2 | 1 | 53 | 1471 | 22 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | | | 7.0 | | | 7.0 | | | | 7.0 | |
| Lane Util. Factor | 1.00 | | | 1.00 | | | 1.00 | | | | 0.91 | |
| Frt | 0.90 | | | 0.89 | | | 1.00 | | | | 1.00 | |
| Flt Protected | 0.99 | | | 1.00 | | | 1.00 | | | | 1.00 | |
| Satd. Flow (prot) | 1651 | | | 1652 | | | 1859 | | | | 5066 | |
| Flt Permitted | 0.99 | | | 1.00 | | | 1.00 | | | | 1.00 | |
| Satd. Flow (perm) | 1651 | | | 1650 | | | 1857 | | | | 5066 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 20 | 64 | 3 | 56 | 295 | 1 | 167 | 2 | 1 | 56 | 1548 | 23 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 82 | 0 | 0 | 43 | 0 | 0 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 84 | 0 | 0 | 272 | 0 | 0 | 127 | 0 | 0 | 0 | 1627 | 0 |
| Turn Type | Prot | | Perm | NA | | Perm | NA | | Split | Split | NA | |
| Protected Phases | 4 | | | 2 | | | 6 | | 3 | 3 | 3 | |
| Permitted Phases | | | 2 | | | 6 | | | | | | |
| Actuated Green, G (s) | 15.5 | | | 47.4 | | | 47.4 | | | | 107.1 | |
| Effective Green, g (s) | 15.5 | | | 47.4 | | | 47.4 | | | | 107.1 | |
| Actuated g/C Ratio | 0.08 | | | 0.25 | | | 0.25 | | | | 0.56 | |
| Clearance Time (s) | 6.0 | | | 7.0 | | | 7.0 | | | | 7.0 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | | | 3.0 | | | | 3.0 | |
| Lane Grp Cap (vph) | 134 | | | 411 | | | 463 | | | | 2855 | |
| v/s Ratio Prot | c0.05 | | | | | | | | | | c0.32 | |
| v/s Ratio Perm | | | | c0.16 | | | 0.07 | | | | | |
| v/c Ratio | 0.63 | | | 0.66 | | | 0.27 | | | | 0.57 | |
| Uniform Delay, d1 | 84.5 | | | 64.1 | | | 57.5 | | | | 26.6 | |
| Progression Factor | 1.00 | | | 1.00 | | | 1.00 | | | | 1.00 | |
| Incremental Delay, d2 | 8.8 | | | 4.0 | | | 0.3 | | | | 0.8 | |
| Delay (s) | 93.3 | | | 68.1 | | | 57.8 | | | | 27.5 | |
| Level of Service | F | | | E | | | E | | | | C | |
| Approach Delay (s) | 93.3 | | | 68.1 | | | 57.8 | | | | 27.5 | |
| Approach LOS | F | | | E | | | E | | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 38.7 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.60 | | |
| Actuated Cycle Length (s) | 190.0 | Sum of lost time (s) | 20.0 |
| Intersection Capacity Utilization | 74.8% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | NBL | NBT | SBL | SBT | NET |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 19 | 3 | 53 | 1 | 159 | 1471 |
| Turn Type | Prot | Perm | NA | Perm | NA | NA |
| Protected Phases | 4 | | 2 | | 6 | 3 |
| Permitted Phases | | 2 | | 6 | | |
| Detector Phase | 4 | 2 | 2 | 6 | 6 | 3 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 16.0 |
| Minimum Split (s) | 13.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 |
| Total Split (s) | 19.0 | 32.0 | 32.0 | 32.0 | 32.0 | 139.0 |
| Total Split (%) | 10.0% | 16.8% | 16.8% | 16.8% | 16.8% | 73.2% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 5.0 |
| All-Red Time (s) | 2.0 | 3.0 | 3.0 | 3.0 | 3.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | | 7.0 | | 7.0 | 7.0 |
| Lead/Lag | Lag | | | | | Lead |
| Lead-Lag Optimize? | Yes | | | | | Yes |
| Recall Mode | None | Min | Min | Min | Min | C-Min |

| Intersection Summary |
|---|
| Cycle Length: 190 |
| Actuated Cycle Length: 190 |
| Offset: 66 (35%), Referenced to phase 3:NETL, Start of Yellow |
| Natural Cycle: 65 |
| Control Type: Actuated-Coordinated |

Splits and Phases: 1: US-1 & SW 97th Avenue & Evergreen Street



| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Vol, veh/h | 27 | 52 | 458 | 93 | 26 | 125 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 28 | 54 | 477 | 97 | 27 | 130 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 710 | 526 | 0 | 0 | 574 | 0 |
| Stage 1 | 526 | - | - | - | - | - |
| Stage 2 | 184 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 400 | 552 | - | - | 999 | - |
| Stage 1 | 593 | - | - | - | - | - |
| Stage 2 | 848 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 388 | 552 | - | - | 999 | - |
| Mov Cap-2 Maneuver | 388 | - | - | - | - | - |
| Stage 1 | 593 | - | - | - | - | - |
| Stage 2 | 823 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 14 | | 1.5 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 482 | 999 | - |
| HCM Lane V/C Ratio | - | - | 0.171 | 0.027 | - |
| HCM Control Delay (s) | - | - | 14 | 8.7 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 1 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Vol, veh/h | 21 | 31 | 304 | 26 | 38 | 334 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| 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 | 23 | 34 | 330 | 28 | 41 | 363 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 791 | 345 | 0 | 0 | 359 | 0 |
| Stage 1 | 345 | - | - | - | - | - |
| Stage 2 | 446 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 358 | 698 | - | - | 1200 | - |
| Stage 1 | 717 | - | - | - | - | - |
| Stage 2 | 645 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 343 | 698 | - | - | 1200 | - |
| Mov Cap-2 Maneuver | 343 | - | - | - | - | - |
| Stage 1 | 717 | - | - | - | - | - |
| Stage 2 | 617 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 13.3 | | 0.8 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 492 | 1200 | - |
| HCM Lane V/C Ratio | - | - | 0.115 | 0.034 | - |
| HCM Control Delay (s) | - | - | 13.3 | 8.1 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 90 | 498 | 143 | 66 | 483 | 112 | 227 | 377 | 132 | 37 | 126 | 35 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 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 | 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 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1863 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 93 | 513 | 147 | 68 | 498 | 115 | 234 | 389 | 136 | 38 | 130 | 36 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 673 | 1363 | 1159 | 613 | 2086 | 479 | 321 | 516 | 178 | 163 | 473 | 127 |
| Arrive On Green | 0.04 | 0.73 | 0.73 | 0.04 | 0.73 | 0.73 | 0.06 | 0.20 | 0.20 | 0.03 | 0.17 | 0.17 |
| Sat Flow, veh/h | 1774 | 1863 | 1583 | 1774 | 2860 | 657 | 1774 | 2583 | 892 | 1774 | 2761 | 741 |
| Grp Volume(v), veh/h | 93 | 513 | 147 | 68 | 307 | 306 | 234 | 265 | 260 | 38 | 82 | 84 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1583 | 1774 | 1770 | 1747 | 1774 | 1770 | 1705 | 1774 | 1770 | 1732 |
| Q Serve(g_s), s | 1.5 | 12.1 | 3.3 | 1.1 | 6.8 | 6.8 | 7.0 | 16.8 | 17.1 | 2.1 | 4.8 | 5.0 |
| Cycle Q Clear(g_c), s | 1.5 | 12.1 | 3.3 | 1.1 | 6.8 | 6.8 | 7.0 | 16.8 | 17.1 | 2.1 | 4.8 | 5.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.38 | 1.00 | | 0.52 | 1.00 | | 0.43 |
| Lane Grp Cap(c), veh/h | 673 | 1363 | 1159 | 613 | 1291 | 1274 | 321 | 354 | 341 | 163 | 303 | 297 |
| V/C Ratio(X) | 0.14 | 0.38 | 0.13 | 0.11 | 0.24 | 0.24 | 0.73 | 0.75 | 0.76 | 0.23 | 0.27 | 0.28 |
| Avail Cap(c_a), veh/h | 706 | 1363 | 1159 | 651 | 1291 | 1274 | 321 | 743 | 716 | 214 | 743 | 727 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 3.6 | 5.9 | 4.7 | 4.0 | 5.3 | 5.3 | 43.1 | 44.8 | 45.0 | 39.6 | 42.9 | 43.0 |
| Incr Delay (d2), s/veh | 0.1 | 0.8 | 0.2 | 0.1 | 0.4 | 0.4 | 8.1 | 3.2 | 3.5 | 0.7 | 0.5 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 6.4 | 1.5 | 0.5 | 3.4 | 3.4 | 4.7 | 8.5 | 8.4 | 1.0 | 2.4 | 2.5 |
| LnGrp Delay(d),s/veh | 3.7 | 6.7 | 4.9 | 4.1 | 5.7 | 5.7 | 51.1 | 48.0 | 48.5 | 40.4 | 43.4 | 43.5 |
| LnGrp LOS | A | A | A | A | A | A | D | D | D | D | D | D |
| Approach Vol, veh/h | | 753 | | | 681 | | | 759 | | | 204 | |
| Approach Delay, s/veh | | 6.0 | | | 5.6 | | | 49.1 | | | 42.9 | |
| Approach LOS | | A | | | A | | | D | | | D | |

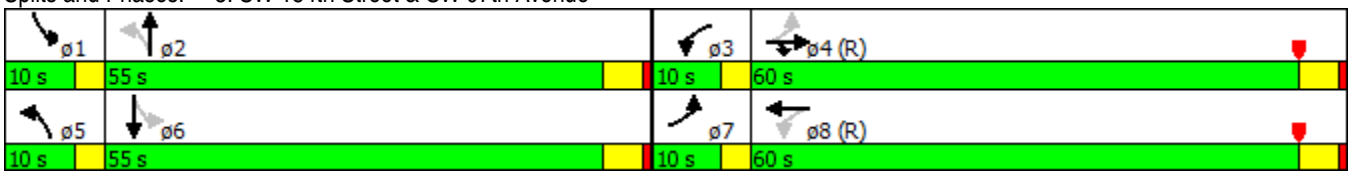
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 6.6 | 28.8 | 7.5 | 92.1 | 10.0 | 25.4 | 7.8 | 91.8 |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 |
| Max Green Setting (Gmax), s | 7.0 | 50.0 | 7.0 | 55.0 | 7.0 | 50.0 | 7.0 | 55.0 |
| Max Q Clear Time (g_c+I1), s | 4.1 | 19.1 | 3.1 | 14.1 | 9.0 | 7.0 | 3.5 | 8.8 |
| Green Ext Time (p_c), s | 0.0 | 4.7 | 0.0 | 9.9 | 0.0 | 4.8 | 0.1 | 10.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 22.7 |
| HCM 2010 LOS | C |

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Volume (vph) | 90 | 498 | 143 | 66 | 483 | 227 | 377 | 37 | 126 |
| Turn Type | pm+pt | NA | Prot | pm+pt | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 7 | 4 | 4 | 3 | 8 | 5 | 2 | 1 | 6 |
| Permitted Phases | 4 | | | 8 | | 2 | | 6 | |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 7.0 | 7.0 | 5.0 | 7.0 | 5.0 | 7.0 | 5.0 | 7.0 |
| Minimum Split (s) | 10.0 | 23.0 | 23.0 | 9.5 | 23.0 | 9.5 | 23.0 | 10.0 | 33.0 |
| Total Split (s) | 10.0 | 60.0 | 60.0 | 10.0 | 60.0 | 10.0 | 55.0 | 10.0 | 55.0 |
| Total Split (%) | 7.4% | 44.4% | 44.4% | 7.4% | 44.4% | 7.4% | 40.7% | 7.4% | 40.7% |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | Min | None | Min |

| Intersection Summary |
|---|
| Cycle Length: 135 |
| Actuated Cycle Length: 135 |
| Offset: 130 (96%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow |
| Natural Cycle: 80 |
| Control Type: Actuated-Coordinated |

Splits and Phases: 3: SW 184th Street & SW 97th Avenue



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 50 | 498 | 373 | 167 | 520 | 59 | 174 | 228 | 82 | 79 | 367 | 77 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 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 | 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 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1863 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 52 | 519 | 389 | 174 | 542 | 61 | 181 | 238 | 85 | 82 | 382 | 80 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 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 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 524 | 942 | 801 | 404 | 1693 | 190 | 277 | 528 | 184 | 319 | 564 | 117 |
| Arrive On Green | 0.04 | 0.51 | 0.51 | 0.07 | 0.53 | 0.53 | 0.07 | 0.21 | 0.21 | 0.05 | 0.19 | 0.19 |
| Sat Flow, veh/h | 1774 | 1863 | 1583 | 1774 | 3209 | 360 | 1774 | 2578 | 897 | 1774 | 2920 | 606 |
| Grp Volume(v), veh/h | 52 | 519 | 389 | 174 | 298 | 305 | 181 | 161 | 162 | 82 | 230 | 232 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1583 | 1774 | 1770 | 1799 | 1774 | 1770 | 1705 | 1774 | 1770 | 1756 |
| Q Serve(g_s), s | 1.0 | 14.5 | 12.2 | 3.5 | 7.3 | 7.3 | 5.0 | 6.1 | 6.3 | 2.8 | 9.1 | 9.3 |
| Cycle Q Clear(g_c), s | 1.0 | 14.5 | 12.2 | 3.5 | 7.3 | 7.3 | 5.0 | 6.1 | 6.3 | 2.8 | 9.1 | 9.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.20 | 1.00 | | 0.53 | 1.00 | | 0.34 |
| Lane Grp Cap(c), veh/h | 524 | 942 | 801 | 404 | 934 | 949 | 277 | 363 | 349 | 319 | 342 | 339 |
| V/C Ratio(X) | 0.10 | 0.55 | 0.49 | 0.43 | 0.32 | 0.32 | 0.65 | 0.44 | 0.46 | 0.26 | 0.67 | 0.68 |
| Avail Cap(c_a), veh/h | 563 | 942 | 801 | 404 | 934 | 949 | 277 | 490 | 472 | 340 | 490 | 486 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.1 | 12.8 | 12.3 | 9.5 | 10.2 | 10.2 | 25.9 | 26.4 | 26.5 | 22.7 | 28.4 | 28.4 |
| Incr Delay (d2), s/veh | 0.1 | 2.3 | 2.1 | 0.7 | 0.9 | 0.9 | 5.4 | 0.9 | 1.0 | 0.4 | 2.3 | 2.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 8.0 | 5.7 | 1.7 | 3.7 | 3.9 | 1.7 | 3.0 | 3.1 | 1.4 | 4.7 | 4.7 |
| LnGrp Delay(d),s/veh | 8.2 | 15.2 | 14.4 | 10.2 | 11.1 | 11.1 | 31.2 | 27.2 | 27.4 | 23.1 | 30.7 | 30.9 |
| LnGrp LOS | A | B | B | B | B | B | C | C | C | C | C | C |
| Approach Vol, veh/h | | 960 | | | 777 | | | 504 | | | 544 | |
| Approach Delay, s/veh | | 14.5 | | | 10.9 | | | 28.7 | | | 29.6 | |
| Approach LOS | | B | | | B | | | C | | | C | |

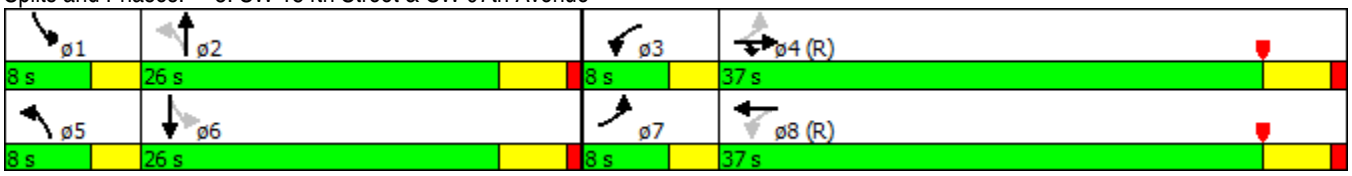
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 7.1 | 20.5 | 8.0 | 43.3 | 8.0 | 19.7 | 6.3 | 45.0 |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 |
| Max Green Setting (Gmax), s | 5.0 | 21.0 | 5.0 | 32.0 | 5.0 | 21.0 | 5.0 | 32.0 |
| Max Q Clear Time (g_c+I1), s | 4.8 | 8.3 | 5.5 | 16.5 | 7.0 | 11.3 | 3.0 | 9.3 |
| Green Ext Time (p_c), s | 0.0 | 3.9 | 0.0 | 7.8 | 0.0 | 3.3 | 0.0 | 9.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 19.0 |
| HCM 2010 LOS | B |

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Volume (vph) | 50 | 498 | 373 | 167 | 520 | 174 | 228 | 79 | 367 |
| Turn Type | pm+pt | NA | Prot | pm+pt | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 7 | 4 | 4 | 3 | 8 | 5 | 2 | 1 | 6 |
| Permitted Phases | 4 | | | 8 | | 2 | | 6 | |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 7.0 | 7.0 | 5.0 | 7.0 | 5.0 | 7.0 | 5.0 | 7.0 |
| Minimum Split (s) | 8.0 | 23.0 | 23.0 | 8.0 | 23.0 | 8.0 | 23.0 | 8.0 | 23.0 |
| Total Split (s) | 8.0 | 37.0 | 37.0 | 8.0 | 37.0 | 8.0 | 26.0 | 8.0 | 26.0 |
| Total Split (%) | 10.1% | 46.8% | 46.8% | 10.1% | 46.8% | 10.1% | 32.9% | 10.1% | 32.9% |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | Min | None | Min |

| Intersection Summary |
|---|
| Cycle Length: 79 |
| Actuated Cycle Length: 79 |
| Offset: 26 (33%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow |
| Natural Cycle: 65 |
| Control Type: Actuated-Coordinated |

Splits and Phases: 3: SW 184th Street & SW 97th Avenue



# Future without Project Conditions

## (without SW 95th Avenue link)

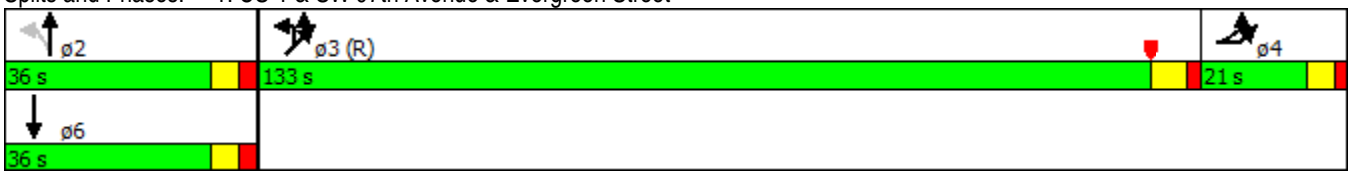
| Movement | EBL | EBR | NBL | NBT | NBR | SBT | SBR2 | NEL2 | NEL | NET | NER |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | |
| Volume (vph) | 25 | 58 | 42 | 71 | 306 | 60 | 1 | 1 | 64 | 1845 | 15 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | | | 7.0 | | 7.0 | | | | 7.0 | |
| Lane Util. Factor | 1.00 | | | 1.00 | | 1.00 | | | | 0.91 | |
| Frt | 0.91 | | | 0.90 | | 1.00 | | | | 1.00 | |
| Flt Protected | 0.99 | | | 1.00 | | 1.00 | | | | 1.00 | |
| Satd. Flow (prot) | 1662 | | | 1671 | | 1859 | | | | 5071 | |
| Flt Permitted | 0.99 | | | 0.96 | | 1.00 | | | | 1.00 | |
| Satd. Flow (perm) | 1662 | | | 1608 | | 1859 | | | | 5071 | |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 27 | 62 | 45 | 76 | 329 | 65 | 1 | 1 | 69 | 1984 | 16 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 47 | 0 | 43 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 89 | 0 | 0 | 403 | 0 | 23 | 0 | 0 | 0 | 2070 | 0 |
| Turn Type | Prot | | Perm | NA | | NA | | Split | Split | NA | |
| Protected Phases | 4 | | | 2 | | 6 | | 3 | 3 | 3 | |
| Permitted Phases | | | 2 | | | | | | | | |
| Actuated Green, G (s) | 15.0 | | | 45.1 | | 45.1 | | | | 109.9 | |
| Effective Green, g (s) | 15.0 | | | 45.1 | | 45.1 | | | | 109.9 | |
| Actuated g/C Ratio | 0.08 | | | 0.24 | | 0.24 | | | | 0.58 | |
| Clearance Time (s) | 6.0 | | | 7.0 | | 7.0 | | | | 7.0 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | | 3.0 | | | | 3.0 | |
| Lane Grp Cap (vph) | 131 | | | 381 | | 441 | | | | 2933 | |
| v/s Ratio Prot | c0.05 | | | | | 0.01 | | | | c0.41 | |
| v/s Ratio Perm | | | | c0.25 | | | | | | | |
| v/c Ratio | 0.68 | | | 1.06 | | 0.05 | | | | 0.71 | |
| Uniform Delay, d1 | 85.2 | | | 72.5 | | 55.9 | | | | 28.5 | |
| Progression Factor | 1.00 | | | 1.00 | | 1.00 | | | | 1.00 | |
| Incremental Delay, d2 | 13.1 | | | 62.5 | | 0.0 | | | | 1.5 | |
| Delay (s) | 98.3 | | | 135.0 | | 56.0 | | | | 30.0 | |
| Level of Service | F | | | F | | E | | | | C | |
| Approach Delay (s) | 98.3 | | | 135.0 | | 56.0 | | | | 30.0 | |
| Approach LOS | F | | | F | | E | | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 50.6 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.80 | | |
| Actuated Cycle Length (s) | 190.0 | Sum of lost time (s) | 20.0 |
| Intersection Capacity Utilization | 91.4% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | NBL | NBT | SBT | NET |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Volume (vph) | 25 | 42 | 71 | 60 | 1845 |
| Turn Type | Prot | Perm | NA | NA | NA |
| Protected Phases | 4 | | 2 | 6 | 3 |
| Permitted Phases | | 2 | | | |
| Detector Phase | 4 | 2 | 2 | 6 | 3 |
| Switch Phase | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 16.0 |
| Minimum Split (s) | 21.0 | 25.0 | 25.0 | 25.0 | 25.0 |
| Total Split (s) | 21.0 | 36.0 | 36.0 | 36.0 | 133.0 |
| Total Split (%) | 11.1% | 18.9% | 18.9% | 18.9% | 70.0% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 5.0 |
| All-Red Time (s) | 2.0 | 3.0 | 3.0 | 3.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | | 7.0 | 7.0 | 7.0 |
| Lead/Lag | Lag | | | | Lead |
| Lead-Lag Optimize? | Yes | | | | Yes |
| Recall Mode | None | Min | Min | Min | C-Min |

| Intersection Summary |
|---|
| Cycle Length: 190 |
| Actuated Cycle Length: 190 |
| Offset: 105 (55%), Referenced to phase 3:NETL, Start of Yellow |
| Natural Cycle: 90 |
| Control Type: Actuated-Coordinated |

Splits and Phases: 1: US-1 & SW 97th Avenue & Evergreen Street



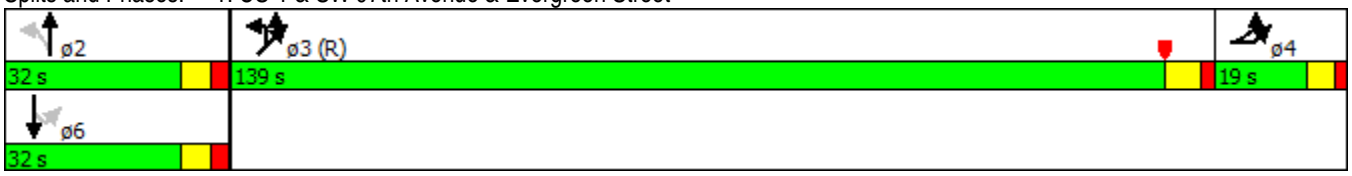
| Movement | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR2 | NEL2 | NEL | NET | NER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 19 | 64 | 9 | 55 | 288 | 1 | 161 | 2 | 1 | 54 | 1493 | 22 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | | | 7.0 | | | 7.0 | | | | 7.0 | |
| Lane Util. Factor | 1.00 | | | 1.00 | | | 1.00 | | | | 0.91 | |
| Frt | 0.90 | | | 0.89 | | | 1.00 | | | | 1.00 | |
| Flt Protected | 0.99 | | | 1.00 | | | 1.00 | | | | 1.00 | |
| Satd. Flow (prot) | 1650 | | | 1655 | | | 1859 | | | | 5066 | |
| Flt Permitted | 0.99 | | | 0.99 | | | 1.00 | | | | 1.00 | |
| Satd. Flow (perm) | 1650 | | | 1643 | | | 1857 | | | | 5066 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 20 | 67 | 9 | 58 | 303 | 1 | 169 | 2 | 1 | 57 | 1572 | 23 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 70 | 0 | 0 | 40 | 0 | 0 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 87 | 0 | 0 | 300 | 0 | 0 | 132 | 0 | 0 | 0 | 1652 | 0 |
| Turn Type | Prot | | Perm | NA | | Perm | NA | | Split | Split | NA | |
| Protected Phases | 4 | | | 2 | | | 6 | | 3 | 3 | 3 | |
| Permitted Phases | | | 2 | | | 6 | | | | | | |
| Actuated Green, G (s) | 16.0 | | | 55.9 | | | 55.9 | | | | 98.1 | |
| Effective Green, g (s) | 16.0 | | | 55.9 | | | 55.9 | | | | 98.1 | |
| Actuated g/C Ratio | 0.08 | | | 0.29 | | | 0.29 | | | | 0.52 | |
| Clearance Time (s) | 6.0 | | | 7.0 | | | 7.0 | | | | 7.0 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | | | 3.0 | | | | 3.0 | |
| Lane Grp Cap (vph) | 138 | | | 483 | | | 546 | | | | 2615 | |
| v/s Ratio Prot | c0.05 | | | | | | | | | | c0.33 | |
| v/s Ratio Perm | | | | c0.18 | | | 0.07 | | | | | |
| v/c Ratio | 0.63 | | | 0.62 | | | 0.24 | | | | 0.63 | |
| Uniform Delay, d1 | 84.1 | | | 57.9 | | | 50.9 | | | | 33.0 | |
| Progression Factor | 1.00 | | | 1.00 | | | 1.00 | | | | 1.00 | |
| Incremental Delay, d2 | 9.0 | | | 2.5 | | | 0.2 | | | | 1.2 | |
| Delay (s) | 93.2 | | | 60.4 | | | 51.2 | | | | 34.2 | |
| Level of Service | F | | | E | | | D | | | | C | |
| Approach Delay (s) | 93.2 | | | 60.4 | | | 51.2 | | | | 34.2 | |
| Approach LOS | F | | | E | | | D | | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 41.9 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.63 | | |
| Actuated Cycle Length (s) | 190.0 | Sum of lost time (s) | 20.0 |
| Intersection Capacity Utilization | 80.5% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | NBL | NBT | SBL | SBT | NET |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 19 | 9 | 55 | 1 | 161 | 1493 |
| Turn Type | Prot | Perm | NA | Perm | NA | NA |
| Protected Phases | 4 | | 2 | | 6 | 3 |
| Permitted Phases | | 2 | | 6 | | |
| Detector Phase | 4 | 2 | 2 | 6 | 6 | 3 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 16.0 |
| Minimum Split (s) | 13.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 |
| Total Split (s) | 19.0 | 32.0 | 32.0 | 32.0 | 32.0 | 139.0 |
| Total Split (%) | 10.0% | 16.8% | 16.8% | 16.8% | 16.8% | 73.2% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 5.0 |
| All-Red Time (s) | 2.0 | 3.0 | 3.0 | 3.0 | 3.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | | 7.0 | | 7.0 | 7.0 |
| Lead/Lag | Lag | | | | | Lead |
| Lead-Lag Optimize? | Yes | | | | | Yes |
| Recall Mode | None | Min | Min | Min | Min | C-Min |

| Intersection Summary |
|---|
| Cycle Length: 190 |
| Actuated Cycle Length: 190 |
| Offset: 66 (35%), Referenced to phase 3:NETL, Start of Yellow |
| Natural Cycle: 65 |
| Control Type: Actuated-Coordinated |

Splits and Phases: 1: US-1 & SW 97th Avenue & Evergreen Street



| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Vol, veh/h | 27 | 53 | 729 | 94 | 26 | 266 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 28 | 55 | 759 | 98 | 27 | 277 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1139 | 808 | 0 | 0 | 857 | 0 |
| Stage 1 | 808 | - | - | - | - | - |
| Stage 2 | 331 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 223 | 381 | - | - | 783 | - |
| Stage 1 | 438 | - | - | - | - | - |
| Stage 2 | 728 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 214 | 381 | - | - | 783 | - |
| Mov Cap-2 Maneuver | 214 | - | - | - | - | - |
| Stage 1 | 438 | - | - | - | - | - |
| Stage 2 | 698 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 21.4 | | 0.9 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 302 | 783 | - |
| HCM Lane V/C Ratio | - | - | 0.276 | 0.035 | - |
| HCM Control Delay (s) | - | - | 21.4 | 9.8 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 1 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Vol, veh/h | 21 | 31 | 337 | 26 | 38 | 360 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| 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 | 23 | 34 | 366 | 28 | 41 | 391 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 854 | 380 | 0 | 0 | 395 | 0 |
| Stage 1 | 380 | - | - | - | - | - |
| Stage 2 | 474 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 329 | 667 | - | - | 1164 | - |
| Stage 1 | 691 | - | - | - | - | - |
| Stage 2 | 626 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 314 | 667 | - | - | 1164 | - |
| Mov Cap-2 Maneuver | 314 | - | - | - | - | - |
| Stage 1 | 691 | - | - | - | - | - |
| Stage 2 | 598 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 13.9 | | 0.8 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 459 | 1164 | - |
| HCM Lane V/C Ratio | - | - | 0.123 | 0.035 | - |
| HCM Control Delay (s) | - | - | 13.9 | 8.2 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 190 | 503 | 144 | 67 | 488 | 141 | 229 | 520 | 133 | 70 | 181 | 89 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 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 | 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 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1863 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 196 | 519 | 148 | 69 | 503 | 145 | 236 | 536 | 137 | 72 | 187 | 92 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 562 | 1169 | 994 | 493 | 1651 | 474 | 338 | 693 | 176 | 186 | 548 | 259 |
| Arrive On Green | 0.06 | 0.63 | 0.63 | 0.04 | 0.61 | 0.61 | 0.06 | 0.25 | 0.25 | 0.04 | 0.23 | 0.23 |
| Sat Flow, veh/h | 1774 | 1863 | 1583 | 1774 | 2716 | 779 | 1774 | 2795 | 712 | 1774 | 2335 | 1103 |
| Grp Volume(v), veh/h | 196 | 519 | 148 | 69 | 327 | 321 | 236 | 339 | 334 | 72 | 140 | 139 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1583 | 1774 | 1770 | 1725 | 1774 | 1770 | 1737 | 1774 | 1770 | 1668 |
| Q Serve(g_s), s | 5.0 | 17.9 | 4.8 | 1.8 | 11.1 | 11.2 | 7.0 | 22.2 | 22.3 | 3.8 | 8.2 | 8.7 |
| Cycle Q Clear(g_c), s | 5.0 | 17.9 | 4.8 | 1.8 | 11.1 | 11.2 | 7.0 | 22.2 | 22.3 | 3.8 | 8.2 | 8.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.45 | 1.00 | | 0.41 | 1.00 | | 0.66 |
| Lane Grp Cap(c), veh/h | 562 | 1169 | 994 | 493 | 1076 | 1049 | 338 | 439 | 431 | 186 | 415 | 391 |
| V/C Ratio(X) | 0.35 | 0.44 | 0.15 | 0.14 | 0.30 | 0.31 | 0.70 | 0.77 | 0.78 | 0.39 | 0.34 | 0.36 |
| Avail Cap(c_a), veh/h | 562 | 1169 | 994 | 528 | 1076 | 1049 | 338 | 710 | 697 | 210 | 710 | 669 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.2 | 12.0 | 9.5 | 9.2 | 11.7 | 11.8 | 40.9 | 43.6 | 43.6 | 35.8 | 39.6 | 39.8 |
| Incr Delay (d2), s/veh | 0.4 | 1.2 | 0.3 | 0.1 | 0.7 | 0.8 | 6.2 | 2.9 | 3.0 | 1.3 | 0.5 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.5 | 9.5 | 2.2 | 0.9 | 5.6 | 5.5 | 4.8 | 11.2 | 11.0 | 1.9 | 4.1 | 4.0 |
| LnGrp Delay(d),s/veh | 8.6 | 13.2 | 9.8 | 9.4 | 12.5 | 12.5 | 47.1 | 46.5 | 46.7 | 37.1 | 40.1 | 40.4 |
| LnGrp LOS | A | B | A | A | B | B | D | D | D | D | D | D |
| Approach Vol, veh/h | | 863 | | | 717 | | | 909 | | | 351 | |
| Approach Delay, s/veh | | 11.6 | | | 12.2 | | | 46.7 | | | 39.6 | |
| Approach LOS | | B | | | B | | | D | | | D | |

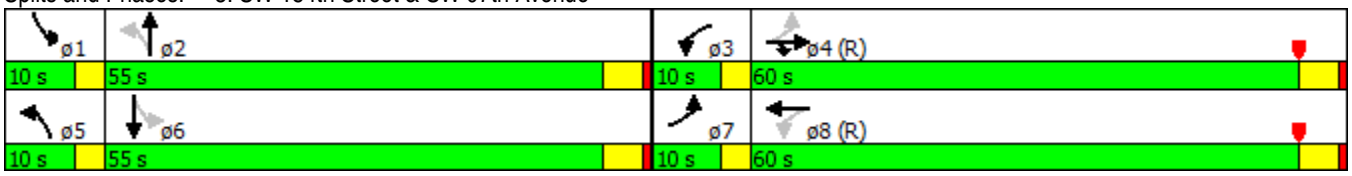
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 8.3 | 35.9 | 7.5 | 83.2 | 10.0 | 34.2 | 10.0 | 80.8 |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 |
| Max Green Setting (Gmax), s | 7.0 | 50.0 | 7.0 | 55.0 | 7.0 | 50.0 | 7.0 | 55.0 |
| Max Q Clear Time (g_c+I1), s | 5.8 | 24.3 | 3.8 | 19.9 | 9.0 | 10.7 | 7.0 | 13.2 |
| Green Ext Time (p_c), s | 0.0 | 6.5 | 0.0 | 10.1 | 0.0 | 7.1 | 0.0 | 10.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 26.4 |
| HCM 2010 LOS | C |

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Volume (vph) | 190 | 503 | 144 | 67 | 488 | 229 | 520 | 70 | 181 |
| Turn Type | pm+pt | NA | Prot | pm+pt | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 7 | 4 | 4 | 3 | 8 | 5 | 2 | 1 | 6 |
| Permitted Phases | 4 | | | 8 | | 2 | | 6 | |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 7.0 | 7.0 | 5.0 | 7.0 | 5.0 | 7.0 | 5.0 | 7.0 |
| Minimum Split (s) | 10.0 | 23.0 | 23.0 | 9.5 | 23.0 | 9.5 | 23.0 | 10.0 | 33.0 |
| Total Split (s) | 10.0 | 60.0 | 60.0 | 10.0 | 60.0 | 10.0 | 55.0 | 10.0 | 55.0 |
| Total Split (%) | 7.4% | 44.4% | 44.4% | 7.4% | 44.4% | 7.4% | 40.7% | 7.4% | 40.7% |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | Min | None | Min |

| Intersection Summary |
|---|
| Cycle Length: 135 |
| Actuated Cycle Length: 135 |
| Offset: 130 (96%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow |
| Natural Cycle: 80 |
| Control Type: Actuated-Coordinated |

Splits and Phases: 3: SW 184th Street & SW 97th Avenue



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 62 | 503 | 377 | 169 | 525 | 63 | 176 | 246 | 83 | 85 | 380 | 87 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 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 | 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 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1863 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 65 | 524 | 393 | 176 | 547 | 66 | 183 | 256 | 86 | 89 | 396 | 91 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 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 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 512 | 923 | 784 | 392 | 1629 | 196 | 275 | 552 | 181 | 321 | 575 | 131 |
| Arrive On Green | 0.05 | 0.50 | 0.50 | 0.07 | 0.51 | 0.51 | 0.07 | 0.21 | 0.21 | 0.06 | 0.20 | 0.20 |
| Sat Flow, veh/h | 1774 | 1863 | 1583 | 1774 | 3182 | 383 | 1774 | 2621 | 860 | 1774 | 2865 | 652 |
| Grp Volume(v), veh/h | 65 | 524 | 393 | 176 | 304 | 309 | 183 | 171 | 171 | 89 | 243 | 244 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1583 | 1774 | 1770 | 1795 | 1774 | 1770 | 1711 | 1774 | 1770 | 1748 |
| Q Serve(g_s), s | 1.3 | 15.0 | 12.7 | 3.7 | 7.7 | 7.7 | 5.0 | 6.4 | 6.7 | 3.0 | 9.7 | 9.9 |
| Cycle Q Clear(g_c), s | 1.3 | 15.0 | 12.7 | 3.7 | 7.7 | 7.7 | 5.0 | 6.4 | 6.7 | 3.0 | 9.7 | 9.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.21 | 1.00 | | 0.50 | 1.00 | | 0.37 |
| Lane Grp Cap(c), veh/h | 512 | 923 | 784 | 392 | 906 | 919 | 275 | 373 | 360 | 321 | 355 | 351 |
| V/C Ratio(X) | 0.13 | 0.57 | 0.50 | 0.45 | 0.34 | 0.34 | 0.66 | 0.46 | 0.47 | 0.28 | 0.68 | 0.70 |
| Avail Cap(c_a), veh/h | 542 | 923 | 784 | 392 | 906 | 919 | 275 | 488 | 472 | 338 | 488 | 482 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.5 | 13.5 | 12.9 | 10.2 | 10.9 | 11.0 | 25.8 | 26.3 | 26.4 | 22.4 | 28.2 | 28.3 |
| Incr Delay (d2), s/veh | 0.1 | 2.5 | 2.3 | 0.8 | 1.0 | 1.0 | 5.9 | 0.9 | 1.0 | 0.5 | 2.3 | 2.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 8.4 | 6.0 | 1.8 | 4.0 | 4.0 | 1.8 | 3.2 | 3.2 | 1.5 | 5.0 | 5.0 |
| LnGrp Delay(d),s/veh | 8.6 | 16.0 | 15.2 | 11.0 | 11.9 | 11.9 | 31.7 | 27.1 | 27.3 | 22.9 | 30.5 | 30.9 |
| LnGrp LOS | A | B | B | B | B | B | C | C | C | C | C | C |
| Approach Vol, veh/h | | 982 | | | 789 | | | 525 | | | 576 | |
| Approach Delay, s/veh | | 15.2 | | | 11.7 | | | 28.8 | | | 29.5 | |
| Approach LOS | | B | | | B | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 7.2 | 21.0 | 8.0 | 42.7 | 8.0 | 20.3 | 6.7 | 44.0 |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 |
| Max Green Setting (Gmax), s | 5.0 | 21.0 | 5.0 | 32.0 | 5.0 | 21.0 | 5.0 | 32.0 |
| Max Q Clear Time (g_c+I1), s | 5.0 | 8.7 | 5.7 | 17.0 | 7.0 | 11.9 | 3.3 | 9.7 |
| Green Ext Time (p_c), s | 0.0 | 4.1 | 0.0 | 7.7 | 0.0 | 3.4 | 0.0 | 9.5 |

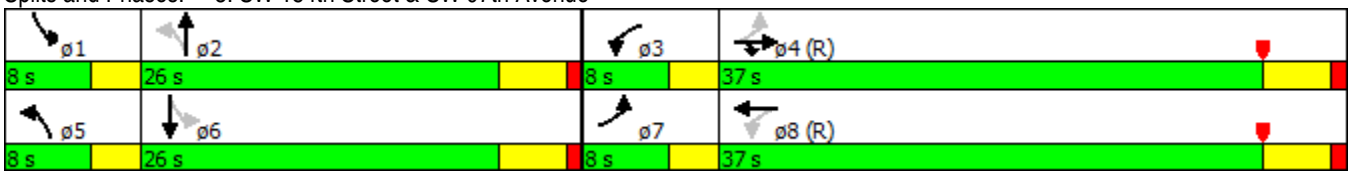
| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 19.6 |
| HCM 2010 LOS | B |

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Volume (vph) | 62 | 503 | 377 | 169 | 525 | 176 | 246 | 85 | 380 |
| Turn Type | pm+pt | NA | Prot | pm+pt | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 7 | 4 | 4 | 3 | 8 | 5 | 2 | 1 | 6 |
| Permitted Phases | 4 | | | 8 | | 2 | | 6 | |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 7.0 | 7.0 | 5.0 | 7.0 | 5.0 | 7.0 | 5.0 | 7.0 |
| Minimum Split (s) | 8.0 | 23.0 | 23.0 | 8.0 | 23.0 | 8.0 | 23.0 | 8.0 | 23.0 |
| Total Split (s) | 8.0 | 37.0 | 37.0 | 8.0 | 37.0 | 8.0 | 26.0 | 8.0 | 26.0 |
| Total Split (%) | 10.1% | 46.8% | 46.8% | 10.1% | 46.8% | 10.1% | 32.9% | 10.1% | 32.9% |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | Min | None | Min |

## Intersection Summary

Cycle Length: 79
Actuated Cycle Length: 79
Offset: 26 (33%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 3: SW 184th Street & SW 97th Avenue



# Future with Project Conditions

## (without SW 95th Avenue link)

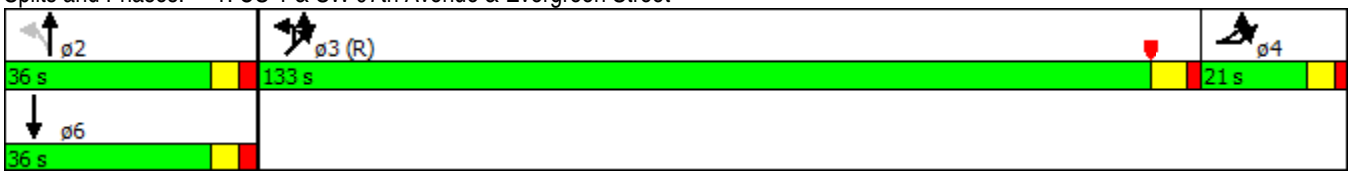
| Movement | EBL | EBR | NBL | NBT | NBR | SBT | SBR2 | NEL2 | NEL | NET | NER |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | |
| Volume (vph) | 25 | 66 | 42 | 73 | 330 | 64 | 1 | 1 | 64 | 1845 | 15 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | | | 7.0 | | 7.0 | | | | 7.0 | |
| Lane Util. Factor | 1.00 | | | 1.00 | | 1.00 | | | | 0.91 | |
| Frt | 0.90 | | | 0.90 | | 1.00 | | | | 1.00 | |
| Flt Protected | 0.99 | | | 1.00 | | 1.00 | | | | 1.00 | |
| Satd. Flow (prot) | 1658 | | | 1668 | | 1859 | | | | 5071 | |
| Flt Permitted | 0.99 | | | 0.96 | | 1.00 | | | | 1.00 | |
| Satd. Flow (perm) | 1658 | | | 1608 | | 1859 | | | | 5071 | |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 27 | 71 | 45 | 78 | 355 | 69 | 1 | 1 | 69 | 1984 | 16 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 50 | 0 | 44 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 98 | 0 | 0 | 428 | 0 | 26 | 0 | 0 | 0 | 2070 | 0 |
| Turn Type | Prot | | Perm | NA | | NA | | Split | Split | NA | |
| Protected Phases | 4 | | | 2 | | 6 | | 3 | 3 | 3 | |
| Permitted Phases | | | 2 | | | | | | | | |
| Actuated Green, G (s) | 16.1 | | | 43.9 | | 43.9 | | | | 110.0 | |
| Effective Green, g (s) | 16.1 | | | 43.9 | | 43.9 | | | | 110.0 | |
| Actuated g/C Ratio | 0.08 | | | 0.23 | | 0.23 | | | | 0.58 | |
| Clearance Time (s) | 6.0 | | | 7.0 | | 7.0 | | | | 7.0 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | | 3.0 | | | | 3.0 | |
| Lane Grp Cap (vph) | 140 | | | 371 | | 429 | | | | 2935 | |
| v/s Ratio Prot | c0.06 | | | | | 0.01 | | | | c0.41 | |
| v/s Ratio Perm | | | | c0.27 | | | | | | | |
| v/c Ratio | 0.70 | | | 1.15 | | 0.06 | | | | 0.71 | |
| Uniform Delay, d1 | 84.6 | | | 73.0 | | 57.0 | | | | 28.5 | |
| Progression Factor | 1.00 | | | 1.00 | | 1.00 | | | | 1.00 | |
| Incremental Delay, d2 | 14.2 | | | 95.5 | | 0.1 | | | | 1.5 | |
| Delay (s) | 98.8 | | | 168.6 | | 57.0 | | | | 29.9 | |
| Level of Service | F | | | F | | E | | | | C | |
| Approach Delay (s) | 98.8 | | | 168.6 | | 57.0 | | | | 29.9 | |
| Approach LOS | F | | | F | | E | | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 57.5 | HCM 2000 Level of Service | E |
| HCM 2000 Volume to Capacity ratio | 0.82 | | |
| Actuated Cycle Length (s) | 190.0 | Sum of lost time (s) | 20.0 |
| Intersection Capacity Utilization | 92.9% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | NBL | NBT | SBT | NET |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Volume (vph) | 25 | 42 | 73 | 64 | 1845 |
| Turn Type | Prot | Perm | NA | NA | NA |
| Protected Phases | 4 | | 2 | 6 | 3 |
| Permitted Phases | | 2 | | | |
| Detector Phase | 4 | 2 | 2 | 6 | 3 |
| Switch Phase | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 16.0 |
| Minimum Split (s) | 21.0 | 25.0 | 25.0 | 25.0 | 25.0 |
| Total Split (s) | 21.0 | 36.0 | 36.0 | 36.0 | 133.0 |
| Total Split (%) | 11.1% | 18.9% | 18.9% | 18.9% | 70.0% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 5.0 |
| All-Red Time (s) | 2.0 | 3.0 | 3.0 | 3.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | | 7.0 | 7.0 | 7.0 |
| Lead/Lag | Lag | | | | Lead |
| Lead-Lag Optimize? | Yes | | | | Yes |
| Recall Mode | None | Min | Min | Min | C-Min |

| Intersection Summary |
|---|
| Cycle Length: 190 |
| Actuated Cycle Length: 190 |
| Offset: 105 (55%), Referenced to phase 3:NETL, Start of Yellow |
| Natural Cycle: 90 |
| Control Type: Actuated-Coordinated |

Splits and Phases: 1: US-1 & SW 97th Avenue & Evergreen Street



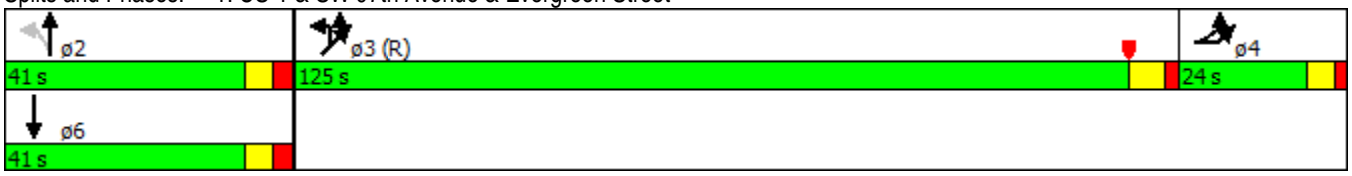
| Movement | EBL | EBR | NBL | NBT | NBR | SBT | SBR2 | NEL2 | NEL | NET | NER |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | |
| Volume (vph) | 25 | 66 | 42 | 73 | 330 | 64 | 1 | 1 | 64 | 1845 | 15 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | | | 7.0 | | 7.0 | | | | 7.0 | |
| Lane Util. Factor | 1.00 | | | 1.00 | | 1.00 | | | | 0.91 | |
| Frt | 0.90 | | | 0.90 | | 1.00 | | | | 1.00 | |
| Flt Protected | 0.99 | | | 1.00 | | 1.00 | | | | 1.00 | |
| Satd. Flow (prot) | 1658 | | | 1668 | | 1859 | | | | 5071 | |
| Flt Permitted | 0.99 | | | 0.96 | | 1.00 | | | | 1.00 | |
| Satd. Flow (perm) | 1658 | | | 1609 | | 1859 | | | | 5071 | |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 27 | 71 | 45 | 78 | 355 | 69 | 1 | 1 | 69 | 1984 | 16 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 50 | 0 | 43 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 98 | 0 | 0 | 428 | 0 | 27 | 0 | 0 | 0 | 2070 | 0 |
| Turn Type | Prot | | Perm | NA | | NA | | Split | Split | NA | |
| Protected Phases | 4 | | | 2 | | 6 | | 3 | 3 | 3 | |
| Permitted Phases | | | 2 | | | | | | | | |
| Actuated Green, G (s) | 15.7 | | | 47.8 | | 47.8 | | | | 106.5 | |
| Effective Green, g (s) | 15.7 | | | 47.8 | | 47.8 | | | | 106.5 | |
| Actuated g/C Ratio | 0.08 | | | 0.25 | | 0.25 | | | | 0.56 | |
| Clearance Time (s) | 6.0 | | | 7.0 | | 7.0 | | | | 7.0 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | | 3.0 | | | | 3.0 | |
| Lane Grp Cap (vph) | 137 | | | 404 | | 467 | | | | 2842 | |
| v/s Ratio Prot | c0.06 | | | | | 0.01 | | | | c0.41 | |
| v/s Ratio Perm | | | | c0.27 | | | | | | | |
| v/c Ratio | 0.72 | | | 1.06 | | 0.06 | | | | 0.73 | |
| Uniform Delay, d1 | 85.0 | | | 71.1 | | 54.0 | | | | 31.0 | |
| Progression Factor | 1.00 | | | 1.00 | | 1.00 | | | | 1.00 | |
| Incremental Delay, d2 | 16.2 | | | 61.2 | | 0.1 | | | | 1.7 | |
| Delay (s) | 101.2 | | | 132.3 | | 54.1 | | | | 32.7 | |
| Level of Service | F | | | F | | D | | | | C | |
| Approach Delay (s) | 101.2 | | | 132.3 | | 54.1 | | | | 32.7 | |
| Approach LOS | F | | | F | | D | | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 53.2 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.82 | | |
| Actuated Cycle Length (s) | 190.0 | Sum of lost time (s) | 20.0 |
| Intersection Capacity Utilization | 92.9% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | NBL | NBT | SBT | NET |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Volume (vph) | 25 | 42 | 73 | 64 | 1845 |
| Turn Type | Prot | Perm | NA | NA | NA |
| Protected Phases | 4 | | 2 | 6 | 3 |
| Permitted Phases | | 2 | | | |
| Detector Phase | 4 | 2 | 2 | 6 | 3 |
| Switch Phase | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 16.0 |
| Minimum Split (s) | 21.0 | 25.0 | 25.0 | 25.0 | 25.0 |
| Total Split (s) | 24.0 | 41.0 | 41.0 | 41.0 | 125.0 |
| Total Split (%) | 12.6% | 21.6% | 21.6% | 21.6% | 65.8% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 5.0 |
| All-Red Time (s) | 2.0 | 3.0 | 3.0 | 3.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | | 7.0 | 7.0 | 7.0 |
| Lead/Lag | Lag | | | | Lead |
| Lead-Lag Optimize? | Yes | | | | Yes |
| Recall Mode | None | Min | Min | Min | C-Min |

| Intersection Summary |
|---|
| Cycle Length: 190 |
| Actuated Cycle Length: 190 |
| Offset: 105 (55%), Referenced to phase 3:NETL, Start of Yellow |
| Natural Cycle: 90 |
| Control Type: Actuated-Coordinated |

Splits and Phases: 1: US-1 & SW 97th Avenue & Evergreen Street



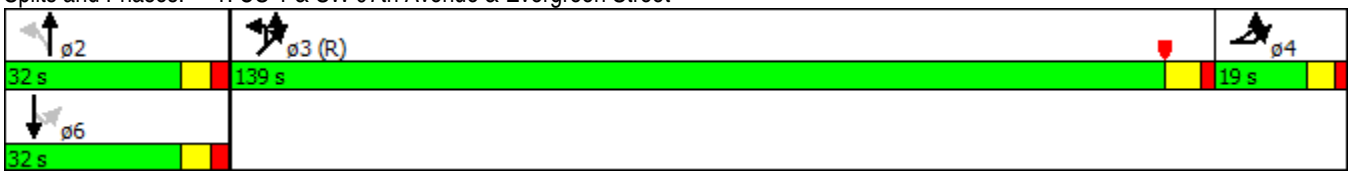
| Movement | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR2 | NEL2 | NEL | NET | NER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 19 | 82 | 9 | 57 | 307 | 1 | 170 | 2 | 1 | 54 | 1493 | 22 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | | | 7.0 | | | 7.0 | | | | 7.0 | |
| Lane Util. Factor | 1.00 | | | 1.00 | | | 1.00 | | | | 0.91 | |
| Frt | 0.89 | | | 0.89 | | | 1.00 | | | | 1.00 | |
| Flt Protected | 0.99 | | | 1.00 | | | 1.00 | | | | 1.00 | |
| Satd. Flow (prot) | 1643 | | | 1654 | | | 1859 | | | | 5066 | |
| Flt Permitted | 0.99 | | | 0.99 | | | 1.00 | | | | 1.00 | |
| Satd. Flow (perm) | 1643 | | | 1642 | | | 1857 | | | | 5066 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 20 | 86 | 9 | 60 | 323 | 1 | 179 | 2 | 1 | 57 | 1572 | 23 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 70 | 0 | 0 | 39 | 0 | 0 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 106 | 0 | 0 | 322 | 0 | 0 | 143 | 0 | 0 | 0 | 1652 | 0 |
| Turn Type | Prot | | Perm | NA | | Perm | NA | | Split | Split | NA | |
| Protected Phases | 4 | | | 2 | | | 6 | | 3 | 3 | 3 | |
| Permitted Phases | | | 2 | | | 6 | | | | | | |
| Actuated Green, G (s) | 19.8 | | | 60.1 | | | 60.1 | | | | 90.1 | |
| Effective Green, g (s) | 19.8 | | | 60.1 | | | 60.1 | | | | 90.1 | |
| Actuated g/C Ratio | 0.10 | | | 0.32 | | | 0.32 | | | | 0.47 | |
| Clearance Time (s) | 6.0 | | | 7.0 | | | 7.0 | | | | 7.0 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | | | 3.0 | | | | 3.0 | |
| Lane Grp Cap (vph) | 171 | | | 519 | | | 587 | | | | 2402 | |
| v/s Ratio Prot | c0.06 | | | | | | | | | | c0.33 | |
| v/s Ratio Perm | | | | c0.20 | | | 0.08 | | | | | |
| v/c Ratio | 0.62 | | | 0.62 | | | 0.24 | | | | 0.69 | |
| Uniform Delay, d1 | 81.5 | | | 55.3 | | | 48.1 | | | | 39.0 | |
| Progression Factor | 1.00 | | | 1.00 | | | 1.00 | | | | 1.00 | |
| Incremental Delay, d2 | 6.5 | | | 2.3 | | | 0.2 | | | | 1.6 | |
| Delay (s) | 88.0 | | | 57.6 | | | 48.3 | | | | 40.6 | |
| Level of Service | F | | | E | | | D | | | | D | |
| Approach Delay (s) | 88.0 | | | 57.6 | | | 48.3 | | | | 40.6 | |
| Approach LOS | F | | | E | | | D | | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 46.2 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.66 | | |
| Actuated Cycle Length (s) | 190.0 | Sum of lost time (s) | 20.0 |
| Intersection Capacity Utilization | 82.1% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | NBL | NBT | SBL | SBT | NET |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 19 | 9 | 57 | 1 | 170 | 1493 |
| Turn Type | Prot | Perm | NA | Perm | NA | NA |
| Protected Phases | 4 | | 2 | | 6 | 3 |
| Permitted Phases | | 2 | | 6 | | |
| Detector Phase | 4 | 2 | 2 | 6 | 6 | 3 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 16.0 |
| Minimum Split (s) | 13.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 |
| Total Split (s) | 19.0 | 32.0 | 32.0 | 32.0 | 32.0 | 139.0 |
| Total Split (%) | 10.0% | 16.8% | 16.8% | 16.8% | 16.8% | 73.2% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 5.0 |
| All-Red Time (s) | 2.0 | 3.0 | 3.0 | 3.0 | 3.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | | 7.0 | | 7.0 | 7.0 |
| Lead/Lag | Lag | | | | | Lead |
| Lead-Lag Optimize? | Yes | | | | | Yes |
| Recall Mode | None | Min | Min | Min | Min | C-Min |

| Intersection Summary |
|---|
| Cycle Length: 190 |
| Actuated Cycle Length: 190 |
| Offset: 66 (35%), Referenced to phase 3:NETL, Start of Yellow |
| Natural Cycle: 65 |
| Control Type: Actuated-Coordinated |

Splits and Phases: 1: US-1 & SW 97th Avenue & Evergreen Street



| Intersection | |
|---|---|
| Int Delay, s/veh | 3.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Vol, veh/h | 48 | 78 | 729 | 104 | 38 | 266 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 50 | 81 | 759 | 108 | 40 | 277 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1170 | 814 | 0 | 0 | 868 | 0 |
| Stage 1 | 814 | - | - | - | - | - |
| Stage 2 | 356 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 213 | 378 | - | - | 776 | - |
| Stage 1 | 436 | - | - | - | - | - |
| Stage 2 | 709 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 200 | 378 | - | - | 776 | - |
| Mov Cap-2 Maneuver | 200 | - | - | - | - | - |
| Stage 1 | 436 | - | - | - | - | - |
| Stage 2 | 666 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 28.4 | | 1.2 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 282 | 776 | - |
| HCM Lane V/C Ratio | - | - | 0.465 | 0.051 | - |
| HCM Control Delay (s) | - | - | 28.4 | 9.9 | 0 |
| HCM Lane LOS | - | - | D | A | A |
| HCM 95th %tile Q(veh) | - | - | 2 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Vol, veh/h | 39 | 53 | 337 | 50 | 65 | 360 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| 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 | 42 | 58 | 366 | 54 | 71 | 391 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 926 | 393 | 0 | 0 | 421 | 0 |
| Stage 1 | 393 | - | - | - | - | - |
| Stage 2 | 533 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 298 | 656 | - | - | 1138 | - |
| Stage 1 | 682 | - | - | - | - | - |
| Stage 2 | 588 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 274 | 656 | - | - | 1138 | - |
| Mov Cap-2 Maneuver | 274 | - | - | - | - | - |
| Stage 1 | 682 | - | - | - | - | - |
| Stage 2 | 541 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 16.5 | | 1.3 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 412 | 1138 | - |
| HCM Lane V/C Ratio | - | - | 0.243 | 0.062 | - |
| HCM Control Delay (s) | - | - | 16.5 | 8.4 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 1 | 0 | - |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 199 | 503 | 144 | 67 | 488 | 141 | 229 | 521 | 133 | 70 | 184 | 108 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 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 | 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 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1863 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 205 | 519 | 148 | 69 | 503 | 145 | 236 | 537 | 137 | 72 | 190 | 111 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 560 | 1165 | 991 | 491 | 1646 | 472 | 329 | 697 | 177 | 187 | 517 | 289 |
| Arrive On Green | 0.06 | 0.63 | 0.63 | 0.04 | 0.61 | 0.61 | 0.06 | 0.25 | 0.25 | 0.04 | 0.24 | 0.24 |
| Sat Flow, veh/h | 1774 | 1863 | 1583 | 1774 | 2716 | 779 | 1774 | 2796 | 711 | 1774 | 2193 | 1224 |
| Grp Volume(v), veh/h | 205 | 519 | 148 | 69 | 327 | 321 | 236 | 339 | 335 | 72 | 152 | 149 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1583 | 1774 | 1770 | 1725 | 1774 | 1770 | 1737 | 1774 | 1770 | 1647 |
| Q Serve(g_s), s | 5.3 | 18.0 | 4.8 | 1.8 | 11.1 | 11.2 | 7.0 | 22.2 | 22.4 | 3.8 | 8.9 | 9.5 |
| Cycle Q Clear(g_c), s | 5.3 | 18.0 | 4.8 | 1.8 | 11.1 | 11.2 | 7.0 | 22.2 | 22.4 | 3.8 | 8.9 | 9.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.45 | 1.00 | | 0.41 | 1.00 | | 0.74 |
| Lane Grp Cap(c), veh/h | 560 | 1165 | 991 | 491 | 1072 | 1045 | 329 | 441 | 433 | 187 | 418 | 389 |
| V/C Ratio(X) | 0.37 | 0.45 | 0.15 | 0.14 | 0.30 | 0.31 | 0.72 | 0.77 | 0.77 | 0.39 | 0.36 | 0.38 |
| Avail Cap(c_a), veh/h | 560 | 1165 | 991 | 526 | 1072 | 1045 | 329 | 709 | 697 | 211 | 709 | 660 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.4 | 12.1 | 9.6 | 9.4 | 11.9 | 11.9 | 41.3 | 43.5 | 43.5 | 35.7 | 39.8 | 40.0 |
| Incr Delay (d2), s/veh | 0.4 | 1.2 | 0.3 | 0.1 | 0.7 | 0.8 | 7.3 | 2.8 | 3.0 | 1.3 | 0.5 | 0.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.6 | 9.6 | 2.2 | 0.9 | 5.7 | 5.6 | 5.0 | 11.2 | 11.1 | 1.9 | 4.4 | 4.4 |
| LnGrp Delay(d),s/veh | 8.8 | 13.4 | 10.0 | 9.5 | 12.6 | 12.7 | 48.7 | 46.3 | 46.5 | 37.0 | 40.3 | 40.7 |
| LnGrp LOS | A | B | A | A | B | B | D | D | D | D | D | D |
| Approach Vol, veh/h | | 872 | | | 717 | | | 910 | | | 373 | |
| Approach Delay, s/veh | | 11.7 | | | 12.3 | | | 47.0 | | | 39.8 | |
| Approach LOS | | B | | | B | | | D | | | D | |

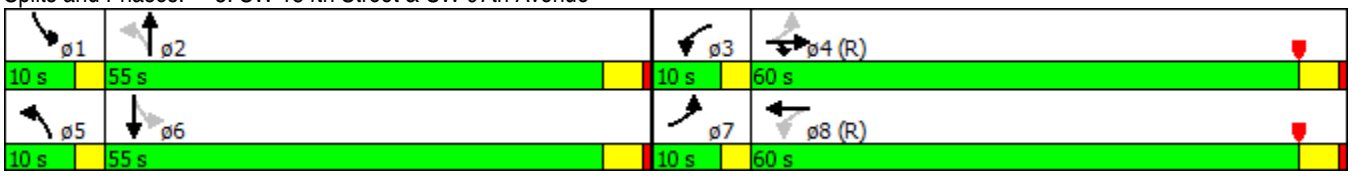
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 8.3 | 36.1 | 7.5 | 83.0 | 10.0 | 34.4 | 10.0 | 80.6 |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 |
| Max Green Setting (Gmax), s | 7.0 | 50.0 | 7.0 | 55.0 | 7.0 | 50.0 | 7.0 | 55.0 |
| Max Q Clear Time (g_c+I1), s | 5.8 | 24.4 | 3.8 | 20.0 | 9.0 | 11.5 | 7.3 | 13.2 |
| Green Ext Time (p_c), s | 0.0 | 6.7 | 0.0 | 10.1 | 0.0 | 7.3 | 0.0 | 10.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 26.7 |
| HCM 2010 LOS | C |

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Volume (vph) | 199 | 503 | 144 | 67 | 488 | 229 | 521 | 70 | 184 |
| Turn Type | pm+pt | NA | Prot | pm+pt | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 7 | 4 | 4 | 3 | 8 | 5 | 2 | 1 | 6 |
| Permitted Phases | 4 | | | 8 | | 2 | | 6 | |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 7.0 | 7.0 | 5.0 | 7.0 | 5.0 | 7.0 | 5.0 | 7.0 |
| Minimum Split (s) | 10.0 | 23.0 | 23.0 | 9.5 | 23.0 | 9.5 | 23.0 | 10.0 | 33.0 |
| Total Split (s) | 10.0 | 60.0 | 60.0 | 10.0 | 60.0 | 10.0 | 55.0 | 10.0 | 55.0 |
| Total Split (%) | 7.4% | 44.4% | 44.4% | 7.4% | 44.4% | 7.4% | 40.7% | 7.4% | 40.7% |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | Min | None | Min |

| Intersection Summary |
|---|
| Cycle Length: 135 |
| Actuated Cycle Length: 135 |
| Offset: 130 (96%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow |
| Natural Cycle: 80 |
| Control Type: Actuated-Coordinated |

Splits and Phases: 3: SW 184th Street & SW 97th Avenue



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 82 | 503 | 377 | 169 | 525 | 63 | 176 | 249 | 83 | 85 | 382 | 102 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 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 | 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 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1863 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 85 | 524 | 393 | 176 | 547 | 66 | 183 | 259 | 86 | 89 | 398 | 106 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 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 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 510 | 911 | 774 | 386 | 1590 | 191 | 273 | 566 | 184 | 324 | 570 | 150 |
| Arrive On Green | 0.05 | 0.49 | 0.49 | 0.07 | 0.50 | 0.50 | 0.07 | 0.22 | 0.22 | 0.06 | 0.21 | 0.21 |
| Sat Flow, veh/h | 1774 | 1863 | 1583 | 1774 | 3182 | 383 | 1774 | 2629 | 853 | 1774 | 2773 | 731 |
| Grp Volume(v), veh/h | 85 | 524 | 393 | 176 | 304 | 309 | 183 | 172 | 173 | 89 | 253 | 251 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1583 | 1774 | 1770 | 1795 | 1774 | 1770 | 1712 | 1774 | 1770 | 1734 |
| Q Serve(g_s), s | 1.8 | 15.3 | 12.9 | 3.7 | 7.9 | 8.0 | 5.0 | 6.5 | 6.7 | 3.0 | 10.1 | 10.3 |
| Cycle Q Clear(g_c), s | 1.8 | 15.3 | 12.9 | 3.7 | 7.9 | 8.0 | 5.0 | 6.5 | 6.7 | 3.0 | 10.1 | 10.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.21 | 1.00 | | 0.50 | 1.00 | | 0.42 |
| Lane Grp Cap(c), veh/h | 510 | 911 | 774 | 386 | 884 | 897 | 273 | 381 | 369 | 324 | 364 | 356 |
| V/C Ratio(X) | 0.17 | 0.58 | 0.51 | 0.46 | 0.34 | 0.35 | 0.67 | 0.45 | 0.47 | 0.27 | 0.69 | 0.71 |
| Avail Cap(c_a), veh/h | 529 | 911 | 774 | 386 | 884 | 897 | 273 | 487 | 471 | 342 | 487 | 477 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.7 | 13.9 | 13.3 | 10.6 | 11.5 | 11.5 | 25.7 | 26.0 | 26.1 | 22.2 | 28.1 | 28.2 |
| Incr Delay (d2), s/veh | 0.2 | 2.6 | 2.4 | 0.8 | 1.1 | 1.1 | 6.2 | 0.8 | 0.9 | 0.5 | 2.7 | 3.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.8 | 8.5 | 6.1 | 1.9 | 4.1 | 4.2 | 1.8 | 3.2 | 3.3 | 1.5 | 5.2 | 5.2 |
| LnGrp Delay(d),s/veh | 8.9 | 16.5 | 15.6 | 11.4 | 12.6 | 12.6 | 31.9 | 26.9 | 27.1 | 22.7 | 30.8 | 31.3 |
| LnGrp LOS | A | B | B | B | B | B | C | C | C | C | C | C |
| Approach Vol, veh/h | | 1002 | | | 789 | | | 528 | | | 593 | |
| Approach Delay, s/veh | | 15.5 | | | 12.3 | | | 28.7 | | | 29.8 | |
| Approach LOS | | B | | | B | | | C | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 7.2 | 21.4 | 8.0 | 42.3 | 8.0 | 20.7 | 7.2 | 43.1 |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 |
| Max Green Setting (Gmax), s | 5.0 | 21.0 | 5.0 | 32.0 | 5.0 | 21.0 | 5.0 | 32.0 |
| Max Q Clear Time (g_c+I1), s | 5.0 | 8.7 | 5.7 | 17.3 | 7.0 | 12.3 | 3.8 | 10.0 |
| Green Ext Time (p_c), s | 0.0 | 4.2 | 0.0 | 7.7 | 0.0 | 3.4 | 0.0 | 9.5 |

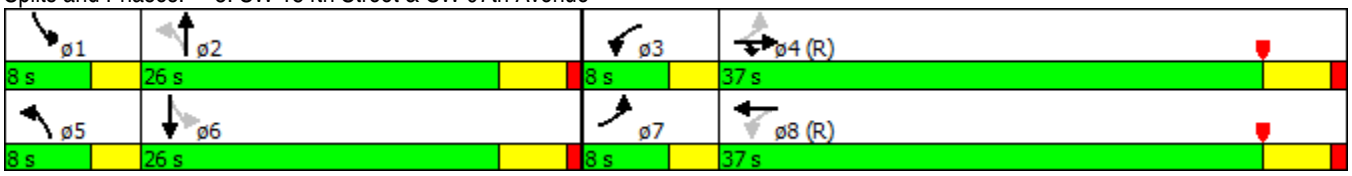
| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 19.9 |
| HCM 2010 LOS | B |

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Volume (vph) | 82 | 503 | 377 | 169 | 525 | 176 | 249 | 85 | 382 |
| Turn Type | pm+pt | NA | Prot | pm+pt | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 7 | 4 | 4 | 3 | 8 | 5 | 2 | 1 | 6 |
| Permitted Phases | 4 | | | 8 | | 2 | | 6 | |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 7.0 | 7.0 | 5.0 | 7.0 | 5.0 | 7.0 | 5.0 | 7.0 |
| Minimum Split (s) | 8.0 | 23.0 | 23.0 | 8.0 | 23.0 | 8.0 | 23.0 | 8.0 | 23.0 |
| Total Split (s) | 8.0 | 37.0 | 37.0 | 8.0 | 37.0 | 8.0 | 26.0 | 8.0 | 26.0 |
| Total Split (%) | 10.1% | 46.8% | 46.8% | 10.1% | 46.8% | 10.1% | 32.9% | 10.1% | 32.9% |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | Min | None | Min |

## Intersection Summary

Cycle Length: 79
Actuated Cycle Length: 79
Offset: 26 (33%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 3: SW 184th Street & SW 97th Avenue



# Future without Project Conditions

## (with SW 95th Avenue link)

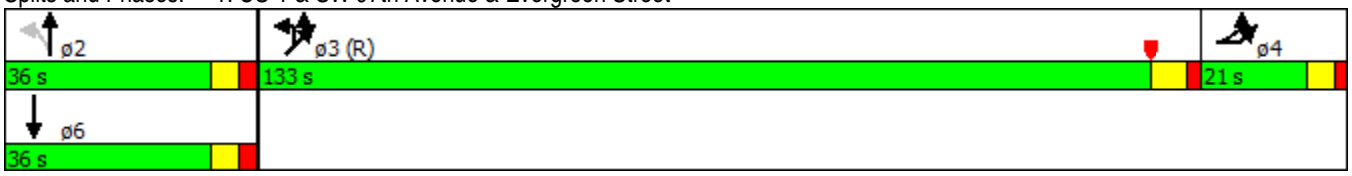
| Movement | EBL | EBR | NBL | NBT | NBR | SBT | SBR2 | NEL2 | NEL | NET | NER |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | |
| Volume (vph) | 25 | 58 | 42 | 71 | 153 | 30 | 1 | 1 | 64 | 1845 | 15 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | | | 7.0 | | 7.0 | | | | 7.0 | |
| Lane Util. Factor | 1.00 | | | 1.00 | | 1.00 | | | | 0.91 | |
| Frt | 0.91 | | | 0.92 | | 1.00 | | | | 1.00 | |
| Flt Protected | 0.99 | | | 0.99 | | 1.00 | | | | 1.00 | |
| Satd. Flow (prot) | 1662 | | | 1704 | | 1855 | | | | 5071 | |
| Flt Permitted | 0.99 | | | 0.94 | | 1.00 | | | | 1.00 | |
| Satd. Flow (perm) | 1662 | | | 1616 | | 1855 | | | | 5071 | |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 27 | 62 | 45 | 76 | 165 | 32 | 1 | 1 | 69 | 1984 | 16 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 24 | 0 | 26 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 89 | 0 | 0 | 262 | 0 | 7 | 0 | 0 | 0 | 2070 | 0 |
| Turn Type | Prot | | Perm | NA | | NA | | Split | Split | NA | |
| Protected Phases | 4 | | | 2 | | 6 | | 3 | 3 | 3 | |
| Permitted Phases | | | 2 | | | | | | | | |
| Actuated Green, G (s) | 15.0 | | | 39.6 | | 39.6 | | | | 115.4 | |
| Effective Green, g (s) | 15.0 | | | 39.6 | | 39.6 | | | | 115.4 | |
| Actuated g/C Ratio | 0.08 | | | 0.21 | | 0.21 | | | | 0.61 | |
| Clearance Time (s) | 6.0 | | | 7.0 | | 7.0 | | | | 7.0 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | | 3.0 | | | | 3.0 | |
| Lane Grp Cap (vph) | 131 | | | 336 | | 386 | | | | 3079 | |
| v/s Ratio Prot | c0.05 | | | | | 0.00 | | | | c0.41 | |
| v/s Ratio Perm | | | | c0.16 | | | | | | | |
| v/c Ratio | 0.68 | | | 0.78 | | 0.02 | | | | 0.67 | |
| Uniform Delay, d1 | 85.2 | | | 71.1 | | 59.7 | | | | 24.7 | |
| Progression Factor | 1.00 | | | 1.00 | | 1.00 | | | | 1.00 | |
| Incremental Delay, d2 | 13.1 | | | 11.2 | | 0.0 | | | | 1.2 | |
| Delay (s) | 98.3 | | | 82.3 | | 59.8 | | | | 25.9 | |
| Level of Service | F | | | F | | E | | | | C | |
| Approach Delay (s) | 98.3 | | | 82.3 | | 59.8 | | | | 25.9 | |
| Approach LOS | F | | | F | | E | | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 35.5 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.70 | | |
| Actuated Cycle Length (s) | 190.0 | Sum of lost time (s) | 20.0 |
| Intersection Capacity Utilization | 81.9% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | NBL | NBT | SBT | NET |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Volume (vph) | 25 | 42 | 71 | 30 | 1845 |
| Turn Type | Prot | Perm | NA | NA | NA |
| Protected Phases | 4 | | 2 | 6 | 3 |
| Permitted Phases | | 2 | | | |
| Detector Phase | 4 | 2 | 2 | 6 | 3 |
| Switch Phase | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 16.0 |
| Minimum Split (s) | 21.0 | 25.0 | 25.0 | 25.0 | 25.0 |
| Total Split (s) | 21.0 | 36.0 | 36.0 | 36.0 | 133.0 |
| Total Split (%) | 11.1% | 18.9% | 18.9% | 18.9% | 70.0% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 5.0 |
| All-Red Time (s) | 2.0 | 3.0 | 3.0 | 3.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | | 7.0 | 7.0 | 7.0 |
| Lead/Lag | Lag | | | | Lead |
| Lead-Lag Optimize? | Yes | | | | Yes |
| Recall Mode | None | Min | Min | Min | C-Min |

| Intersection Summary |
|---|
| Cycle Length: 190 |
| Actuated Cycle Length: 190 |
| Offset: 105 (55%), Referenced to phase 3:NETL, Start of Yellow |
| Natural Cycle: 90 |
| Control Type: Actuated-Coordinated |

Splits and Phases: 1: US-1 & SW 97th Avenue & Evergreen Street



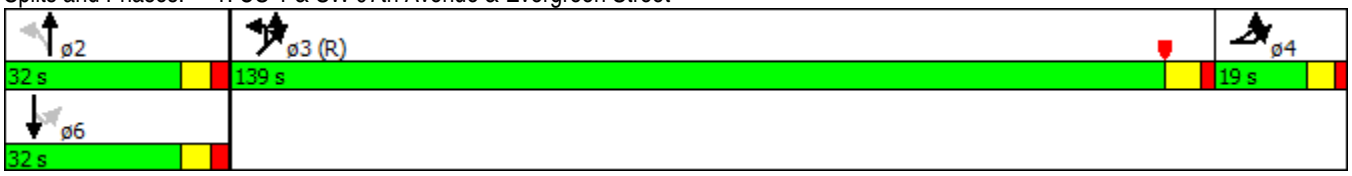
| Movement | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR2 | NEL2 | NEL | NET | NER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 19 | 64 | 9 | 27 | 144 | 1 | 81 | 2 | 1 | 54 | 1493 | 22 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | | | 7.0 | | | 7.0 | | | | 7.0 | |
| Lane Util. Factor | 1.00 | | | 1.00 | | | 1.00 | | | | 0.91 | |
| Frt | 0.90 | | | 0.89 | | | 1.00 | | | | 1.00 | |
| Flt Protected | 0.99 | | | 1.00 | | | 1.00 | | | | 1.00 | |
| Satd. Flow (prot) | 1650 | | | 1657 | | | 1856 | | | | 5066 | |
| Flt Permitted | 0.99 | | | 0.97 | | | 0.98 | | | | 1.00 | |
| Satd. Flow (perm) | 1650 | | | 1619 | | | 1822 | | | | 5066 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 20 | 67 | 9 | 28 | 152 | 1 | 85 | 2 | 1 | 57 | 1572 | 23 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 82 | 0 | 0 | 52 | 0 | 0 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 87 | 0 | 0 | 107 | 0 | 0 | 36 | 0 | 0 | 0 | 1652 | 0 |
| Turn Type | Prot | | Perm | NA | | Perm | NA | | Split | Split | NA | |
| Protected Phases | 4 | | | 2 | | | 6 | | 3 | 3 | 3 | |
| Permitted Phases | | | 2 | | | 6 | | | | | | |
| Actuated Green, G (s) | 16.0 | | | 17.5 | | | 17.5 | | | | 136.5 | |
| Effective Green, g (s) | 16.0 | | | 17.5 | | | 17.5 | | | | 136.5 | |
| Actuated g/C Ratio | 0.08 | | | 0.09 | | | 0.09 | | | | 0.72 | |
| Clearance Time (s) | 6.0 | | | 7.0 | | | 7.0 | | | | 7.0 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | | | 3.0 | | | | 3.0 | |
| Lane Grp Cap (vph) | 138 | | | 149 | | | 167 | | | | 3639 | |
| v/s Ratio Prot | c0.05 | | | | | | | | | | c0.33 | |
| v/s Ratio Perm | | | | c0.07 | | | 0.02 | | | | | |
| v/c Ratio | 0.63 | | | 0.72 | | | 0.22 | | | | 0.45 | |
| Uniform Delay, d1 | 84.1 | | | 83.9 | | | 79.9 | | | | 11.2 | |
| Progression Factor | 1.00 | | | 1.00 | | | 1.00 | | | | 1.00 | |
| Incremental Delay, d2 | 9.0 | | | 15.7 | | | 0.7 | | | | 0.4 | |
| Delay (s) | 93.2 | | | 99.6 | | | 80.6 | | | | 11.6 | |
| Level of Service | F | | | F | | | F | | | | B | |
| Approach Delay (s) | 93.2 | | | 99.6 | | | 80.6 | | | | 11.6 | |
| Approach LOS | F | | | F | | | F | | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 26.4 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.50 | | |
| Actuated Cycle Length (s) | 190.0 | Sum of lost time (s) | 20.0 |
| Intersection Capacity Utilization | 69.4% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | NBL | NBT | SBL | SBT | NET |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 19 | 9 | 27 | 1 | 81 | 1493 |
| Turn Type | Prot | Perm | NA | Perm | NA | NA |
| Protected Phases | 4 | | 2 | | 6 | 3 |
| Permitted Phases | | 2 | | 6 | | |
| Detector Phase | 4 | 2 | 2 | 6 | 6 | 3 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 16.0 |
| Minimum Split (s) | 13.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 |
| Total Split (s) | 19.0 | 32.0 | 32.0 | 32.0 | 32.0 | 139.0 |
| Total Split (%) | 10.0% | 16.8% | 16.8% | 16.8% | 16.8% | 73.2% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 5.0 |
| All-Red Time (s) | 2.0 | 3.0 | 3.0 | 3.0 | 3.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | | 7.0 | | 7.0 | 7.0 |
| Lead/Lag | Lag | | | | | Lead |
| Lead-Lag Optimize? | Yes | | | | | Yes |
| Recall Mode | None | Min | Min | Min | Min | C-Min |

| Intersection Summary |
|---|
| Cycle Length: 190 |
| Actuated Cycle Length: 190 |
| Offset: 66 (35%), Referenced to phase 3:NETL, Start of Yellow |
| Natural Cycle: 65 |
| Control Type: Actuated-Coordinated |

Splits and Phases: 1: US-1 & SW 97th Avenue & Evergreen Street



| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Vol, veh/h | 14 | 26 | 365 | 47 | 13 | 133 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 15 | 27 | 380 | 49 | 14 | 139 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 571 | 405 | 0 | 0 | 429 | 0 |
| Stage 1 | 405 | - | - | - | - | - |
| Stage 2 | 166 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 482 | 646 | - | - | 1130 | - |
| Stage 1 | 673 | - | - | - | - | - |
| Stage 2 | 863 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 476 | 646 | - | - | 1130 | - |
| Mov Cap-2 Maneuver | 476 | - | - | - | - | - |
| Stage 1 | 673 | - | - | - | - | - |
| Stage 2 | 852 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 11.8 | | 0.7 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 574 | 1130 | - |
| HCM Lane V/C Ratio | - | - | 0.073 | 0.012 | - |
| HCM Control Delay (s) | - | - | 11.8 | 8.2 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Vol, veh/h | 11 | 16 | 168 | 13 | 19 | 180 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| 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 | 12 | 17 | 183 | 14 | 21 | 196 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 427 | 190 | 0 | 0 | 197 | 0 |
| Stage 1 | 190 | - | - | - | - | - |
| Stage 2 | 237 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 584 | 852 | - | - | 1376 | - |
| Stage 1 | 842 | - | - | - | - | - |
| Stage 2 | 802 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 574 | 852 | - | - | 1376 | - |
| Mov Cap-2 Maneuver | 574 | - | - | - | - | - |
| Stage 1 | 842 | - | - | - | - | - |
| Stage 2 | 788 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.3 | | 0.7 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 712 | 1376 | - |
| HCM Lane V/C Ratio | - | - | 0.041 | 0.015 | - |
| HCM Control Delay (s) | - | - | 10.3 | 7.7 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 190 | 503 | 144 | 33 | 488 | 141 | 229 | 260 | 67 | 35 | 91 | 89 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 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 | 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 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1863 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 196 | 519 | 148 | 34 | 503 | 145 | 236 | 268 | 69 | 36 | 94 | 92 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 746 | 1553 | 1320 | 703 | 2224 | 638 | 234 | 393 | 99 | 164 | 194 | 172 |
| Arrive On Green | 0.04 | 0.83 | 0.83 | 0.03 | 0.82 | 0.82 | 0.06 | 0.14 | 0.14 | 0.03 | 0.11 | 0.11 |
| Sat Flow, veh/h | 1774 | 1863 | 1583 | 1774 | 2716 | 779 | 1774 | 2800 | 708 | 1774 | 1781 | 1574 |
| Grp Volume(v), veh/h | 196 | 519 | 148 | 34 | 327 | 321 | 236 | 168 | 169 | 36 | 93 | 93 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1583 | 1774 | 1770 | 1725 | 1774 | 1770 | 1738 | 1774 | 1770 | 1585 |
| Q Serve(g_s), s | 1.9 | 7.4 | 2.0 | 0.3 | 4.7 | 4.8 | 7.0 | 10.4 | 10.7 | 2.1 | 5.7 | 6.4 |
| Cycle Q Clear(g_c), s | 1.9 | 7.4 | 2.0 | 0.3 | 4.7 | 4.8 | 7.0 | 10.4 | 10.7 | 2.1 | 5.7 | 6.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.45 | 1.00 | | 0.41 | 1.00 | | 0.99 |
| Lane Grp Cap(c), veh/h | 746 | 1553 | 1320 | 703 | 1449 | 1413 | 234 | 248 | 244 | 164 | 193 | 173 |
| V/C Ratio(X) | 0.26 | 0.33 | 0.11 | 0.05 | 0.23 | 0.23 | 1.01 | 0.68 | 0.70 | 0.22 | 0.48 | 0.54 |
| Avail Cap(c_a), veh/h | 777 | 1553 | 1320 | 760 | 1449 | 1413 | 234 | 767 | 754 | 219 | 767 | 687 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 1.3 | 2.2 | 1.8 | 1.5 | 2.3 | 2.3 | 48.5 | 47.1 | 47.2 | 43.9 | 48.3 | 48.6 |
| Incr Delay (d2), s/veh | 0.2 | 0.6 | 0.2 | 0.0 | 0.4 | 0.4 | 60.5 | 3.2 | 3.5 | 0.7 | 1.9 | 2.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.9 | 4.0 | 0.9 | 0.2 | 2.4 | 2.4 | 8.0 | 5.3 | 5.4 | 1.0 | 2.9 | 2.9 |
| LnGrp Delay(d),s/veh | 1.5 | 2.8 | 1.9 | 1.5 | 2.7 | 2.7 | 109.0 | 50.3 | 50.8 | 44.5 | 50.2 | 51.1 |
| LnGrp LOS | A | A | A | A | A | A | F | D | D | D | D | D |
| Approach Vol, veh/h | | 863 | | | 682 | | | 573 | | | 222 | |
| Approach Delay, s/veh | | 2.4 | | | 2.6 | | | 74.6 | | | 49.7 | |
| Approach LOS | | A | | | A | | | E | | | D | |

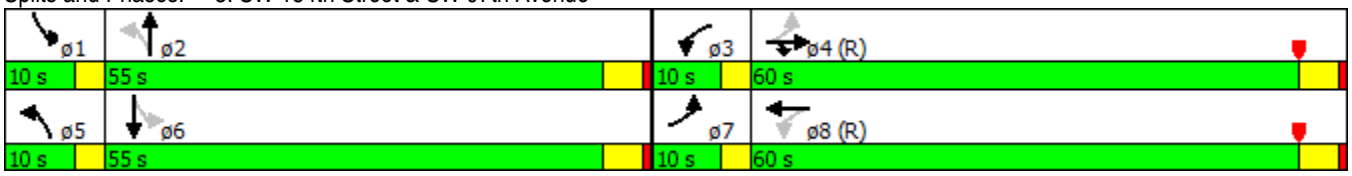
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 6.4 | 21.2 | 6.3 | 101.1 | 10.0 | 17.6 | 8.0 | 99.4 |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 |
| Max Green Setting (Gmax), s | 7.0 | 50.0 | 7.0 | 55.0 | 7.0 | 50.0 | 7.0 | 55.0 |
| Max Q Clear Time (g_c+I1), s | 4.1 | 12.7 | 2.3 | 9.4 | 9.0 | 8.4 | 3.9 | 6.8 |
| Green Ext Time (p_c), s | 0.0 | 3.5 | 0.0 | 10.6 | 0.0 | 3.5 | 0.2 | 10.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 24.6 |
| HCM 2010 LOS | C |

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Volume (vph) | 190 | 503 | 144 | 33 | 488 | 229 | 260 | 35 | 91 |
| Turn Type | pm+pt | NA | Prot | pm+pt | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 7 | 4 | 4 | 3 | 8 | 5 | 2 | 1 | 6 |
| Permitted Phases | 4 | | | 8 | | 2 | | 6 | |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 7.0 | 7.0 | 5.0 | 7.0 | 5.0 | 7.0 | 5.0 | 7.0 |
| Minimum Split (s) | 10.0 | 23.0 | 23.0 | 9.5 | 23.0 | 9.5 | 23.0 | 10.0 | 33.0 |
| Total Split (s) | 10.0 | 60.0 | 60.0 | 10.0 | 60.0 | 10.0 | 55.0 | 10.0 | 55.0 |
| Total Split (%) | 7.4% | 44.4% | 44.4% | 7.4% | 44.4% | 7.4% | 40.7% | 7.4% | 40.7% |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | Min | None | Min |

| Intersection Summary |
|---|
| Cycle Length: 135 |
| Actuated Cycle Length: 135 |
| Offset: 130 (96%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow |
| Natural Cycle: 80 |
| Control Type: Actuated-Coordinated |

Splits and Phases: 3: SW 184th Street & SW 97th Avenue



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 62 | 503 | 377 | 84 | 525 | 63 | 176 | 123 | 41 | 43 | 190 | 87 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 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 | 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 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1863 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 65 | 524 | 393 | 88 | 547 | 66 | 183 | 128 | 43 | 45 | 198 | 91 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 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 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 607 | 1112 | 945 | 466 | 1921 | 231 | 282 | 437 | 142 | 318 | 332 | 147 |
| Arrive On Green | 0.05 | 0.60 | 0.60 | 0.06 | 0.60 | 0.60 | 0.07 | 0.17 | 0.17 | 0.04 | 0.14 | 0.14 |
| Sat Flow, veh/h | 1774 | 1863 | 1583 | 1774 | 3182 | 383 | 1774 | 2631 | 851 | 1774 | 2388 | 1057 |
| Grp Volume(v), veh/h | 65 | 524 | 393 | 88 | 304 | 309 | 183 | 84 | 87 | 45 | 145 | 144 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1583 | 1774 | 1770 | 1795 | 1774 | 1770 | 1713 | 1774 | 1770 | 1676 |
| Q Serve(g_s), s | 1.0 | 11.5 | 9.7 | 1.3 | 6.0 | 6.0 | 5.0 | 3.1 | 3.2 | 1.6 | 5.6 | 5.9 |
| Cycle Q Clear(g_c), s | 1.0 | 11.5 | 9.7 | 1.3 | 6.0 | 6.0 | 5.0 | 3.1 | 3.2 | 1.6 | 5.6 | 5.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.21 | 1.00 | | 0.50 | 1.00 | | 0.63 |
| Lane Grp Cap(c), veh/h | 607 | 1112 | 945 | 466 | 1068 | 1084 | 282 | 294 | 285 | 318 | 246 | 233 |
| V/C Ratio(X) | 0.11 | 0.47 | 0.42 | 0.19 | 0.28 | 0.29 | 0.65 | 0.29 | 0.30 | 0.14 | 0.59 | 0.62 |
| Avail Cap(c_a), veh/h | 640 | 1112 | 945 | 486 | 1068 | 1084 | 282 | 508 | 492 | 367 | 508 | 481 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 5.0 | 8.3 | 7.9 | 5.7 | 6.9 | 6.9 | 26.8 | 26.7 | 26.8 | 25.3 | 29.5 | 29.7 |
| Incr Delay (d2), s/veh | 0.1 | 1.4 | 1.3 | 0.2 | 0.7 | 0.7 | 5.1 | 0.5 | 0.6 | 0.2 | 2.2 | 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 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 6.3 | 4.6 | 0.7 | 3.1 | 3.1 | 1.6 | 1.5 | 1.6 | 0.8 | 2.9 | 2.9 |
| LnGrp Delay(d),s/veh | 5.0 | 9.7 | 9.3 | 5.9 | 7.6 | 7.6 | 31.9 | 27.2 | 27.4 | 25.5 | 31.8 | 32.4 |
| LnGrp LOS | A | A | A | A | A | A | C | C | C | C | C | C |
| Approach Vol, veh/h | | 982 | | | 701 | | | 354 | | | 334 | |
| Approach Delay, s/veh | | 9.2 | | | 7.4 | | | 29.7 | | | 31.2 | |
| Approach LOS | | A | | | A | | | C | | | C | |

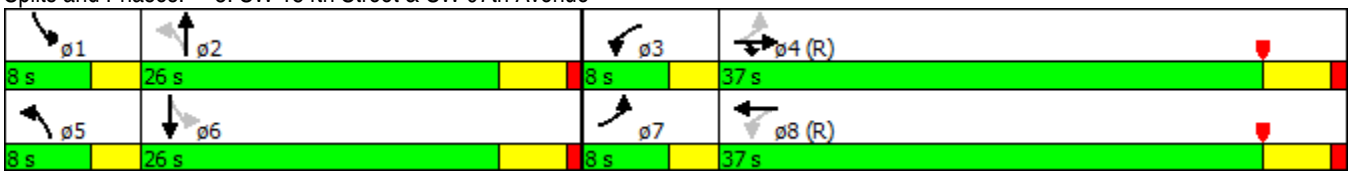
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 6.0 | 17.2 | 7.2 | 48.7 | 8.0 | 15.2 | 6.7 | 49.2 |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 |
| Max Green Setting (Gmax), s | 5.0 | 21.0 | 5.0 | 32.0 | 5.0 | 21.0 | 5.0 | 32.0 |
| Max Q Clear Time (g_c+I1), s | 3.6 | 5.2 | 3.3 | 13.5 | 7.0 | 7.9 | 3.0 | 8.0 |
| Green Ext Time (p_c), s | 0.0 | 2.4 | 0.0 | 8.7 | 0.0 | 2.2 | 0.0 | 9.9 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 14.8 |
| HCM 2010 LOS | B |

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Volume (vph) | 62 | 503 | 377 | 84 | 525 | 176 | 123 | 43 | 190 |
| Turn Type | pm+pt | NA | Prot | pm+pt | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 7 | 4 | 4 | 3 | 8 | 5 | 2 | 1 | 6 |
| Permitted Phases | 4 | | | 8 | | 2 | | 6 | |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 7.0 | 7.0 | 5.0 | 7.0 | 5.0 | 7.0 | 5.0 | 7.0 |
| Minimum Split (s) | 8.0 | 23.0 | 23.0 | 8.0 | 23.0 | 8.0 | 23.0 | 8.0 | 23.0 |
| Total Split (s) | 8.0 | 37.0 | 37.0 | 8.0 | 37.0 | 8.0 | 26.0 | 8.0 | 26.0 |
| Total Split (%) | 10.1% | 46.8% | 46.8% | 10.1% | 46.8% | 10.1% | 32.9% | 10.1% | 32.9% |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | Min | None | Min |

| Intersection Summary |
|---|
| Cycle Length: 79 |
| Actuated Cycle Length: 79 |
| Offset: 26 (33%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow |
| Natural Cycle: 65 |
| Control Type: Actuated-Coordinated |

Splits and Phases: 3: SW 184th Street & SW 97th Avenue



# Future with Project Conditions

## (with SW 95th Avenue link)

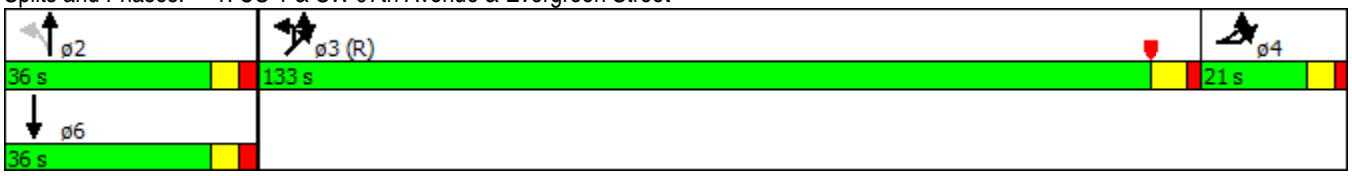
| Movement | EBL | EBR | NBL | NBT | NBR | SBT | SBR2 | NEL2 | NEL | NET | NER |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | |
| Volume (vph) | 25 | 64 | 42 | 73 | 166 | 31 | 1 | 1 | 64 | 1845 | 15 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | | | 7.0 | | 7.0 | | | | 7.0 | |
| Lane Util. Factor | 1.00 | | | 1.00 | | 1.00 | | | | 0.91 | |
| Frt | 0.90 | | | 0.92 | | 1.00 | | | | 1.00 | |
| Flt Protected | 0.99 | | | 0.99 | | 1.00 | | | | 1.00 | |
| Satd. Flow (prot) | 1659 | | | 1701 | | 1855 | | | | 5071 | |
| Flt Permitted | 0.99 | | | 0.94 | | 1.00 | | | | 1.00 | |
| Satd. Flow (perm) | 1659 | | | 1618 | | 1855 | | | | 5071 | |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 27 | 69 | 45 | 78 | 178 | 33 | 1 | 1 | 69 | 1984 | 16 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 25 | 0 | 27 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 96 | 0 | 0 | 276 | 0 | 7 | 0 | 0 | 0 | 2070 | 0 |
| Turn Type | Prot | | Perm | NA | | NA | | Split | Split | NA | |
| Protected Phases | 4 | | | 2 | | 6 | | 3 | 3 | 3 | |
| Permitted Phases | | | 2 | | | | | | | | |
| Actuated Green, G (s) | 15.8 | | | 41.9 | | 41.9 | | | | 112.3 | |
| Effective Green, g (s) | 15.8 | | | 41.9 | | 41.9 | | | | 112.3 | |
| Actuated g/C Ratio | 0.08 | | | 0.22 | | 0.22 | | | | 0.59 | |
| Clearance Time (s) | 6.0 | | | 7.0 | | 7.0 | | | | 7.0 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | | 3.0 | | | | 3.0 | |
| Lane Grp Cap (vph) | 137 | | | 356 | | 409 | | | | 2997 | |
| v/s Ratio Prot | c0.06 | | | | | 0.00 | | | | c0.41 | |
| v/s Ratio Perm | | | | c0.17 | | | | | | | |
| v/c Ratio | 0.70 | | | 0.78 | | 0.02 | | | | 0.69 | |
| Uniform Delay, d1 | 84.8 | | | 69.6 | | 58.0 | | | | 26.8 | |
| Progression Factor | 1.00 | | | 1.00 | | 1.00 | | | | 1.00 | |
| Incremental Delay, d2 | 15.0 | | | 10.1 | | 0.0 | | | | 1.3 | |
| Delay (s) | 99.8 | | | 79.8 | | 58.0 | | | | 28.2 | |
| Level of Service | F | | | E | | E | | | | C | |
| Approach Delay (s) | 99.8 | | | 79.8 | | 58.0 | | | | 28.2 | |
| Approach LOS | F | | | E | | E | | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 37.5 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.71 | | |
| Actuated Cycle Length (s) | 190.0 | Sum of lost time (s) | 20.0 |
| Intersection Capacity Utilization | 82.8% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | NBL | NBT | SBT | NET |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Volume (vph) | 25 | 42 | 73 | 31 | 1845 |
| Turn Type | Prot | Perm | NA | NA | NA |
| Protected Phases | 4 | | 2 | 6 | 3 |
| Permitted Phases | | 2 | | | |
| Detector Phase | 4 | 2 | 2 | 6 | 3 |
| Switch Phase | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 16.0 |
| Minimum Split (s) | 21.0 | 25.0 | 25.0 | 25.0 | 25.0 |
| Total Split (s) | 21.0 | 36.0 | 36.0 | 36.0 | 133.0 |
| Total Split (%) | 11.1% | 18.9% | 18.9% | 18.9% | 70.0% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 5.0 |
| All-Red Time (s) | 2.0 | 3.0 | 3.0 | 3.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | | 7.0 | 7.0 | 7.0 |
| Lead/Lag | Lag | | | | Lead |
| Lead-Lag Optimize? | Yes | | | | Yes |
| Recall Mode | None | Min | Min | Min | C-Min |

| Intersection Summary |
|---|
| Cycle Length: 190 |
| Actuated Cycle Length: 190 |
| Offset: 105 (55%), Referenced to phase 3:NETL, Start of Yellow |
| Natural Cycle: 90 |
| Control Type: Actuated-Coordinated |

Splits and Phases: 1: US-1 & SW 97th Avenue & Evergreen Street



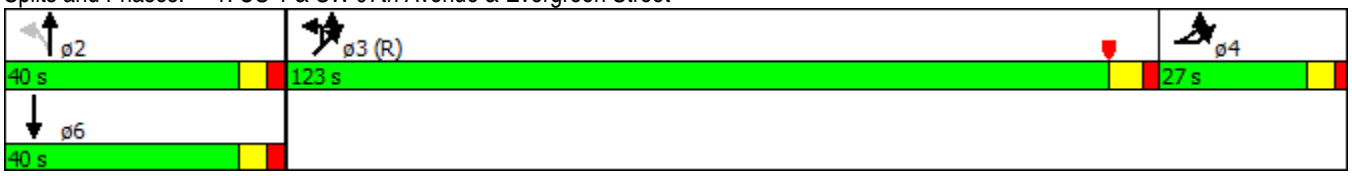
| Movement | EBL | EBR | NBL | NBT | NBR | SBT | SBR2 | NEL2 | NEL | NET | NER |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | |
| Volume (vph) | 25 | 64 | 42 | 73 | 166 | 31 | 1 | 1 | 64 | 1845 | 15 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | | | 7.0 | | 7.0 | | | | 7.0 | |
| Lane Util. Factor | 1.00 | | | 1.00 | | 1.00 | | | | 0.91 | |
| Frt | 0.90 | | | 0.92 | | 1.00 | | | | 1.00 | |
| Flt Protected | 0.99 | | | 0.99 | | 1.00 | | | | 1.00 | |
| Satd. Flow (prot) | 1659 | | | 1701 | | 1855 | | | | 5071 | |
| Flt Permitted | 0.99 | | | 0.94 | | 1.00 | | | | 1.00 | |
| Satd. Flow (perm) | 1659 | | | 1616 | | 1855 | | | | 5071 | |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 27 | 69 | 45 | 78 | 178 | 33 | 1 | 1 | 69 | 1984 | 16 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 26 | 0 | 27 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 96 | 0 | 0 | 275 | 0 | 7 | 0 | 0 | 0 | 2070 | 0 |
| Turn Type | Prot | | Perm | NA | | NA | | Split | Split | NA | |
| Protected Phases | 4 | | | 2 | | 6 | | 3 | 3 | 3 | |
| Permitted Phases | | | 2 | | | | | | | | |
| Actuated Green, G (s) | 16.0 | | | 38.4 | | 38.4 | | | | 115.6 | |
| Effective Green, g (s) | 16.0 | | | 38.4 | | 38.4 | | | | 115.6 | |
| Actuated g/C Ratio | 0.08 | | | 0.20 | | 0.20 | | | | 0.61 | |
| Clearance Time (s) | 6.0 | | | 7.0 | | 7.0 | | | | 7.0 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | | 3.0 | | | | 3.0 | |
| Lane Grp Cap (vph) | 139 | | | 326 | | 374 | | | | 3085 | |
| v/s Ratio Prot | c0.06 | | | | | 0.00 | | | | c0.41 | |
| v/s Ratio Perm | | | | c0.17 | | | | | | | |
| v/c Ratio | 0.69 | | | 0.84 | | 0.02 | | | | 0.67 | |
| Uniform Delay, d1 | 84.6 | | | 72.9 | | 60.7 | | | | 24.6 | |
| Progression Factor | 1.00 | | | 1.00 | | 1.00 | | | | 1.00 | |
| Incremental Delay, d2 | 13.8 | | | 17.6 | | 0.0 | | | | 1.2 | |
| Delay (s) | 98.4 | | | 90.5 | | 60.7 | | | | 25.8 | |
| Level of Service | F | | | F | | E | | | | C | |
| Approach Delay (s) | 98.4 | | | 90.5 | | 60.7 | | | | 25.8 | |
| Approach LOS | F | | | F | | E | | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 36.8 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.71 | | |
| Actuated Cycle Length (s) | 190.0 | Sum of lost time (s) | 20.0 |
| Intersection Capacity Utilization | 82.8% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | NBL | NBT | SBT | NET |
|---|---|---|---|---|---|
| Lane Configurations | | | | | |
| Volume (vph) | 25 | 42 | 73 | 31 | 1845 |
| Turn Type | Prot | Perm | NA | NA | NA |
| Protected Phases | 4 | | 2 | 6 | 3 |
| Permitted Phases | | 2 | | | |
| Detector Phase | 4 | 2 | 2 | 6 | 3 |
| Switch Phase | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 16.0 |
| Minimum Split (s) | 21.0 | 25.0 | 25.0 | 25.0 | 25.0 |
| Total Split (s) | 27.0 | 40.0 | 40.0 | 40.0 | 123.0 |
| Total Split (%) | 14.2% | 21.1% | 21.1% | 21.1% | 64.7% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 5.0 |
| All-Red Time (s) | 2.0 | 3.0 | 3.0 | 3.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | | 7.0 | 7.0 | 7.0 |
| Lead/Lag | Lag | | | | Lead |
| Lead-Lag Optimize? | Yes | | | | Yes |
| Recall Mode | None | Min | Min | Min | C-Min |

| Intersection Summary |
|---|
| Cycle Length: 190 |
| Actuated Cycle Length: 190 |
| Offset: 30 (16%), Referenced to phase 3:NETL, Start of Yellow |
| Natural Cycle: 90 |
| Control Type: Actuated-Coordinated |

Splits and Phases: 1: US-1 & SW 97th Avenue & Evergreen Street



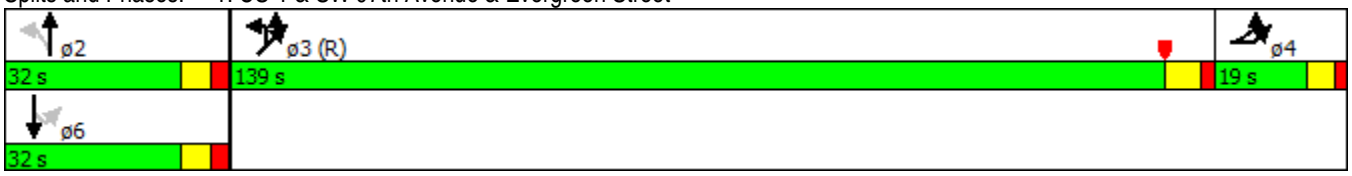
| Movement | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR2 | NEL2 | NEL | NET | NER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 19 | 79 | 9 | 30 | 166 | 1 | 84 | 2 | 1 | 54 | 1493 | 22 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | | | 7.0 | | | 7.0 | | | | 7.0 | |
| Lane Util. Factor | 1.00 | | | 1.00 | | | 1.00 | | | | 0.91 | |
| Frt | 0.89 | | | 0.89 | | | 1.00 | | | | 1.00 | |
| Flt Protected | 0.99 | | | 1.00 | | | 1.00 | | | | 1.00 | |
| Satd. Flow (prot) | 1644 | | | 1656 | | | 1856 | | | | 5066 | |
| Flt Permitted | 0.99 | | | 0.99 | | | 0.98 | | | | 1.00 | |
| Satd. Flow (perm) | 1644 | | | 1634 | | | 1826 | | | | 5066 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 20 | 83 | 9 | 32 | 175 | 1 | 88 | 2 | 1 | 57 | 1572 | 23 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 83 | 0 | 0 | 51 | 0 | 0 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 103 | 0 | 0 | 133 | 0 | 0 | 40 | 0 | 0 | 0 | 1652 | 0 |
| Turn Type | Prot | | Perm | NA | | Perm | NA | | Split | Split | NA | |
| Protected Phases | 4 | | | 2 | | | 6 | | 3 | 3 | 3 | |
| Permitted Phases | | | 2 | | | 6 | | | | | | |
| Actuated Green, G (s) | 19.1 | | | 20.4 | | | 20.4 | | | | 130.5 | |
| Effective Green, g (s) | 19.1 | | | 20.4 | | | 20.4 | | | | 130.5 | |
| Actuated g/C Ratio | 0.10 | | | 0.11 | | | 0.11 | | | | 0.69 | |
| Clearance Time (s) | 6.0 | | | 7.0 | | | 7.0 | | | | 7.0 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | | | 3.0 | | | | 3.0 | |
| Lane Grp Cap (vph) | 165 | | | 175 | | | 196 | | | | 3479 | |
| v/s Ratio Prot | c0.06 | | | | | | | | | | c0.33 | |
| v/s Ratio Perm | | | | c0.08 | | | 0.02 | | | | | |
| v/c Ratio | 0.62 | | | 0.76 | | | 0.20 | | | | 0.47 | |
| Uniform Delay, d1 | 82.0 | | | 82.4 | | | 77.4 | | | | 13.8 | |
| Progression Factor | 1.00 | | | 1.00 | | | 1.00 | | | | 1.00 | |
| Incremental Delay, d2 | 7.2 | | | 17.1 | | | 0.5 | | | | 0.5 | |
| Delay (s) | 89.2 | | | 99.6 | | | 77.9 | | | | 14.3 | |
| Level of Service | F | | | F | | | E | | | | B | |
| Approach Delay (s) | 89.2 | | | 99.6 | | | 77.9 | | | | 14.3 | |
| Approach LOS | F | | | F | | | E | | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 29.8 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.53 | | |
| Actuated Cycle Length (s) | 190.0 | Sum of lost time (s) | 20.0 |
| Intersection Capacity Utilization | 71.1% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | NBL | NBT | SBL | SBT | NET |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 19 | 9 | 30 | 1 | 84 | 1493 |
| Turn Type | Prot | Perm | NA | Perm | NA | NA |
| Protected Phases | 4 | | 2 | | 6 | 3 |
| Permitted Phases | | 2 | | 6 | | |
| Detector Phase | 4 | 2 | 2 | 6 | 6 | 3 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 16.0 |
| Minimum Split (s) | 13.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 |
| Total Split (s) | 19.0 | 32.0 | 32.0 | 32.0 | 32.0 | 139.0 |
| Total Split (%) | 10.0% | 16.8% | 16.8% | 16.8% | 16.8% | 73.2% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 5.0 |
| All-Red Time (s) | 2.0 | 3.0 | 3.0 | 3.0 | 3.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | | 7.0 | | 7.0 | 7.0 |
| Lead/Lag | Lag | | | | | Lead |
| Lead-Lag Optimize? | Yes | | | | | Yes |
| Recall Mode | None | Min | Min | Min | Min | C-Min |

| Intersection Summary |
|---|
| Cycle Length: 190 |
| Actuated Cycle Length: 190 |
| Offset: 66 (35%), Referenced to phase 3:NETL, Start of Yellow |
| Natural Cycle: 65 |
| Control Type: Actuated-Coordinated |

Splits and Phases: 1: US-1 & SW 97th Avenue & Evergreen Street



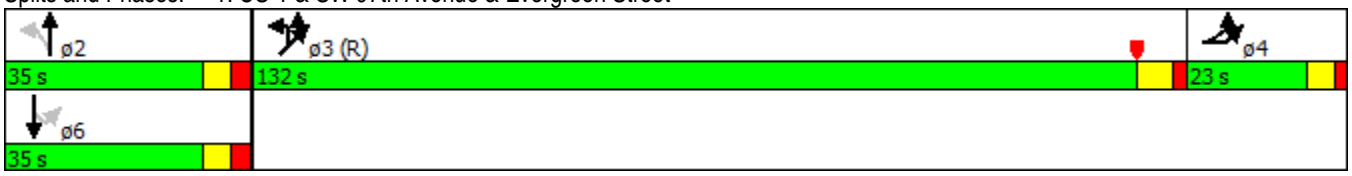
| Movement | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR2 | NEL2 | NEL | NET | NER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 19 | 79 | 9 | 30 | 166 | 1 | 84 | 2 | 1 | 54 | 1493 | 22 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 6.0 | | | 7.0 | | | 7.0 | | | | 7.0 | |
| Lane Util. Factor | 1.00 | | | 1.00 | | | 1.00 | | | | 0.91 | |
| Frt | 0.89 | | | 0.89 | | | 1.00 | | | | 1.00 | |
| Flt Protected | 0.99 | | | 1.00 | | | 1.00 | | | | 1.00 | |
| Satd. Flow (prot) | 1644 | | | 1656 | | | 1856 | | | | 5066 | |
| Flt Permitted | 0.99 | | | 0.98 | | | 0.98 | | | | 1.00 | |
| Satd. Flow (perm) | 1644 | | | 1634 | | | 1825 | | | | 5066 | |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 20 | 83 | 9 | 32 | 175 | 1 | 88 | 2 | 1 | 57 | 1572 | 23 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 85 | 0 | 0 | 51 | 0 | 0 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 103 | 0 | 0 | 131 | 0 | 0 | 40 | 0 | 0 | 0 | 1652 | 0 |
| Turn Type | Prot | | Perm | NA | | Perm | NA | | Split | Split | NA | |
| Protected Phases | 4 | | | 2 | | | 6 | | 3 | 3 | 3 | |
| Permitted Phases | | | 2 | | | 6 | | | | | | |
| Actuated Green, G (s) | 17.5 | | | 20.2 | | | 20.2 | | | | 132.3 | |
| Effective Green, g (s) | 17.5 | | | 20.2 | | | 20.2 | | | | 132.3 | |
| Actuated g/C Ratio | 0.09 | | | 0.11 | | | 0.11 | | | | 0.70 | |
| Clearance Time (s) | 6.0 | | | 7.0 | | | 7.0 | | | | 7.0 | |
| Vehicle Extension (s) | 3.0 | | | 3.0 | | | 3.0 | | | | 3.0 | |
| Lane Grp Cap (vph) | 151 | | | 173 | | | 194 | | | | 3527 | |
| v/s Ratio Prot | c0.06 | | | | | | | | | | c0.33 | |
| v/s Ratio Perm | | | | c0.08 | | | 0.02 | | | | | |
| v/c Ratio | 0.68 | | | 0.76 | | | 0.21 | | | | 0.47 | |
| Uniform Delay, d1 | 83.6 | | | 82.5 | | | 77.6 | | | | 13.0 | |
| Progression Factor | 1.00 | | | 1.00 | | | 1.00 | | | | 1.00 | |
| Incremental Delay, d2 | 12.0 | | | 17.2 | | | 0.5 | | | | 0.4 | |
| Delay (s) | 95.5 | | | 99.7 | | | 78.1 | | | | 13.5 | |
| Level of Service | F | | | F | | | E | | | | B | |
| Approach Delay (s) | 95.5 | | | 99.7 | | | 78.1 | | | | 13.5 | |
| Approach LOS | F | | | F | | | E | | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 29.4 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.52 | | |
| Actuated Cycle Length (s) | 190.0 | Sum of lost time (s) | 20.0 |
| Intersection Capacity Utilization | 71.1% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Lane Group | EBL | NBL | NBT | SBL | SBT | NET |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 19 | 9 | 30 | 1 | 84 | 1493 |
| Turn Type | Prot | Perm | NA | Perm | NA | NA |
| Protected Phases | 4 | | 2 | | 6 | 3 |
| Permitted Phases | | 2 | | 6 | | |
| Detector Phase | 4 | 2 | 2 | 6 | 6 | 3 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 16.0 |
| Minimum Split (s) | 13.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 |
| Total Split (s) | 23.0 | 35.0 | 35.0 | 35.0 | 35.0 | 132.0 |
| Total Split (%) | 12.1% | 18.4% | 18.4% | 18.4% | 18.4% | 69.5% |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 5.0 |
| All-Red Time (s) | 2.0 | 3.0 | 3.0 | 3.0 | 3.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 6.0 | | 7.0 | | 7.0 | 7.0 |
| Lead/Lag | Lag | | | | | Lead |
| Lead-Lag Optimize? | Yes | | | | | Yes |
| Recall Mode | None | Min | Min | Min | Min | C-Min |

| Intersection Summary |
|---|
| Cycle Length: 190 |
| Actuated Cycle Length: 190 |
| Offset: 66 (35%), Referenced to phase 3:NETL, Start of Yellow |
| Natural Cycle: 65 |
| Control Type: Actuated-Coordinated |

Splits and Phases: 1: US-1 & SW 97th Avenue & Evergreen Street



| Intersection | |
|---|---|
| Int Delay, s/veh | 1.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Vol, veh/h | 27 | 42 | 365 | 53 | 21 | 133 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 28 | 44 | 380 | 55 | 22 | 139 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 590 | 408 | 0 | 0 | 435 | 0 |
| Stage 1 | 408 | - | - | - | - | - |
| Stage 2 | 182 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 470 | 643 | - | - | 1125 | - |
| Stage 1 | 671 | - | - | - | - | - |
| Stage 2 | 849 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 460 | 643 | - | - | 1125 | - |
| Mov Cap-2 Maneuver | 460 | - | - | - | - | - |
| Stage 1 | 671 | - | - | - | - | - |
| Stage 2 | 831 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 12.4 | | 1.1 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 556 | 1125 | - |
| HCM Lane V/C Ratio | - | - | 0.129 | 0.019 | - |
| HCM Control Delay (s) | - | - | 12.4 | 8.3 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Vol, veh/h | 22 | 29 | 168 | 28 | 37 | 180 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| 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 | 24 | 32 | 183 | 30 | 40 | 196 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 474 | 198 | 0 | 0 | 213 | 0 |
| Stage 1 | 198 | - | - | - | - | - |
| Stage 2 | 276 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 549 | 843 | - | - | 1357 | - |
| Stage 1 | 835 | - | - | - | - | - |
| Stage 2 | 771 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 531 | 843 | - | - | 1357 | - |
| Mov Cap-2 Maneuver | 531 | - | - | - | - | - |
| Stage 1 | 835 | - | - | - | - | - |
| Stage 2 | 746 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 10.8 | | 1.3 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 673 | 1357 | - |
| HCM Lane V/C Ratio | - | - | 0.082 | 0.03 | - |
| HCM Control Delay (s) | - | - | 10.8 | 7.7 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 195 | 507 | 144 | 33 | 496 | 141 | 229 | 261 | 67 | 35 | 93 | 100 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 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 | 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 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1863 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 201 | 523 | 148 | 34 | 511 | 145 | 236 | 269 | 69 | 36 | 96 | 103 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 739 | 1549 | 1317 | 698 | 2228 | 629 | 227 | 396 | 100 | 165 | 195 | 175 |
| Arrive On Green | 0.04 | 0.83 | 0.83 | 0.03 | 0.82 | 0.82 | 0.06 | 0.14 | 0.14 | 0.03 | 0.11 | 0.11 |
| Sat Flow, veh/h | 1774 | 1863 | 1583 | 1774 | 2727 | 770 | 1774 | 2802 | 706 | 1774 | 1770 | 1583 |
| Grp Volume(v), veh/h | 201 | 523 | 148 | 34 | 331 | 325 | 236 | 168 | 170 | 36 | 96 | 103 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1583 | 1774 | 1770 | 1727 | 1774 | 1770 | 1738 | 1774 | 1770 | 1583 |
| Q Serve(g_s), s | 2.0 | 7.6 | 2.0 | 0.3 | 4.8 | 4.9 | 7.0 | 10.4 | 10.7 | 2.1 | 5.9 | 7.1 |
| Cycle Q Clear(g_c), s | 2.0 | 7.6 | 2.0 | 0.3 | 4.8 | 4.9 | 7.0 | 10.4 | 10.7 | 2.1 | 5.9 | 7.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.45 | 1.00 | | 0.41 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 739 | 1549 | 1317 | 698 | 1446 | 1411 | 227 | 250 | 246 | 165 | 195 | 175 |
| V/C Ratio(X) | 0.27 | 0.34 | 0.11 | 0.05 | 0.23 | 0.23 | 1.04 | 0.67 | 0.69 | 0.22 | 0.49 | 0.59 |
| Avail Cap(c_a), veh/h | 770 | 1549 | 1317 | 755 | 1446 | 1411 | 227 | 767 | 753 | 220 | 767 | 686 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 1.3 | 2.3 | 1.8 | 1.6 | 2.4 | 2.4 | 48.3 | 47.0 | 47.1 | 43.8 | 48.3 | 48.8 |
| Incr Delay (d2), s/veh | 0.2 | 0.6 | 0.2 | 0.0 | 0.4 | 0.4 | 70.1 | 3.1 | 3.5 | 0.7 | 1.9 | 3.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.9 | 4.0 | 0.9 | 0.2 | 2.4 | 2.4 | 8.2 | 5.3 | 5.4 | 1.0 | 3.0 | 3.3 |
| LnGrp Delay(d),s/veh | 1.5 | 2.9 | 2.0 | 1.6 | 2.7 | 2.8 | 118.5 | 50.1 | 50.6 | 44.4 | 50.2 | 52.0 |
| LnGrp LOS | A | A | A | A | A | A | F | D | D | D | D | D |
| Approach Vol, veh/h | | 872 | | | 690 | | | 574 | | | 235 | |
| Approach Delay, s/veh | | 2.4 | | | 2.7 | | | 78.4 | | | 50.1 | |
| Approach LOS | | A | | | A | | | E | | | D | |

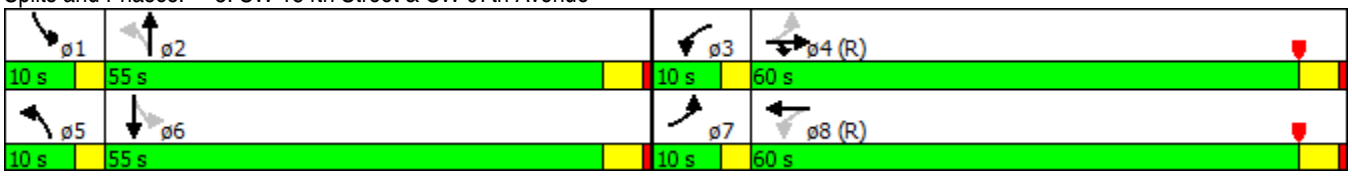
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 6.4 | 21.3 | 6.3 | 100.9 | 10.0 | 17.7 | 8.0 | 99.3 |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 |
| Max Green Setting (Gmax), s | 7.0 | 50.0 | 7.0 | 55.0 | 7.0 | 50.0 | 7.0 | 55.0 |
| Max Q Clear Time (g_c+I1), s | 4.1 | 12.7 | 2.3 | 9.6 | 9.0 | 9.1 | 4.0 | 6.9 |
| Green Ext Time (p_c), s | 0.0 | 3.6 | 0.0 | 10.8 | 0.0 | 3.6 | 0.2 | 10.8 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 25.6 |
| HCM 2010 LOS | C |

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Volume (vph) | 195 | 507 | 144 | 33 | 496 | 229 | 261 | 35 | 93 |
| Turn Type | pm+pt | NA | Prot | pm+pt | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 7 | 4 | 4 | 3 | 8 | 5 | 2 | 1 | 6 |
| Permitted Phases | 4 | | | 8 | | 2 | | 6 | |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 7.0 | 7.0 | 5.0 | 7.0 | 5.0 | 7.0 | 5.0 | 7.0 |
| Minimum Split (s) | 10.0 | 23.0 | 23.0 | 9.5 | 23.0 | 9.5 | 23.0 | 10.0 | 33.0 |
| Total Split (s) | 10.0 | 60.0 | 60.0 | 10.0 | 60.0 | 10.0 | 55.0 | 10.0 | 55.0 |
| Total Split (%) | 7.4% | 44.4% | 44.4% | 7.4% | 44.4% | 7.4% | 40.7% | 7.4% | 40.7% |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | Min | None | Min |

| Intersection Summary |
|---|
| Cycle Length: 135 |
| Actuated Cycle Length: 135 |
| Offset: 130 (96%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow |
| Natural Cycle: 80 |
| Control Type: Actuated-Coordinated |

Splits and Phases: 3: SW 184th Street & SW 97th Avenue



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 73 | 512 | 377 | 84 | 532 | 63 | 176 | 126 | 41 | 43 | 192 | 96 |
| Number | 7 | 4 | 14 | 3 | 8 | 18 | 5 | 2 | 12 | 1 | 6 | 16 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 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 | 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 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1863 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 76 | 533 | 393 | 88 | 554 | 66 | 183 | 131 | 43 | 45 | 200 | 100 |
| Adj No. of Lanes | 1 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 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 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 601 | 1102 | 936 | 456 | 1895 | 225 | 282 | 450 | 143 | 322 | 331 | 159 |
| Arrive On Green | 0.05 | 0.59 | 0.59 | 0.06 | 0.59 | 0.59 | 0.07 | 0.17 | 0.17 | 0.04 | 0.14 | 0.14 |
| Sat Flow, veh/h | 1774 | 1863 | 1583 | 1774 | 3187 | 379 | 1774 | 2647 | 838 | 1774 | 2320 | 1115 |
| Grp Volume(v), veh/h | 76 | 533 | 393 | 88 | 307 | 313 | 183 | 86 | 88 | 45 | 151 | 149 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1583 | 1774 | 1770 | 1796 | 1774 | 1770 | 1715 | 1774 | 1770 | 1666 |
| Q Serve(g_s), s | 1.2 | 12.0 | 9.9 | 1.3 | 6.2 | 6.3 | 5.0 | 3.1 | 3.3 | 1.6 | 5.8 | 6.2 |
| Cycle Q Clear(g_c), s | 1.2 | 12.0 | 9.9 | 1.3 | 6.2 | 6.3 | 5.0 | 3.1 | 3.3 | 1.6 | 5.8 | 6.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.21 | 1.00 | | 0.49 | 1.00 | | 0.67 |
| Lane Grp Cap(c), veh/h | 601 | 1102 | 936 | 456 | 1052 | 1068 | 282 | 301 | 292 | 322 | 253 | 238 |
| V/C Ratio(X) | 0.13 | 0.48 | 0.42 | 0.19 | 0.29 | 0.29 | 0.65 | 0.29 | 0.30 | 0.14 | 0.60 | 0.63 |
| Avail Cap(c_a), veh/h | 627 | 1102 | 936 | 476 | 1052 | 1068 | 282 | 507 | 491 | 370 | 507 | 477 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 5.1 | 8.6 | 8.1 | 5.9 | 7.3 | 7.3 | 26.7 | 26.5 | 26.6 | 25.1 | 29.4 | 29.6 |
| Incr Delay (d2), s/veh | 0.1 | 1.5 | 1.4 | 0.2 | 0.7 | 0.7 | 5.1 | 0.5 | 0.6 | 0.2 | 2.2 | 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 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 6.5 | 4.6 | 0.7 | 3.2 | 3.3 | 1.6 | 1.5 | 1.6 | 0.8 | 3.0 | 3.0 |
| LnGrp Delay(d),s/veh | 5.2 | 10.1 | 9.5 | 6.1 | 8.0 | 8.0 | 31.8 | 27.1 | 27.2 | 25.3 | 31.7 | 32.3 |
| LnGrp LOS | A | B | A | A | A | A | C | C | C | C | C | C |
| Approach Vol, veh/h | | 1002 | | | 708 | | | 357 | | | 345 | |
| Approach Delay, s/veh | | 9.5 | | | 7.8 | | | 29.5 | | | 31.1 | |
| Approach LOS | | A | | | A | | | C | | | C | |

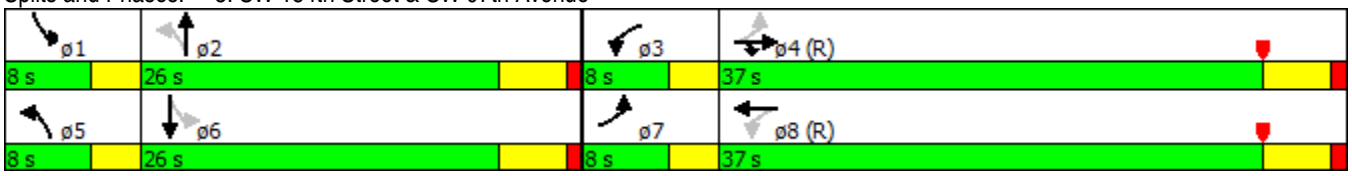
| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 6.0 | 17.5 | 7.2 | 48.4 | 8.0 | 15.5 | 6.9 | 48.6 |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 |
| Max Green Setting (Gmax), s | 5.0 | 21.0 | 5.0 | 32.0 | 5.0 | 21.0 | 5.0 | 32.0 |
| Max Q Clear Time (g_c+I1), s | 3.6 | 5.3 | 3.3 | 14.0 | 7.0 | 8.2 | 3.2 | 8.3 |
| Green Ext Time (p_c), s | 0.0 | 2.5 | 0.0 | 8.7 | 0.0 | 2.3 | 0.0 | 10.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 15.0 |
| HCM 2010 LOS | B |

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | |
| Volume (vph) | 73 | 512 | 377 | 84 | 532 | 176 | 126 | 43 | 192 |
| Turn Type | pm+pt | NA | Prot | pm+pt | NA | pm+pt | NA | pm+pt | NA |
| Protected Phases | 7 | 4 | 4 | 3 | 8 | 5 | 2 | 1 | 6 |
| Permitted Phases | 4 | | | 8 | | 2 | | 6 | |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 5 | 2 | 1 | 6 |
| Switch Phase | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 7.0 | 7.0 | 5.0 | 7.0 | 5.0 | 7.0 | 5.0 | 7.0 |
| Minimum Split (s) | 8.0 | 23.0 | 23.0 | 8.0 | 23.0 | 8.0 | 23.0 | 8.0 | 23.0 |
| Total Split (s) | 8.0 | 37.0 | 37.0 | 8.0 | 37.0 | 8.0 | 26.0 | 8.0 | 26.0 |
| Total Split (%) | 10.1% | 46.8% | 46.8% | 10.1% | 46.8% | 10.1% | 32.9% | 10.1% | 32.9% |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |
| All-Red Time (s) | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 | 3.0 | 5.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | C-Max | C-Max | None | C-Max | None | Min | None | Min |

| Intersection Summary |
|---|
| Cycle Length: 79 |
| Actuated Cycle Length: 79 |
| Offset: 26 (33%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow |
| Natural Cycle: 65 |
| Control Type: Actuated-Coordinated |

Splits and Phases: 3: SW 184th Street & SW 97th Avenue



# Appendix E
## Committed Development Documentation

# 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

RICHARD GARCIA
LICENSE
No. 54886
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

**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.

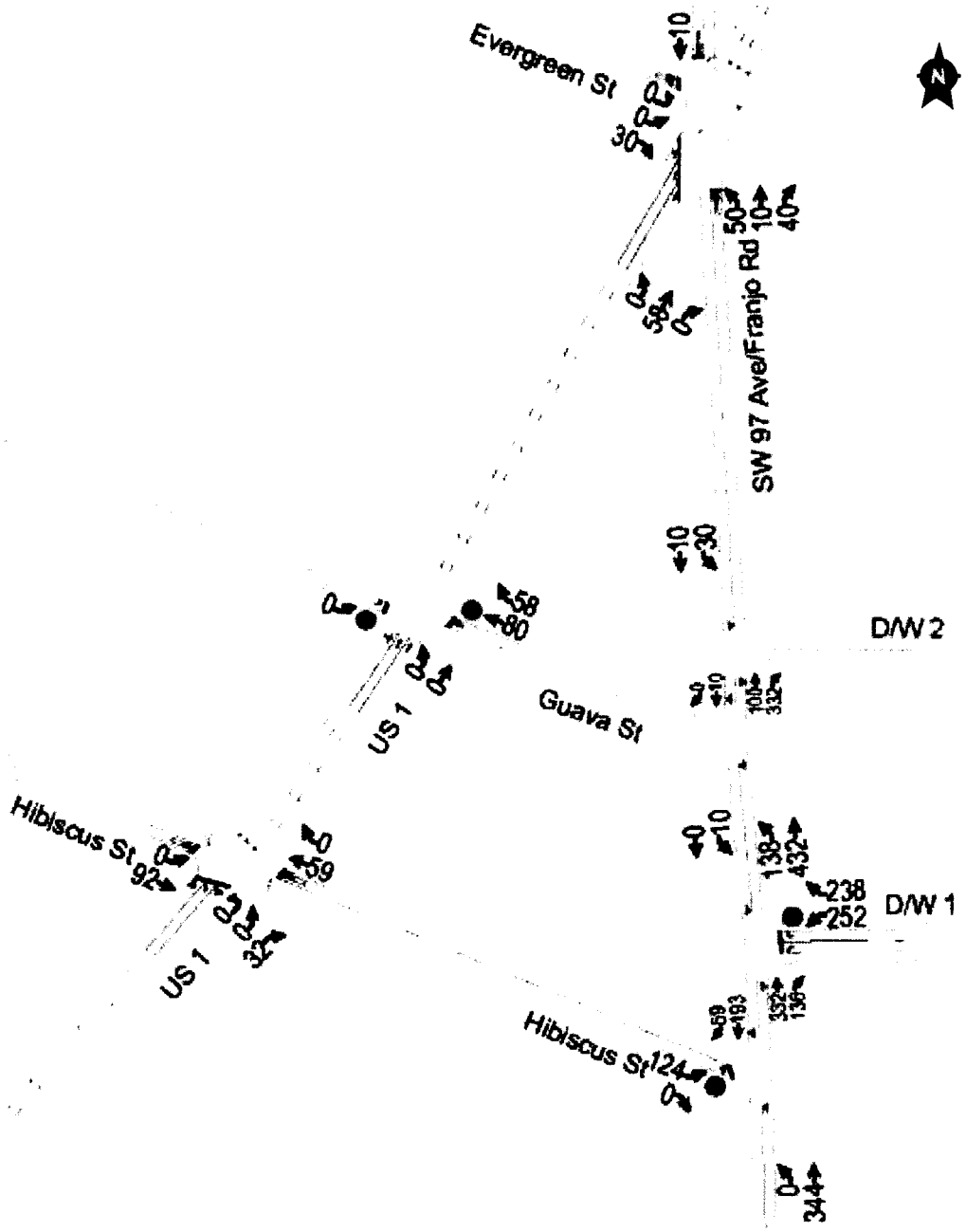
### Table 2: Trip Generation Comparison – PM Peak Hour

| 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

Summary of Multi-Use Trip Generation
Average Weekday Driveway Volumes (Unadjusted for Internal Trips)

Project: Atlantico at Palmetto Bay
Phase:

Open Date:
Analysis Date:

Description: Proposed #16127

| ITE:Land Use | 24 Hour Two-Way Volume | AM Pk Hour Enter | AM Pk Hour Exit | PM Pk Hour Enter | PM Pk Hour Exit |
|---|---|---|---|---|---|
| 826: Specialty Retail Center<br>7.010 Th.Sq.Ft. GFA [R] | 311 | 0 | 0 | 8 | 11 |
| 223: Mid-Rise Apartment<br>271 Dwelling Units [R] | 0 | 24 | 57 | 62 | 44 |
| Total Driveway Volume | 311 | 24 | 57 | 70 | 55 |
| Total Peak Hour Pass-By Trips | | 0 | 0 | 0 | 0 |
| Total Peak Hour Vol. Added to Adjacent Streets | | 24 | 57 | 70 | 55 |

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

TRIP GENERATION 2013, TRAFFICWARE, LLC

# AM Peak Hour Trip Generation and Internalization

*Atlantico at Palmetto Bay*

| Mid-Rise Apartment Land Use 223 271 Dwelling Units | | Specialty Retail Center Land Use 826 7,010 Sq Ft | | |
|---|---|---|---|---|
| **In** | **Out** | **In** | **Out** | |
| **24** | **57** | **5** | **3** | 89 ITE Trips |
| -2 | -6 | -1 | 0 | -9 -10.0% Transit |
| **22** | **51** | **4** | **3** | 79 Vehicle Trips |
| ***UNBALANCED INTERNALIZATION*** | | | | |
| | *1%* | | *17%* | |
| | *1* | **1** | *1* | |
| *2%* | | | | 14% |
| *0* | | **0** | | 0 |
| **Mid-Rise Apartment** | | **Specialty Retail Center** | | |
| **In** | **Out** | **In** | **Out** | |
| **22** | **51** | **4** | **3** | 79 Vehicle Trips |
| ***BALANCED INTERNALIZATION*** | | | | |
| | *-1* | | *-1* | |
| *0* | | | | 0 |
| 0 | -1 | -1 | 0 | -2 Internal |
| 22 | 50 | 3 | 3 | 77 External Trips |
| | *1.4%* | | *0.0%* | *2.5%* % Internal |
| **22** | **50** | **3** | **3** | **78 Net New External Trips** |

# PM Peak Hour Trip Generation and Internalization

*Atlantico at Palmetto Bay*

| Mid-Rise Apartment Land Use 223 271 Dwelling Units | | Specialty Retail Center Land Use 826 7,010 Sq Ft | | |
|---|---|---|---|---|
| **In** | **Out** | **In** | **Out** | |
| **62** | **44** | **8** | **11** | 125 ITE Trips |
| -6 | -5 | -1 | -1 | -13 -10.0% Transit |
| **56** | **39** | **7** | **10** | 112 Vehicle Trips |
| ***UNBALANCED INTERNALIZATION*** | | | | |
| | *42%* | | *10%* | |
| | *16* | **1** | *1* | |
| *46%* | | | | 26% |
| *26* | | **3** | | 3 |
| **Mid-Rise Apartment** | | **Specialty Retail Center** | | |
| **In** | **Out** | **In** | **Out** | |
| **56** | **39** | **7** | **10** | 112 Vehicle Trips |
| ***BALANCED INTERNALIZATION*** | | | | |
| | *-1* | | *-1* | |
| *-3* | | | | -3 |
| -3 | -1 | -1 | -3 | -8 Internal |
| 53 | 38 | 6 | 7 | 104 External Trips |
| | *4.2%* | | *23.5%* | *7.2%* % Internal |
| **53** | **38** | **6** | **7** | **104 Net New External Trips** |

# Appendix G
## Traffic Diversion Documentation

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

*Provided by Marlin 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 | In 25 | 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 |
| PHF = 0.97 | WBT | 483 | 488 | 0% | 0% | 0 | 0 | 488 | 0% | 0% | 0 | 488 | 488 | 0% | 0 | 488 | 15% | 0% | 8 | 496 |
| | 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 Marlin Engineering

| INTERSECTION | MOVEMENT | EXISTING 2016 | BACKGROUND Growth rate: 0.5% No. of years: 2 | Parkside at Palmetto Bay School* Out 59 | In 44 | Total 103 | COMMITTED DEVELOPMENTS | FUTURE WITHOUT SW 95th Ave: FUTURE W/O PROJECT W/O SW 95th Ave | PROJECT Out 45 | In 59 | Total 104 | FUTURE WITH PROJECT | FUTURE WITH SW 95th Ave: FUTURE W/O PROJECT W/O SW 95th | Proposed SW 95th Avenue Link Diversion | | FUTURE W/O PROJECT With SW 95th Ave | PROJECT (Distribution with 95th Ave) Out 45 | In 59 | Total 104 | FUTURE With PROJECT With SW 95th Ave |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1) US-1 / SW 97 Ave / E Evergeen St | 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 |
| PHF = 0.95 | 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 180 St / SW 97 Ave | 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 |
| PHF = 0.92 | 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 | 89% | 85% | 90 | 904 | 814 | | -407 | 407 | 55% | 55% | 57 | 464 |
| APPROACH | NB | 330 | | | | 29 | 0 | | | | 24 | 386 | | | | | | | 15 | 196 |
| | 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 | 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 | 126 |
| | 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 |
| PHF = 0.96 | 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 |

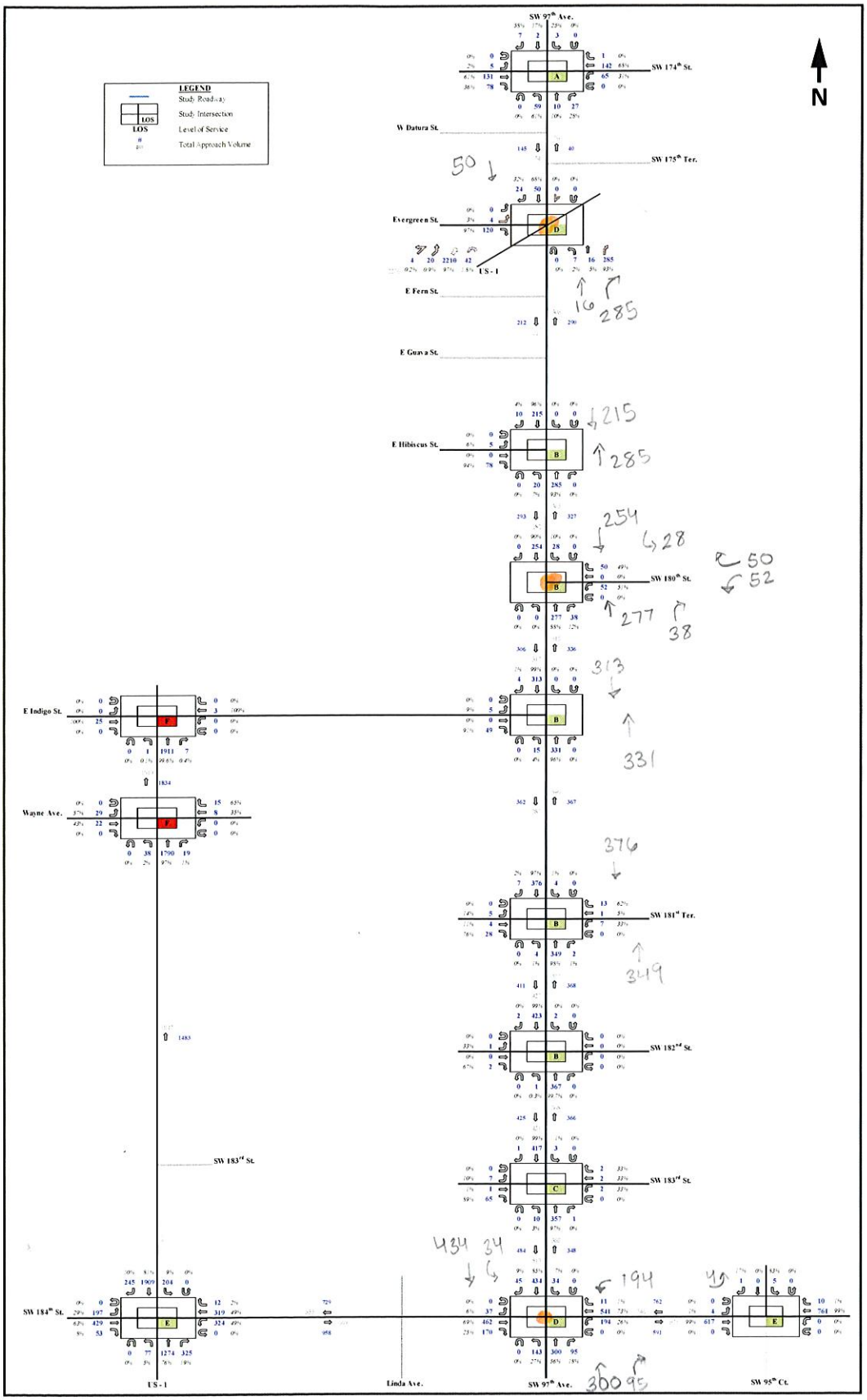



**Figure 9 – 2025 Background Traffic w/o SW 95th Ave. Link (P.M. Peak Hour)**

compare Figure 18

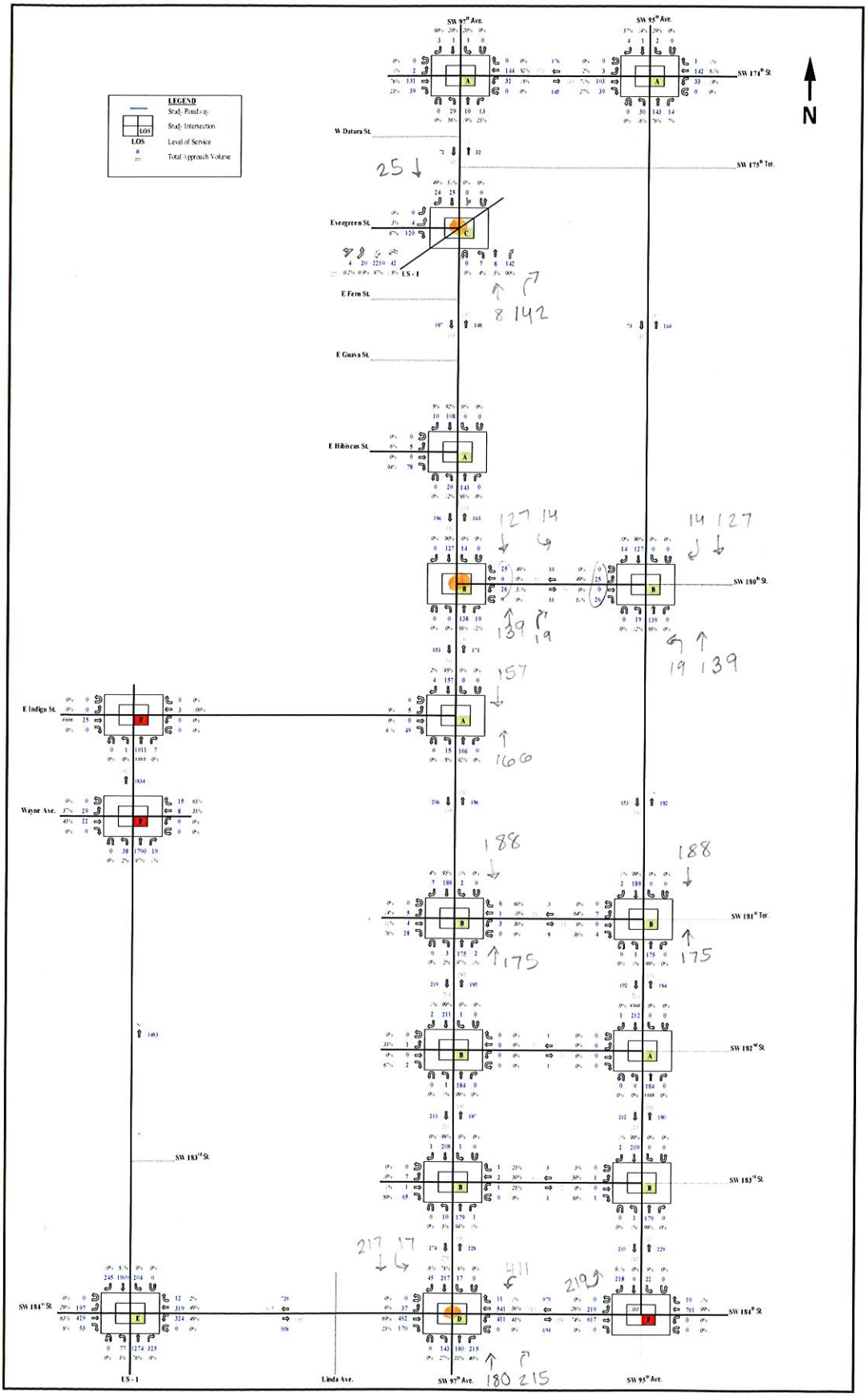



**Figure 18 – 2025 Background Traffic w/ SW 95th Ave. Link (P.M. Peak Hour)**

compare Figure 9