RGA

Richard Garcia & Associates, Inc.

Traffic Impact Study

Eureka Holdings
Day Care Center

9745 SW 184th Street
Palmetto Bay, Florida

October 24th, 2016

Engineer's Certification

I, Carlos X. Valentin, P.E. # 78422, certify that I currently hold an active Professional Engineers License in the State of Florida and am competent through education and experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. In addition, the firm Richard Garcia & Associates, Inc. holds a Certificate of Authorization # 9592 in the State of Florida. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

PROJECT DESCRIPTION: Eureka Holdings Day Care Center - Traffic Impact Study

PROJECT LOCATION: 9745 SW 184th Street
Palmetto Bay, Florida

Florida Registration No. 78422 Date 10/24/2016

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Executive Summary

This study was prepared to determine the vehicle trips associated with the subject project and to evaluate the traffic impacts to the most impacted intersection. The subject site is located at 9745 SW 184th Street in the Village of Palmetto Bay, Florida. This site has two (2) one-story office buildings with a total of 4,187 square feet. The subject project consists of converting the existing office buildings into a day care center with capacity for 60 children. Also, this project will maintain the two (2) existing driveways on SW 184th Street (Eureka Drive). Note, the west driveway will operate as the entrance while the east driveway is for exit only.

The trip generation characteristics for the subject project were obtained from **ITE's Trip Generation Manual, 9th Edition**. The trip generation analysis was performed for a typical weekday's AM and PM peak hour. ITE's Land Use (LU) 710 (General Office) and LU 565 (Day Care Center), as identified by the Institute of Transportation Engineers (ITE), most closely resemble the existing and proposed use, respectively.

As a result, the trip generation calculations yielded 41 net vehicle trips (19 trips-in & 22 trips-out) during the AM peak hour and 43 net vehicle trips (22 trips-in & 21 trips-out) in the PM peak hour. The AM and PM peak hour trips were distributed to the most impacted intersection and assigned to the project's driveways. The trip distribution was performed consistent with the trip distribution percentages of TAZ 1144 and by interpolating between the 2010 and 2040 TAZ data for the projected design year of 2017.

Manual Turning Movement Counts (TMC's) were taken at the intersection of *SW 97th Avenue (Franjo Road)/SW 184th Street (Eureka Drive)*. These turning movement counts were performed on Thursday, October 13th, 2016 during the typical weekday's AM peak period of 7:00 AM to 9:00 AM and PM peak period of 4:00 PM to 6:00 PM. Subsequently, the AM and PM peak hour volumes were determined, adjusted for peak seasonal variations by utilizing the Florida Department of Transportation Seasonal Factor (SF) and utilized in the operational analysis for the existing condition. As a result, the intersection of SW 97th Avenue and SW 184th Street is yielded LOS B during the AM and PM peak hour.

Based on historical trends regression analysis, the future traffic volumes in 2017 (projected opening year) were developed by augmenting the existing traffic volumes with a background growth rate of 1.71 percent and the project net trips. The resulting traffic volumes for the most impacted intersection were evaluated and resulted in LOS B for both the AM and PM peak hour. Also, the project's driveways were evaluated and

yielded LOS A for the AM and PM peak hour condition. Table 1 summarizes the LOS and delay per approach for the most impacted intersection and project's driveways.
In addition, Accumulation Assessments were performed to evaluate the on-site stacking capacity during the day care's arrival and dismissal period. These assessments were performed consistent with the requirements of Miami-Dade County and consisted of taking local data from a similar facility (i.e. surrogate school), in this case Kids Learning Center located at 10825 SW 184th Street in Unincorporated Miami-Dade County and applying that empirical data to the proposed day care center. Based on the Accumulation Assessments, the proposed day care center will have sufficient vehicle stacking capacity to accommodate 100 percent of the projected vehicle stacking demand within the site.

In conclusion, the most impacted intersection by the subject project is operating at LOS B and will to do so in the proposed future condition with the new project traffic during the AM and PM peak hour. Therefore, off-site traffic mitigation measures are not needed or recommended at this time.

Table 1: Intersection Level of Service (LOS) Summary

	Location	Intersection Control	Approach	Existing Condition (2016)				Proposed Future Condition with Project (2017)			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Intersections / Driveways	SW 97 Avenue & SW 184 Street (Eureka Drive)	Traffic Signal	EB	B	13.4	B	15.8	B	13.7	B	16.1
			WB	B	12.6	B	13.9	B	12.8	B	14.5
			NB	B	18.1	B	17.3	B	18.4	B	17.5
			SB	B	17.8	C	21.0	B	18.3	C	21.5
			Overall	**B**	**15.2**	**B**	**16.6**	**B**	**15.5**	**B**	**17.0**
	SW 184 Street (Eureka Drive) & Driveway 1 (DW1) (Entrance Only)	Free Flow (Entrance Only)	EB	-	-	-	-	A	0.1	A	0.1
			WB	-	-	-	-	A	0.0	A	0.0
			NB	-	-	-	-	-	-	-	-
			SB	-	-	-	-	-	-	-	-
			Overall	**-**	**-**	**-**	**-**	**A**	**0.1**	**A**	**0.1**
	SW 184 Street (Eureka Drive) & Driveway 2 (DW2) (Exit Only)	Two-Way Stop	EB	-	-	-	-	A	0.0	A	0.0
			WB	-	-	-	-	A	0.0	A	0.0
			NB	-	-	-	-	-	-	-	-
			SB	-	-	-	-	B	13.8 *	B	14.3 *
			Overall	**-**	**-**	**-**	**-**	**A**	**0.2**	**A**	**0.3**

* TWSC Critical Approach

Introduction

The main objective of this report is to determine the vehicle trips associated with the subject project and to evaluate the traffic impacts to the most impacted intersection. As such, an operational analysis was performed to determine the Level of Service during the typical weekday's AM and PM peak hour. Lastly, an accumulation assessment was performed to evaluate the on-site vehicle stacking capacity during the arrival and dismissal of students.

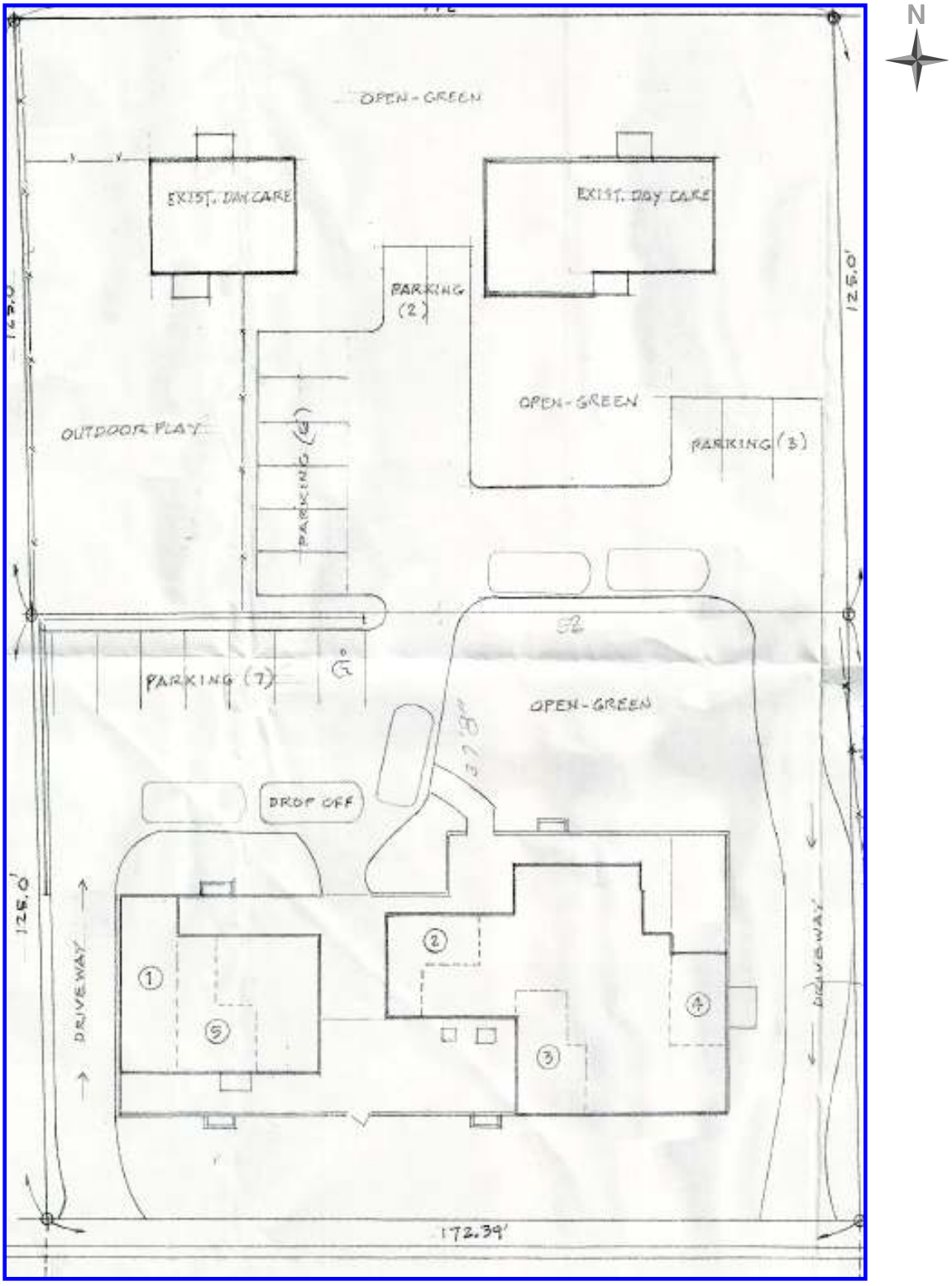
Project Description / Location

The subject site is located at 9745 SW 184th Street in the Village of Palmetto Bay, Florida. This site has two (2) one-story office buildings with a total of 4,187 square feet. The subject project consists of converting the existing office buildings into a day care center with capacity for 60 children. The opening year is slated for 2017.

Lastly, this project will maintain the two (2) existing driveways on SW 184th Street (Eureka Drive). Note, the west driveway will operate as entrance only while the east driveway is for vehicular exit only. Figure 1 depicts the site's location map while Figure 2 is the site plan sketch included for illustrative purposes only.

Figure 1: Location Map

Figure 2: Site Plan



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Existing Condition (2016)

This section of the report identifies the current operational and geometric characteristics of the most impacted intersection by the subject project. The purpose of this section is to provide a basis of comparison to future conditions.

Turning Movement Counts (TMC's)

Manual Turning Movement Counts (TMC's) were taken at the intersection of *OSW 97th Avenue (Franjo Road)/SW 184th Street (Eureka Drive)*. These turning movement counts were performed on Thursday, October 13th, 2016 during the typical weekday's AM peak period of 7:00 AM to 9:00 AM and PM peak period of 4:00 PM to 6:00 PM. Subsequently, the AM and PM peak hour volumes were determined, adjusted for peak seasonal variations by utilizing the Florida Department of Transportation Seasonal Factor (SF) and utilized in the operational analysis for the existing condition. Figures 3 and 4 are graphical representations of the seasonally adjusted existing AM and PM peak hour TMC's, respectively.

Intersection Level of Service (LOS)

The turning movement counts shown in Figures 3 and 4 were utilized to perform an operational analysis for each intersection during the AM and PM peak hour. This analysis includes the traffic operational characteristics (i.e. lane geometry, traffic control, signal timing, etc.) at the time data collection took place and follows the 2010 Highway Capacity Manual (HCM) methodology.

As a result, the analysis revealed that SW 97th Avenue and SW 184th Street is operating at LOS B during the AM and PM peak hour. Table 2 summarizes the LOS results and vehicle delay. Appendix E contains other outputs such as volume to capacity ratio (V/C) and 95th Percentile Queue.

Table 2: Existing Level of Service (LOS)

Location	Intersection Control	Approach	Existing Condition (2016)			
			AM Peak Hour		PM Peak Hour	
			LOS	Delay (s)	LOS	Delay (s)
SW 97 Avenue & SW 184 Street (Eureka Drive)	Traffic Signal	EB	B	13.4	B	15.8
		WB	B	12.6	B	13.9
		NB	B	18.1	B	17.3
		SB	B	17.8	C	21.0
		Overall	**B**	**15.2**	**B**	**16.6**

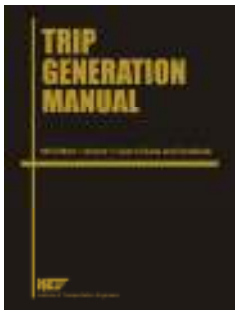
Figure 3: Existing Seasonally Adjusted TMC's - AM Peak Hour

Figure 4: Existing Seasonally Adjusted TMC's - PM Peak Hour

Project Traffic

This section describes the analysis for estimating the traffic associated with the subject project. The trip generation analysis conforms with the methodology described in the Institute of Transportation Engineers (ITE) Trip Generation Handbook, 3rd Edition.

Trip Generation



The trip generation characteristics for the subject project were obtained from **ITE's Trip Generation Manual, 9th Edition**. The trip generation analysis was performed for a typical weekday's AM and PM peak hour. ITE's Land Use (LU) 710 (General Office) and LU 565 (Day Care Center), as identified by the Institute of Transportation Engineers (ITE), most closely resemble the existing and proposed use, respectively. The ITE rates for these land uses were utilized to calculate the net new trips for the subject project.

As a result, the trip generation calculations yielded **41 net vehicle trips** (19 trips-in & 22 trips-out) during the **AM peak hour** and **43 net vehicle trips** (22 trips-in & 21 trips-out) in the **PM peak hour**. Tables 3 and 4 summarize the trip generation results for the AM and PM peak hour, respectively. Appendix A contains the supporting documentation.

Table 3: Trip Generation - AM Peak Hour

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP GENERATION RATE	AM PEAK HOUR TRIPS		
				IN	OUT	TOTAL
Existing General Office	4.187 Th.Sq.Ft.	710	1.56	6	1	7
Proposed Day Care Center	60 Students	565	0.80	25	23	48
Net External Trips *(Proposed Trips - Existing Trips)*				**19**	**22**	**41**

Table 4: Trip Generation - PM Peak Hour

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP GENERATION RATE	PM PEAK HOUR TRIPS		
				IN	OUT	TOTAL
Existing General Office	4.187 Th.Sq.Ft.	710	1.49	1	5	6
Proposed Day Care Center	60 Students	565	0.81	23	26	49
Net External Trips *(Proposed Trips - Existing Trips)*				**22**	**21**	**43**

Trip Distribution

The subject project is located within the Traffic Analysis Zone (TAZ) 1144 as assigned by the Metropolitan Planning Organization's (MPO) on the Miami-Dade Transportation Plan (to the Year 2040) Directional Trips Distribution Report, October 2014. As such, the trip distribution was performed consistent with the trip distribution percentages of TAZ 1144 and by interpolating between the 2010 and 2040 TAZ data for the projected design year of 2017. Figure 5 depicts the TAZ map while the directional trip distribution percentages are outlined in Table 5. Appendix B contains the supporting documentation.

Figure 5: Traffic Analysis Zone (TAZ) Map

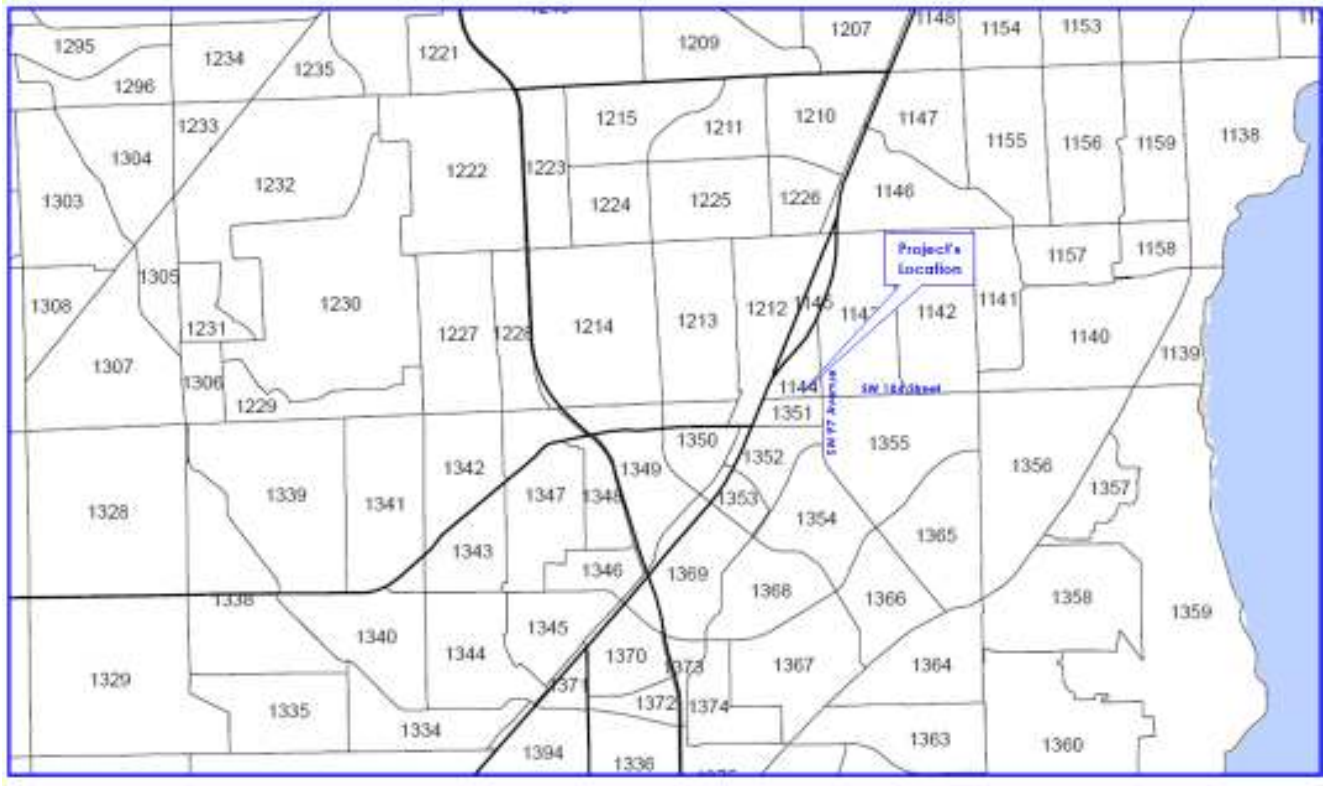


Table 5: Directional Trip Distribution Percentages

DIRECTION	DISTRIBUTION PERCENTAGES (%)		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR
	2010	2040	2017
NNE	27.90	27.20	27.74
ENE	0.80	2.00	1.08
ESE	3.70	5.10	4.03
SSE	8.80	8.20	8.66
SSW	22.30	23.40	22.56
WSW	14.20	9.60	13.13
WNW	8.80	10.40	9.17
NNW	13.60	14.10	13.72
TOTAL	**100.00**	**100.00**	**100.00**

Trip Assignment

The net vehicle trips generated by the subject project have been further distributed into the four quadrants. Table 6 includes the trip distribution percentages and the corresponding trip assignments to the North, South, East and West. Lastly, Figures 6 and 7 depict the net vehicle trips assigned to the most impacted intersection and the project's driveways for the AM and PM peak hour, respectively.

Table 6: Directional Trip Assignment

DIRECTION	DISTRIBUTION	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
NORTH	41.45%	8	9	17	9	9	18
EAST	5.11%	1	1	2	1	1	2
SOUTH	31.22%	6	7	13	7	6	13
WEST	22.30%	4	5	9	5	5	10
	100.00%	**19**	**22**	**41**	**22**	**21**	**43**

Figure 6: Project Net Trips - AM Peak Hour

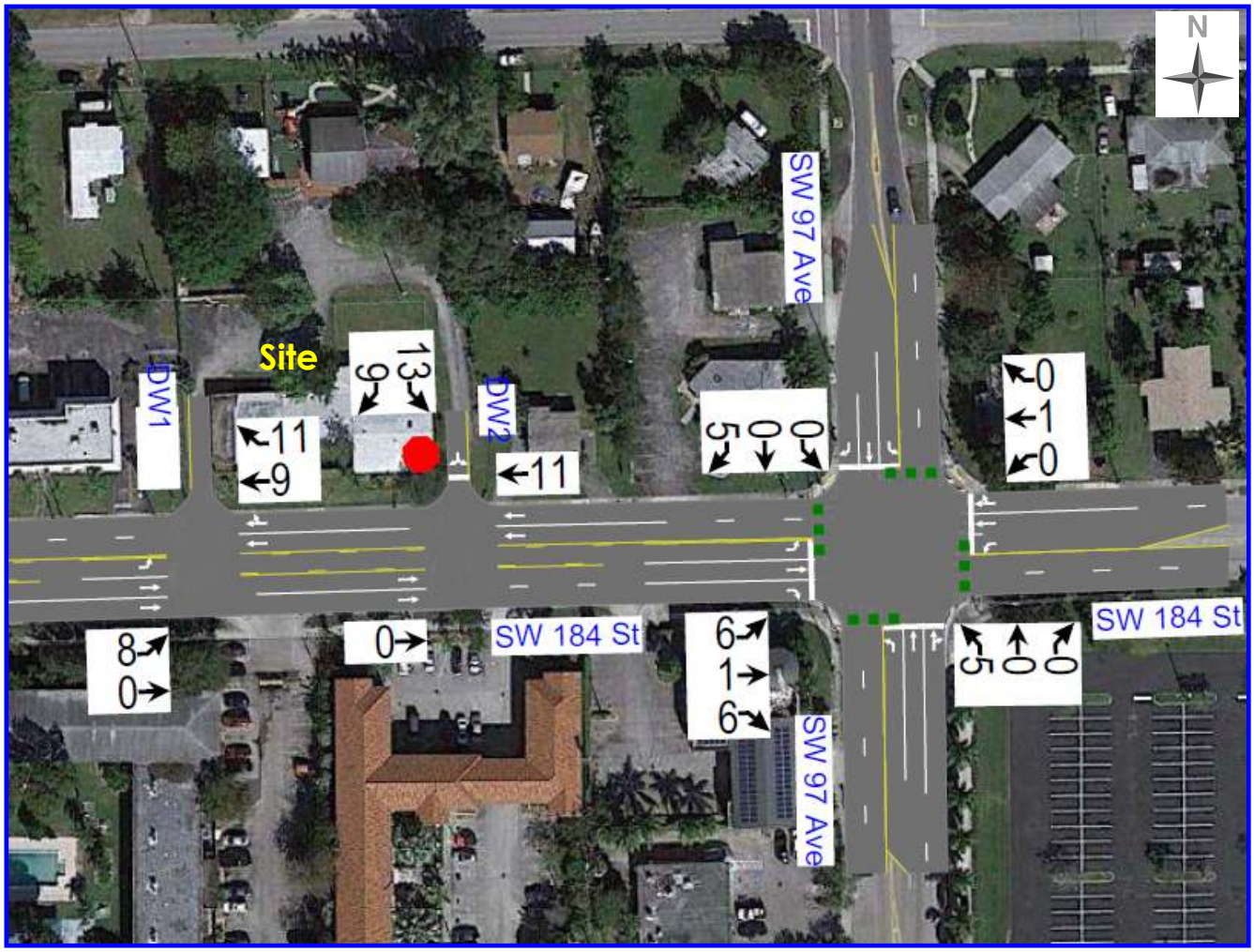


Figure 7: Project Net Trips - PM Peak Hour

Proposed Future Condition (2017)

This section of the report describes the traffic parameters utilized to develop and to evaluate the future peak hour volumes with project in 2017 (projected opening year).

Background Traffic Growth

Using the Miami-Dade County SERPM travel demand traffic model for the subject project TAZ 1144, a growth rate was calculated in an effort to address background traffic growth within the project's vicinity. As a result, the calculations yielded a reasonable 1.71 percent growth rate and therefore, was utilized to estimate any potential background traffic. Appendix C contains the supporting documentation.

Future Traffic Volumes - AM & PM Peak Hour

The existing seasonally adjusted turning movement counts were augmented with a background growth rate of 1.71 percent to develop the traffic volumes for the future condition without project in 2017. Similarly, the traffic volumes for the future condition with project include background growth and the project net trips. The calculations for the specific movements are contained in Appendix D. Figures 8 and 9 depict the future AM and PM peak hour volumes with project, respectively.

Intersection Level of Service (LOS)

The future traffic volumes with project traffic were evaluated to determine the Level of Service at the most impacted intersection and the project's driveways. As a result, the intersection of SW 97th Avenue and SW 184th Street will operate at LOS B during the AM and PM peak hour. Lastly, the project's driveways were evaluated and yielded LOS A for both the future AM and PM peak hour condition. Table 7 summarizes the LOS results while Appendix E includes the Synchro software sheets with other outputs such as queue lengths and volume to capacity (v/c) ratio.

Figure 8: Proposed Future Condition with Project Trips - AM Peak Hour

Figure 9: Proposed Future Condition with Project Trips - PM Peak Hour

Table 7: Future Intersection LOS & Delay - AM & PM Peak Hour

	Location	Intersection Control	Approach	Proposed Future Condition with Project (2017)			
				AM Peak Hour		PM Peak Hour	
				LOS	Delay (s)	LOS	Delay (s)
Intersections / Driveways	**SW 97 Avenue & SW 184 Street (Eureka Drive)**	Traffic Signal	EB	B	13.7	B	16.1
			WB	B	12.8	B	14.5
			NB	B	18.4	B	17.5
			SB	B	18.3	C	21.5
			Overall	**B**	**15.5**	**B**	**17.0**
	SW 184 Street (Eureka Drive) & Driveway 1 (DW1) (Entrance Only)	Free Flow (Entrance Only)	EB	A	0.1	A	0.1
			WB	A	0.0	A	0.0
			NB	-	-	-	-
			SB	-	-	-	-
			Overall	**A**	**0.1**	**A**	**0.1**
	SW 184 Street (Eureka Drive) & Driveway 2 (DW2) (Exit Only)	Two-Way Stop	EB	A	0.0	A	0.0
			WB	A	0.0	A	0.0
			NB	-	-	-	-
			SB	B	13.8 *	B	14.3 *
			Overall	**A**	**0.2**	**A**	**0.3**

* TWSC Critical Approach

Accumulation Assessment

Consistent with the requirements of Miami-Dade County, Accumulation Assessments were performed to determine if sufficient vehicle stacking capacity exists to accommodate the stacking demand within the subject site. These assessments consisted of taking local data from a similar facility (i.e. surrogate school), in this case Kids Learning Center located at 10825 SW 184th Street in Unincorporated Miami-Dade County and applying that empirical data to the proposed day care center.

Based on the Accumulation Assessments, the proposed day care center will have sufficient vehicle stacking capacity to accommodate 100 percent of the projected vehicle stacking demand within the site. Table 8 below summarizes the Accumulation Assessment results for the school. Appendix F contains the Accumulation Assessment forms used to determine the results below.

Table 8: Accumulation Assessment Summary

Shift / Time	Students	Cars		
		Projected Accumulation	Stacking Provided	Percent Accommodated (On-Site)
Arrival	60	6	9	150%
Dismissal	60	9	9	100%

Conclusion

In conclusion, the most impacted intersection by the subject project is operating at LOS B and will to do so in the proposed future condition with the new project traffic during the AM and PM peak hour. Therefore, off-site traffic mitigation measures are not needed or recommended at this time.

Lastly, the proposed day care center has sufficient vehicle stacking capacity to accommodate 100 percent of the projected vehicle stacking demand for each arrival and dismissal shift.

Appendix A: Trip Generation

TABLE: A1

TRIP GENERATION ANALYSIS
AM PEAK HOUR

Project Name: Eureka Holdings Day Care Center

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP GENERATION RATE	AM PEAK HOUR TRIPS				
				%	IN	%	OUT	TOTAL
Existing								
General Office	4.187 Th.Sq.Ft.	710	1.56	88%	6	12%	1	7
Proposed								
Day Care Center	60 Students	565	0.80	53%	25	47%	23	48
Net External Trips *(Proposed Trips - Existing Trips)*				**46%**	**19**	**54%**	**22**	**41**

Notes: Sources: ITE Trip Generation, 9th Edition & ITE Trip Generation Handbook, 3rd Edition.

TABLE: A2

TRIP GENERATION ANALYSIS
PM PEAK HOUR

Project Name: Eureka Holdings Day Care Center

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP GENERATION RATE	PM PEAK HOUR TRIPS				
				%	IN	%	OUT	TOTAL
Existing								
General Office	4.187 Th.Sq.Ft.	710	1.49	17%	1	83%	5	6
Proposed								
Day Care Center	60 Students	565	0.81	47%	23	53%	26	49
Net External Trips *(Proposed Trips - Existing Trips)*				**51%**	**22**	**49%**	**21**	**43**

Notes: Sources: ITE Trip Generation, 9th Edition & ITE Trip Generation Handbook, 3rd Edition.

Day Care Center
(565)

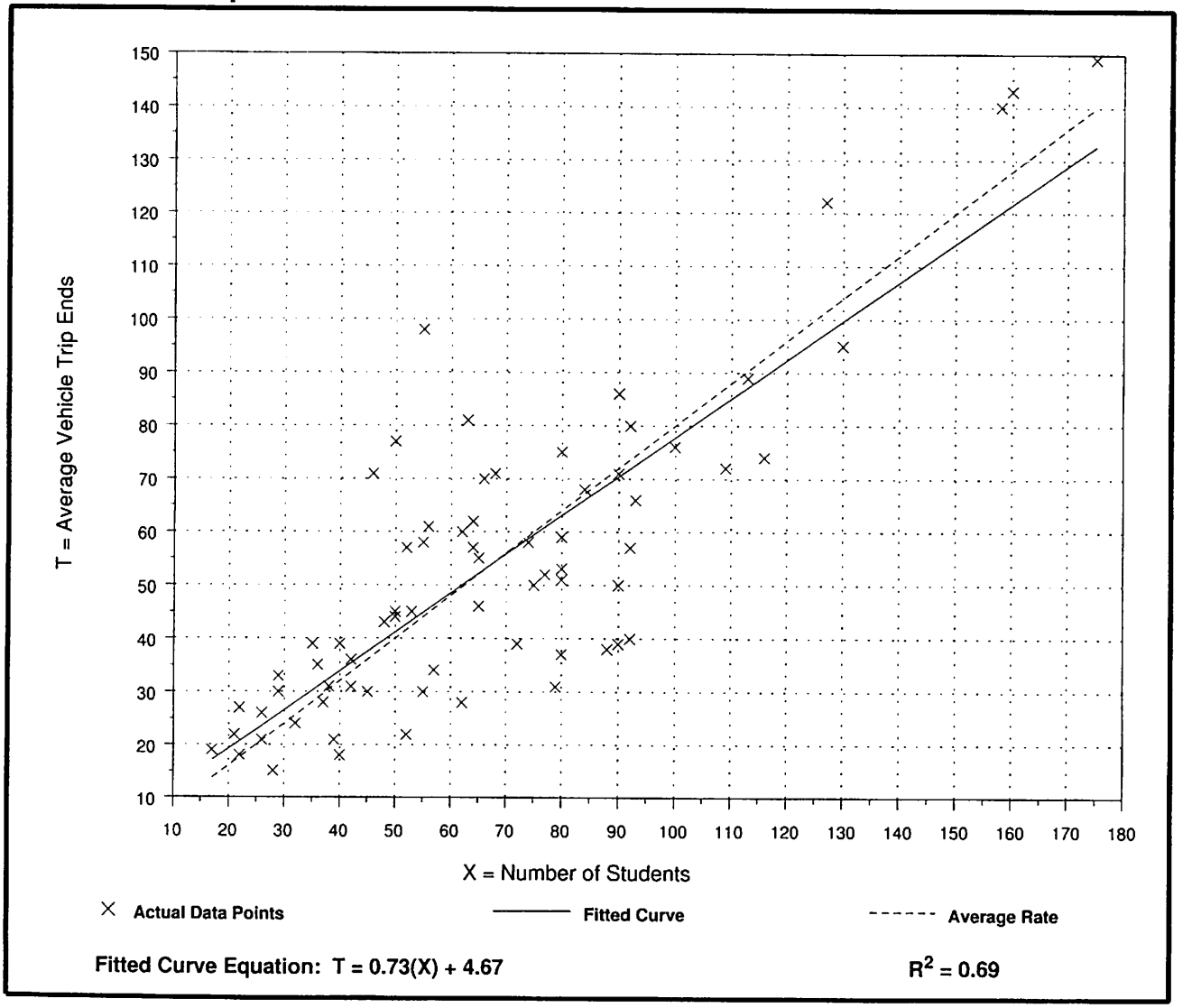
Average Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 71
Average Number of Students: 67
Directional Distribution: 53% entering, 47% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.80	0.39 - 1.78	0.92

Data Plot and Equation



Fitted Curve Equation: T = 0.73(X) + 4.67

R^2 = 0.69

Day Care Center
(565)

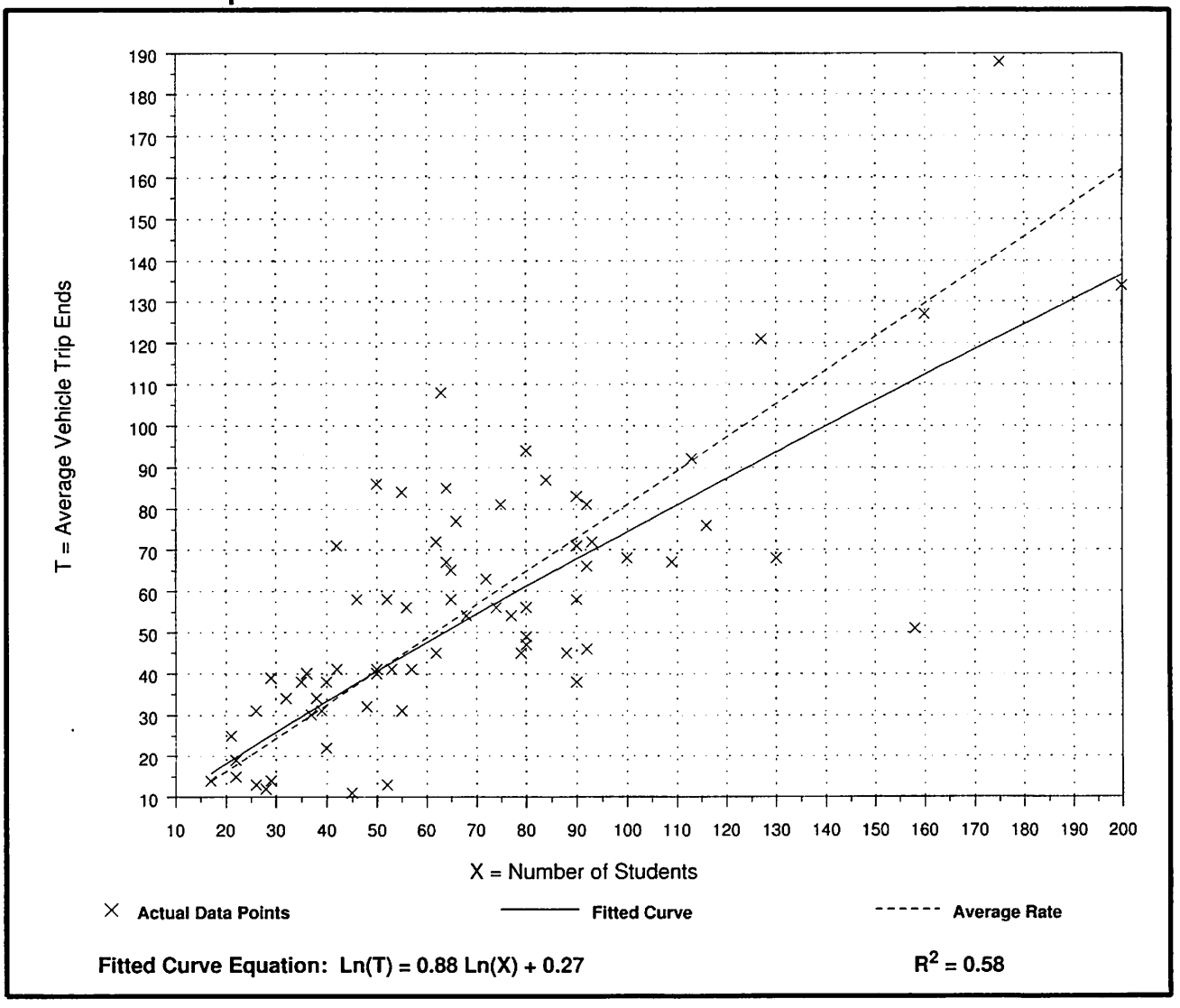
Average Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 72
Average Number of Students: 69
Directional Distribution: 47% entering, 53% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.81	0.24 - 1.72	0.94

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.88 Ln(X) + 0.27

R^2 = 0.58

General Office Building
(710)

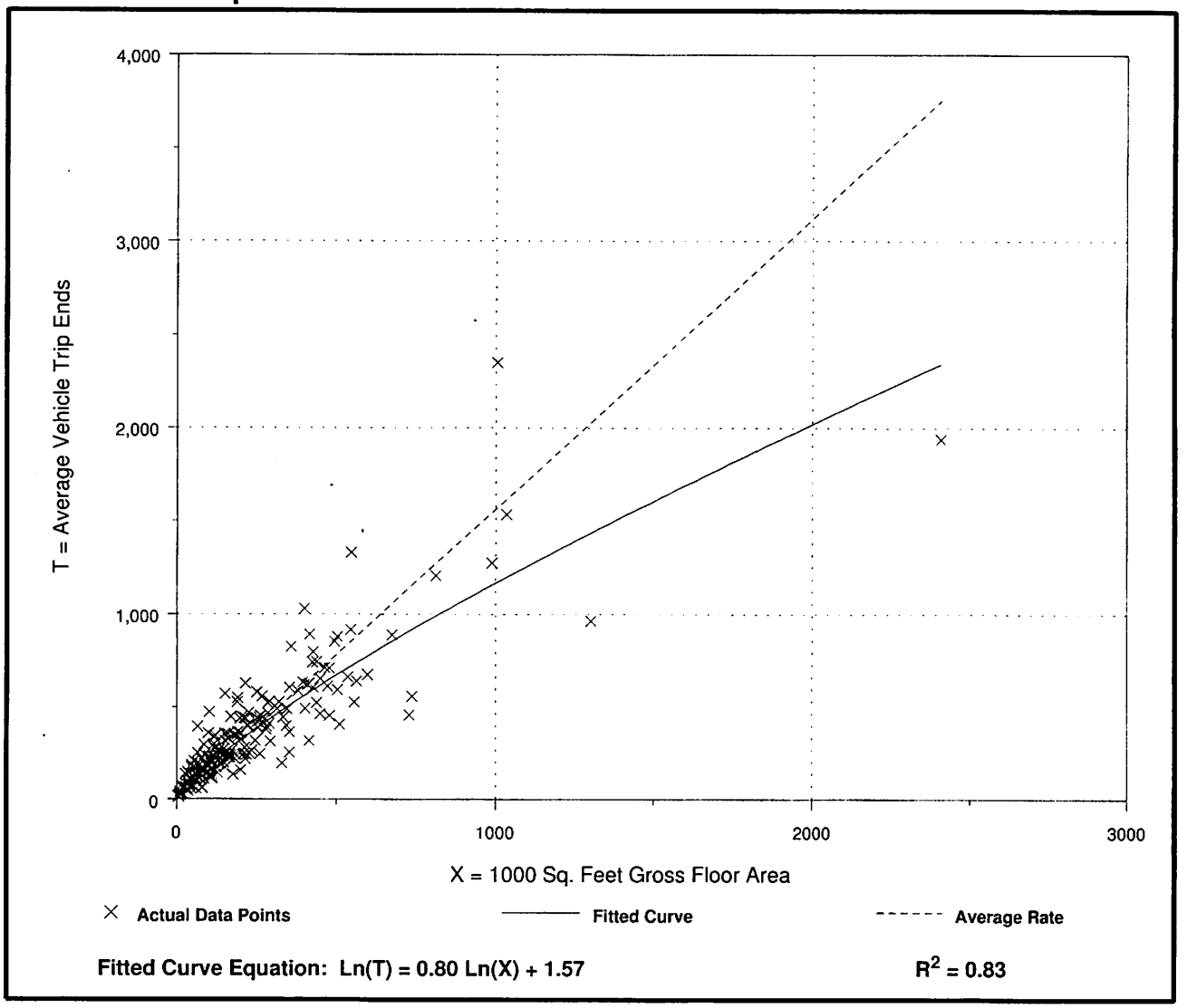
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
A.M. Peak Hour

Number of Studies: 218
Average 1000 Sq. Feet GFA: 222
Directional Distribution: 88% entering, 12% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
1.56	0.60 - 5.98	1.40

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.80 Ln(X) + 1.57

R^2 = 0.83

General Office Building
(710)

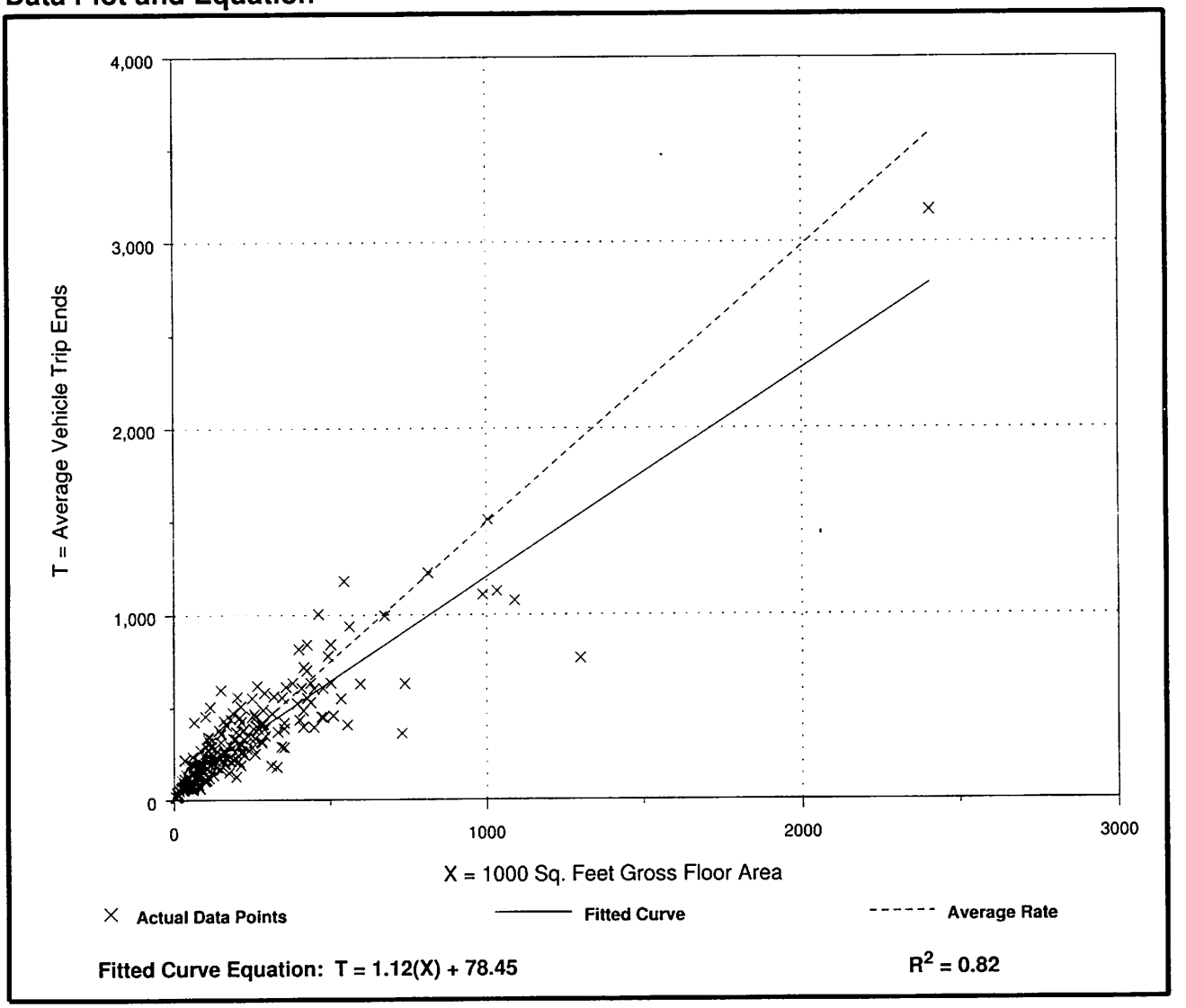
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
P.M. Peak Hour

Number of Studies: 236
Average 1000 Sq. Feet GFA: 215
Directional Distribution: 17% entering, 83% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
1.49	0.49 - 6.39	1.37

Data Plot and Equation



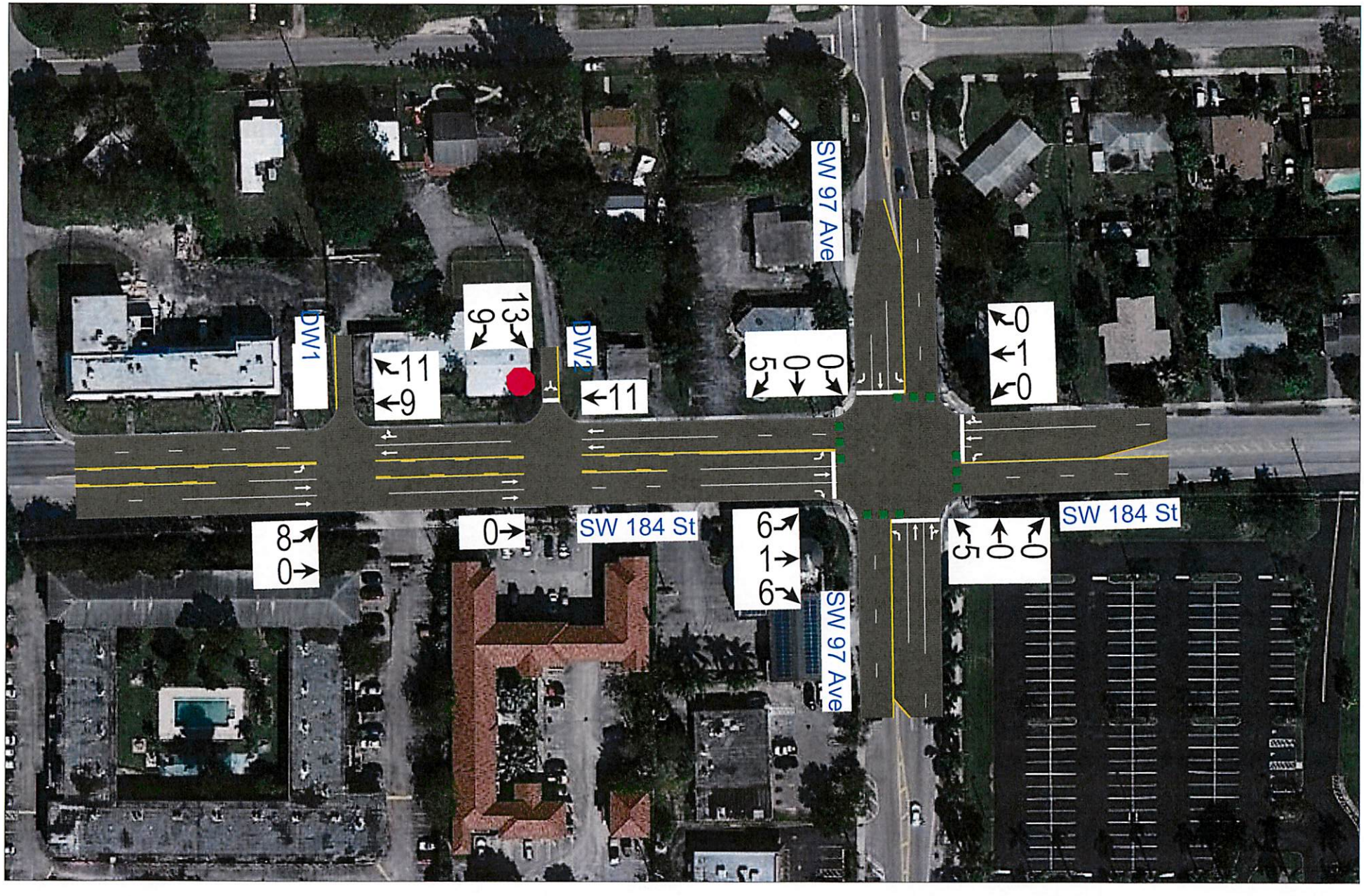
Fitted Curve Equation: T = 1.12(X) + 78.45

R^2 = 0.82

Appendix B: Trip Distribution / Assignment

Eureka Holdings Day Care Center

Project Net Trips - AM Peak Hour



Eureka Holdings Day Care Center

Project Net Trips - PM Peak Hour

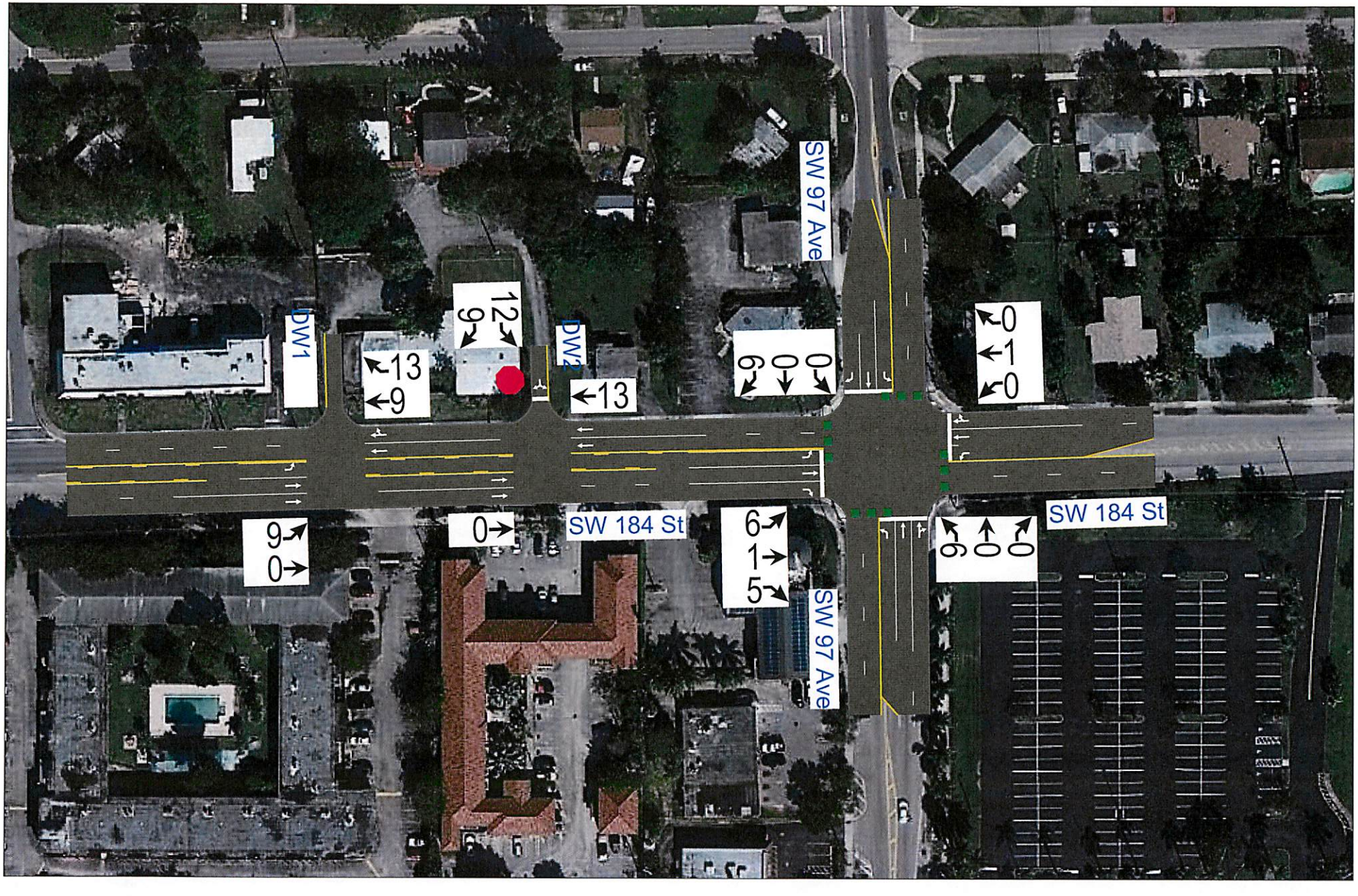
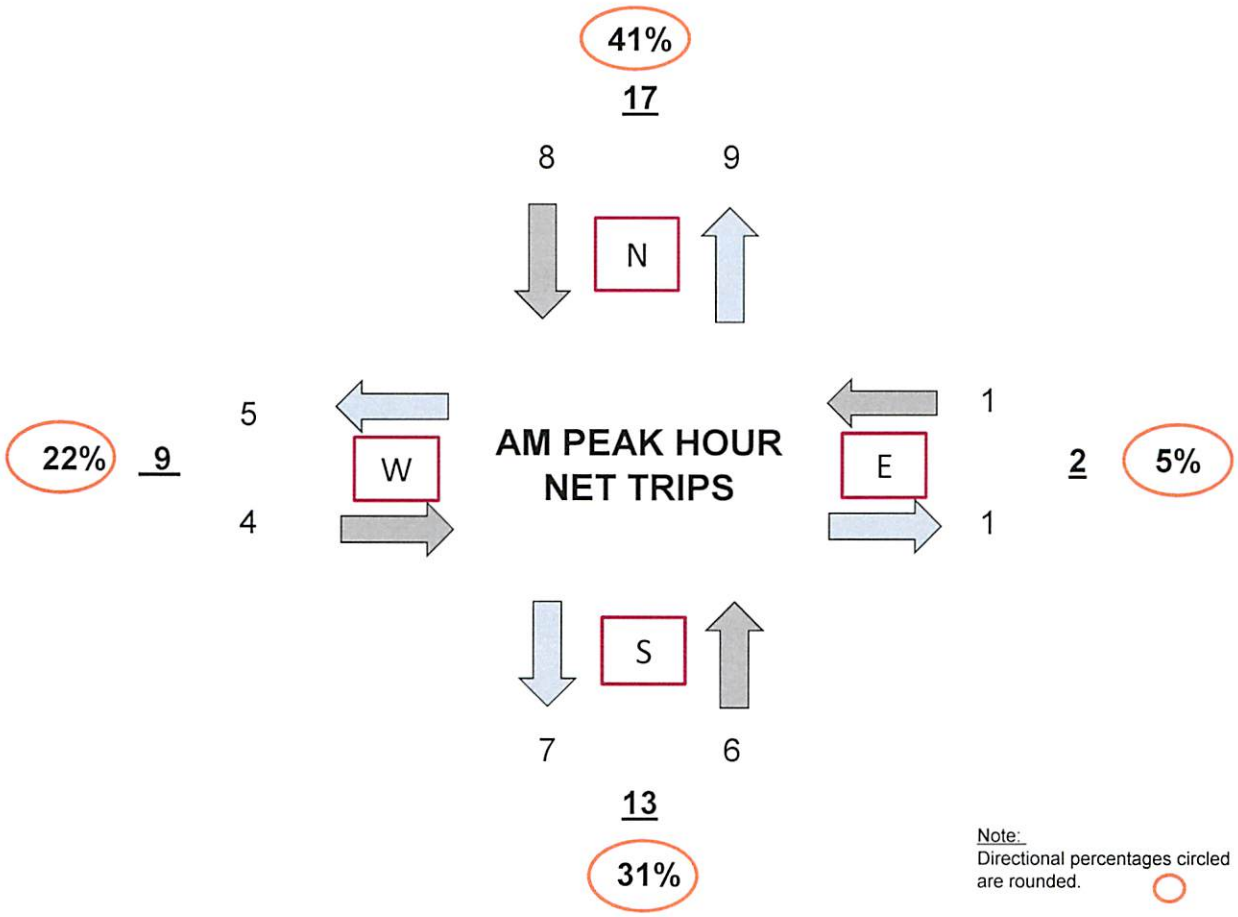


TABLE: A3

Cardinal Distribution
AM Peak Hour
Traffic Analysis Zone (TAZ) 1144

Project Name: Eureka Holdings Day Care Center

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	DIRECTION	DISTRIBUTION	AM PEAK HOUR		
				IN	OUT	TOTAL
NNE	27.74	NORTH	41.45%	8	9	17
ENE	1.08					
ESE	4.03	EAST	5.11%	1	1	2
SSE	8.66					
SSW	22.56	SOUTH	31.22%	6	7	13
WSW	13.13					
WNW	9.17	WEST	22.30%	4	5	9
NNW	13.72					
TOTAL	100.00		100.00%	19	22	41



Note:
Directional percentages circled are rounded.

TABLE: A3-1

Cardinal Distribution
AM Peak Hour
Traffic Analysis Zone (TAZ) 1144

Project Name: Eureka Holdings Day Care Center

DIRECTION	DISTRIBUTION PERCENTAGES (%)			AM PEAK HOUR		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR	IN	OUT	TOTAL
	2010	2040	2017			
NNE	27.90	27.20	27.74	5	6	11
ENE	0.80	2.00	1.08	0	0	0
ESE	3.70	5.10	4.03	1	1	2
SSE	8.80	8.20	8.66	2	2	4
SSW	22.30	23.40	22.56	4	5	9
WSW	14.20	9.60	13.13	2	3	5
WNW	8.80	10.40	9.17	2	2	4
NNW	13.60	14.10	13.72	3	3	6
TOTAL	100.00	100.00	100.00	19	22	41

Note:

Based on Miami-Dade Transportation Plan (to the Year 2040) Directional Trip Distribution Report, October 2014. Since the current data is only available for the model years 2010 and 2040, the eight (8) cardinal directions were interpolated to the design year of 2017.

TABLE: A3-2

AM PEAK HOUR	IN	OUT	TOTAL
TRIPS:	19	22	41
PERCENT:	46.34%	53.66%	(Calculated)

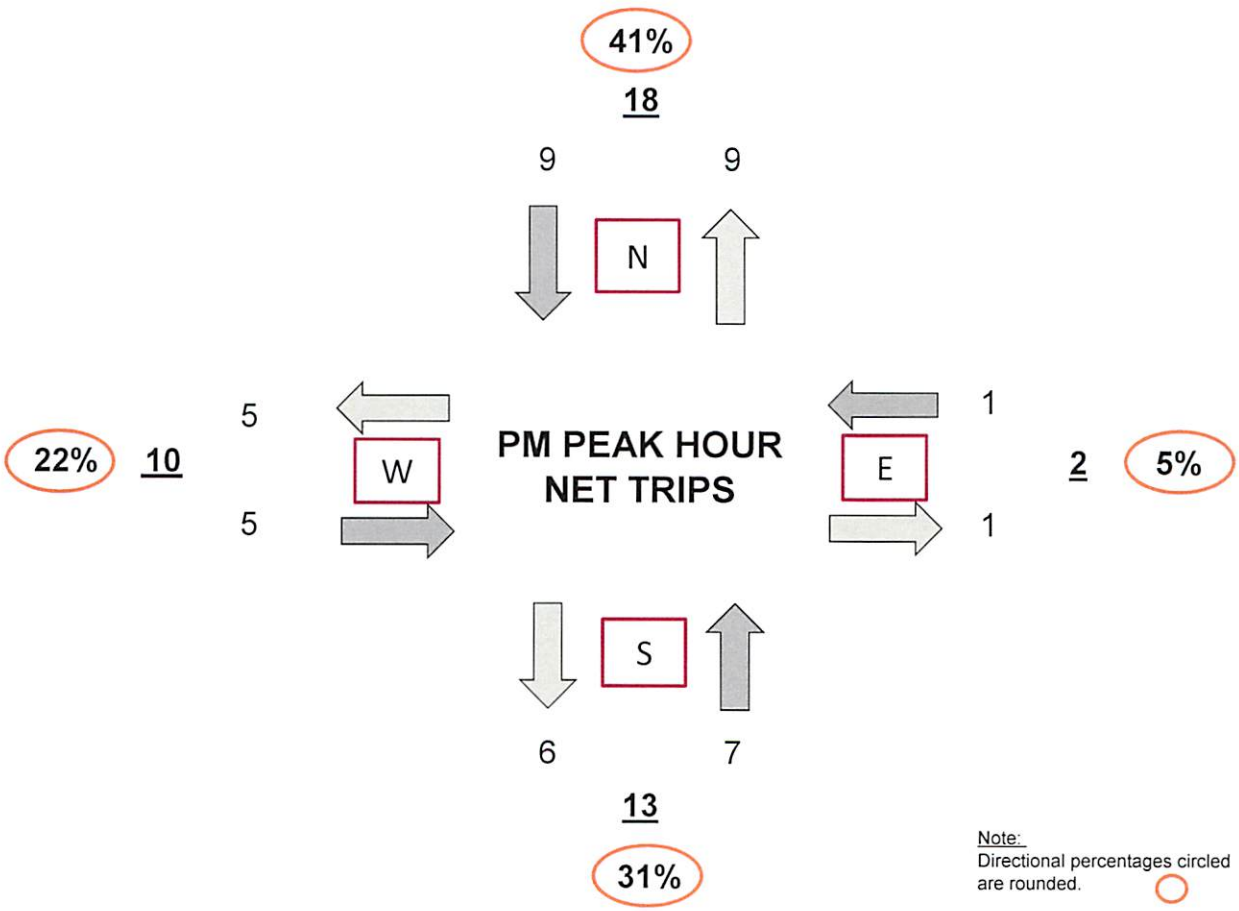
DIRECTION	DISTRIBUTION %	INGRESS		EGRESS		TOTAL
		CALCULATED	USED	CALCULATED	USED	
NNE	27.74	5.270	5	6.102	6	11
ENE	1.08	0.205	0	0.238	0	0
ESE	4.03	0.765	1	0.886	1	2
SSE	8.66	1.645	2	1.905	2	4
SSW	22.56	4.286	4	4.962	5	9
WSW	13.13	2.494	2	2.888	3	5
WNW	9.17	1.743	2	2.018	2	4
NNW	13.72	2.606	3	3.018	3	6
TOTAL	100.00	19.015	19	22.017	22	41

TABLE: A4

Cardinal Distribution
PM Peak Hour
Traffic Analysis Zone (TAZ) 1144

Project Name: Eureka Holdings Day Care Center

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	DIRECTION	DISTRIBUTION	PM PEAK HOUR		
				IN	OUT	TOTAL
NNE	27.74	NORTH	41.45%	9	9	18
ENE	1.08					
ESE	4.03	EAST	5.11%	1	1	2
SSE	8.66					
SSW	22.56	SOUTH	31.22%	7	6	13
WSW	13.13					
WNW	9.17	WEST	22.30%	5	5	10
NNW	13.72					
TOTAL	100.00		100.00%	22	21	43



Note:
Directional percentages circled are rounded.

TABLE: A4-1

Cardinal Distribution
PM Peak Hour
Traffic Analysis Zone (TAZ) 1144

Project Name: Eureka Holdings Day Care Center

DIRECTION	DISTRIBUTION PERCENTAGES (%)			PM PEAK HOUR		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR	IN	OUT	TOTAL
	2010	2040	2017			
NNE	27.90	27.20	27.74	6	6	12
ENE	0.80	2.00	1.08	0	0	0
ESE	3.70	5.10	4.03	1	1	2
SSE	8.80	8.20	8.66	2	2	4
SSW	22.30	23.40	22.56	5	4	9
WSW	14.20	9.60	13.13	3	3	6
WNW	8.80	10.40	9.17	2	2	4
NNW	13.60	14.10	13.72	3	3	6
TOTAL	100.00	100.00	100.00	22	21	43

Note:

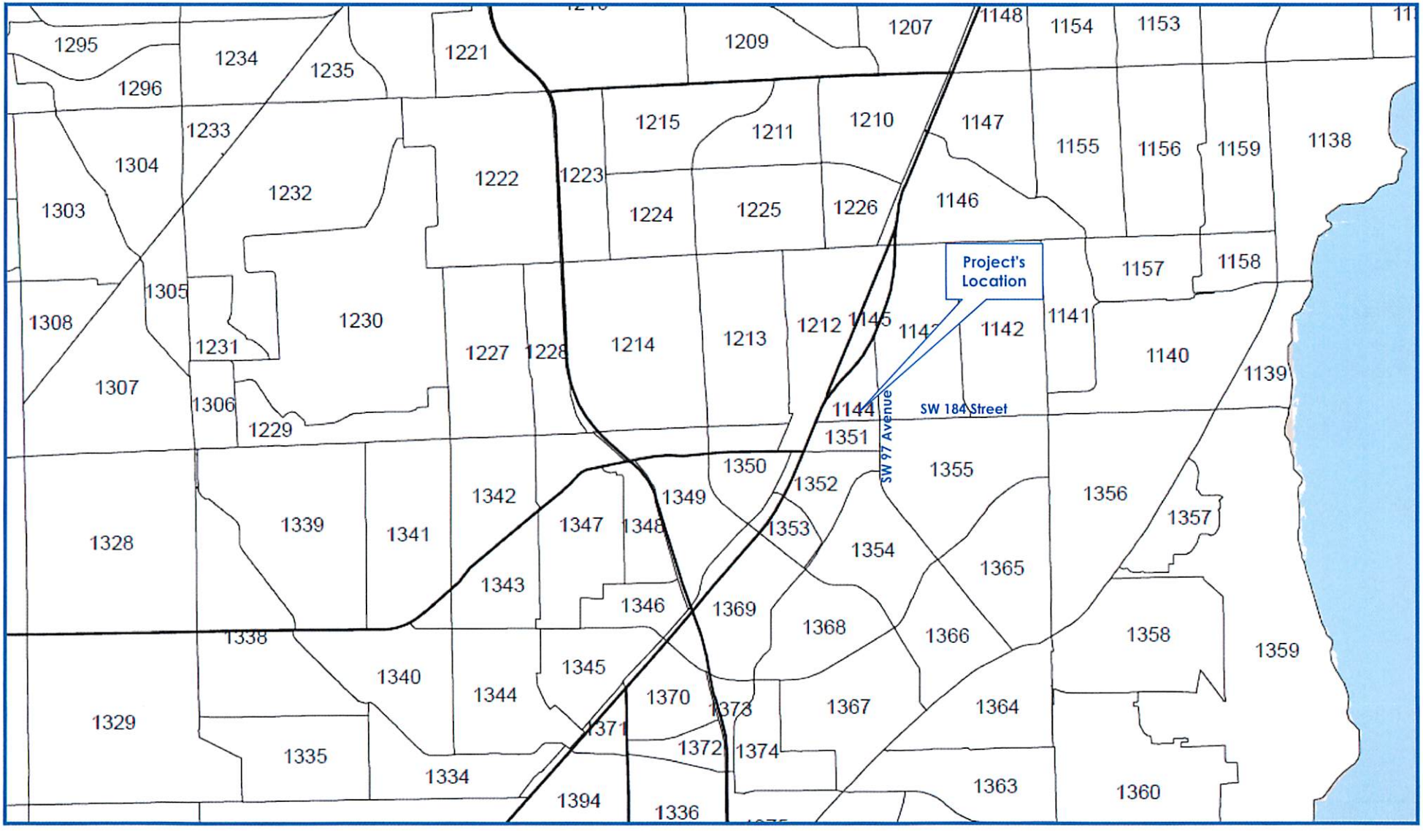
Based on Miami-Dade Transportation Plan (to the Year 2040) Directional Trip Distribution Report, October 2014. Since the current data is only available for the model years 2010 and 2040, the eight (8) cardinal directions were interpolated to the design year of 2017.

TABLE: A4-2

PM PEAK HOUR	IN	OUT	TOTAL
TRIPS:	22	21	43
PERCENT:	51.16%	48.84%	(Calculated)

DIRECTION	DISTRIBUTION %	INGRESS		EGRESS		TOTAL
		CALCULATED	USED	CALCULATED	USED	
NNE	27.74	6.102	6	5.825	6	12
ENE	1.08	0.238	0	0.227	0	0
ESE	4.03	0.886	1	0.846	1	2
SSE	8.66	1.905	2	1.819	2	4
SSW	22.56	4.962	5	4.737	4	9
WSW	13.13	2.888	3	2.757	3	6
WNW	9.17	2.018	2	1.926	2	4
NNW	13.72	3.018	3	2.881	3	6
TOTAL	100.00	22.017	22	21.016	21	43

TRAFFIC ANALYSIS ZONE (TAZ)



MOBILITY OPTIONS
2040 Miami-Dade Transportation Plan
EYES ON THE FUTURE

MIAMI-DADE **2040**

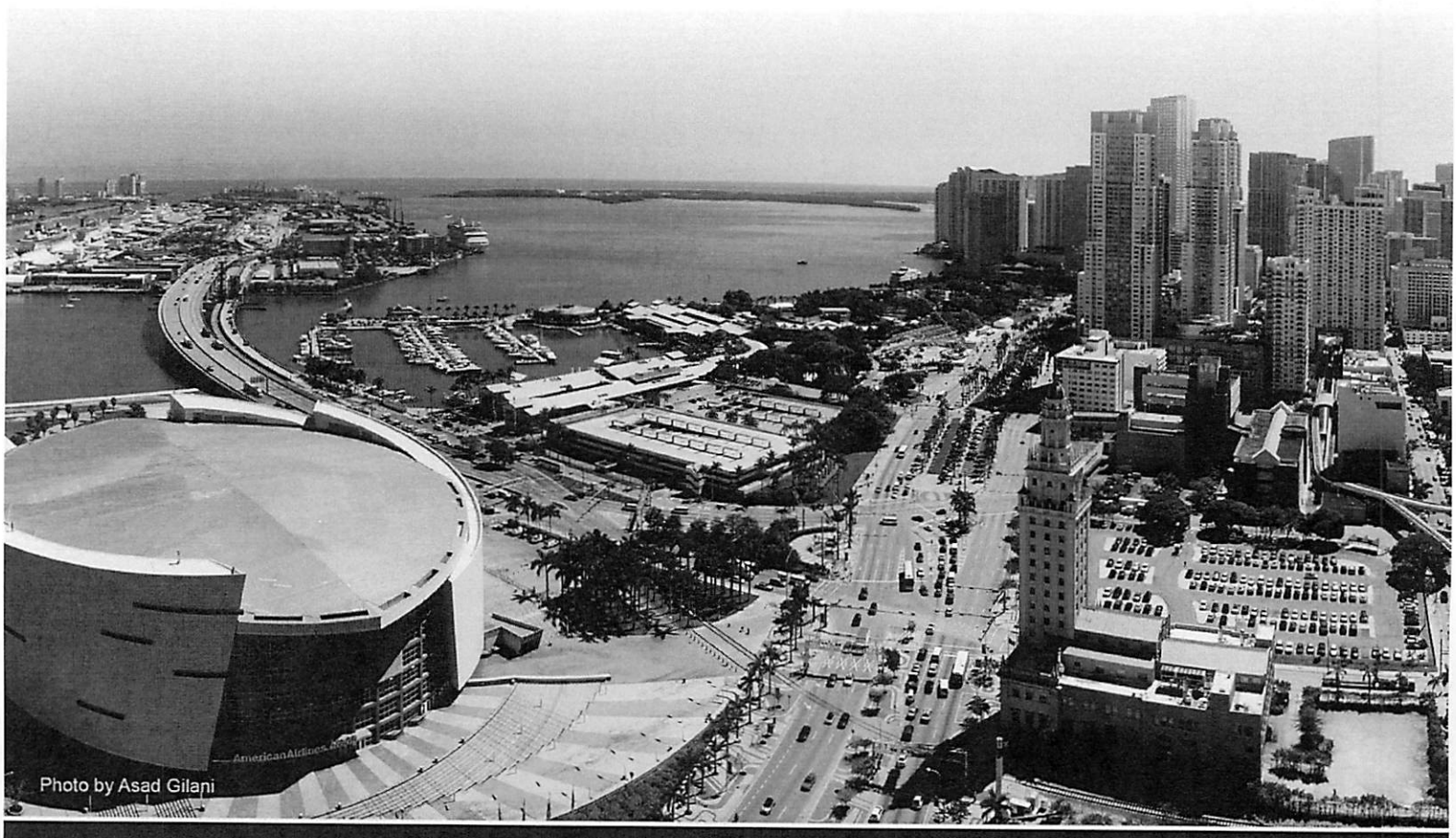
Long Range Transportation Plan

Directional Trip Distribution Report

October 23, 2014




MIAMI-DADE METROPOLITAN
PLANNING ORGANIZATION



Miami-Dade 2010 Directional Distribution Summary

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

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

Appendix C: Signal Timing, Growth Rate & Adjustment Factor

MIAMI-DADE ATMS
SIGNAL DATA SHEET

Signal Asset ID: 2938
Signal Location: Franjo Rd & SW 184 St
Analysis Period: (AM) / PM (Circle One)
Local Time of Day Schedule: - Plan
Local Time of Day Function: Blank Setting (Blank or Number#)

Signal Settings: Phase Bank 1, Max 1
(i.e. Blank, Plan #1 – Phase Bank 1, Max 1)

Cycle Length: 80 seconds
Offset: - seconds

PHASE:	Φ1	Φ2	Φ3	Φ4
				
WALK	0	0	0	0
DON'TWALK	0	0	0	0
MIN INITIAL	5	7	5	7
VEH EXT	2	1	2	3.5
GREEN	7	25	7	25
YELLOW	3	4	3	4
RED	0	1	0	1
SPLIT	10	30	10	30

MIAMI-DADE ATMS
SIGNAL DATA SHEET

Signal Asset ID: 2938
Signal Location: Franjo Rd & SW 184 St
Analysis Period: AM / (PM) (Circle One)
Local Time of Day Schedule: - Plan
Local Time of Day Function: 3 Setting (Blank or Number#)

Signal Settings: Phase Bank 3, Max 1
(i.e. Blank, Plan #1 – Phase Bank 1, Max 1)

Cycle Length: 95 seconds
Offset: - seconds

PHASE:	Φ1	Φ2	Φ3	Φ4
				
WALK	0	7	0	7
DON'TWALK	0	11	0	11
MIN INITIAL	5	7	5	7
VEH EXT	2	1	2	3.5
GREEN	5	31	5	38
YELLOW	3	4	3	4
RED	0	1	0	1
SPLIT	8	36	8	43

TOD Schedule Report

for 2938: Franjo Rd&SW 184 St

Print Date: 10/16/2013

Print Time: 8:04 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2938	Franjo Rd&SW 184 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
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	7 - 5 - 5	3	0
2 SBT	0 - 7 - 7	0 - 11 - 11	7 - 7 - 7	1 - 1 - 1	25 - 22 - 31	0 - 23 - 21	4	1
3 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 5	7 - 5 - 5	3	0
4 WBT	0 - 7 - 7	0 - 11 - 11	7 - 7 - 7	3.5 - 3.5 - 3.5	25 - 18 - 38	38 - 32 - 32	4	1
5 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 5	7 - 5 - 5	3	0
6 NBT	0 - 7 - 7	0 - 11 - 11	7 - 7 - 7	1 - 1 - 1	25 - 22 - 31	0 - 23 - 21	4	1
7 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 5	7 - 5 - 5	3	0
8 EBT	0 - 7 - 7	0 - 11 - 11	7 - 7 - 7	3.5 - 3.5 - 3.5	25 - 18 - 38	38 - 32 - 32	4	1

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

Last In Service Date: unknown

Permitted Phases

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

Local TOD Schedule

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

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-7-----1	SuM T W ThF S
0530	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
0530	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

TABLE: A5

Growth Rate -
Based on Long Range Transportation Model 2010-2040 Trips

Project Name: Eureka Holdings Day Care Center

	Year	Trips	Delta Year	Growth
MPO Data (TAZ 1144)	2010	1,813	30	1.71%
	2040	3,017		

2015 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8701 MIAMI-DADE SOUTH

WEEK	DATES	SF	MOCF: 0.98 PSCF
1	01/01/2015 - 01/03/2015	1.02	1.04
2	01/04/2015 - 01/10/2015	1.02	1.04
3	01/11/2015 - 01/17/2015	1.02	1.04
4	01/18/2015 - 01/24/2015	1.01	1.03
5	01/25/2015 - 01/31/2015	1.00	1.02
6	02/01/2015 - 02/07/2015	0.99	1.01
* 7	02/08/2015 - 02/14/2015	0.98	1.00
* 8	02/15/2015 - 02/21/2015	0.97	0.99
* 9	02/22/2015 - 02/28/2015	0.97	0.99
*10	03/01/2015 - 03/07/2015	0.97	0.99
*11	03/08/2015 - 03/14/2015	0.97	0.99
*12	03/15/2015 - 03/21/2015	0.98	1.00
*13	03/22/2015 - 03/28/2015	0.98	1.00
*14	03/29/2015 - 04/04/2015	0.99	1.01
*15	04/05/2015 - 04/11/2015	0.99	1.01
*16	04/12/2015 - 04/18/2015	0.99	1.01
*17	04/19/2015 - 04/25/2015	0.99	1.01
*18	04/26/2015 - 05/02/2015	0.99	1.01
*19	05/03/2015 - 05/09/2015	0.99	1.01
20	05/10/2015 - 05/16/2015	1.00	1.02
21	05/17/2015 - 05/23/2015	0.99	1.01
22	05/24/2015 - 05/30/2015	0.99	1.01
23	05/31/2015 - 06/06/2015	0.99	1.01
24	06/07/2015 - 06/13/2015	0.99	1.01
25	06/14/2015 - 06/20/2015	1.00	1.02
26	06/21/2015 - 06/27/2015	1.01	1.03
27	06/28/2015 - 07/04/2015	1.01	1.03
28	07/05/2015 - 07/11/2015	1.02	1.04
29	07/12/2015 - 07/18/2015	1.02	1.04
30	07/19/2015 - 07/25/2015	1.01	1.03
31	07/26/2015 - 08/01/2015	1.01	1.03
32	08/02/2015 - 08/08/2015	1.00	1.02
33	08/09/2015 - 08/15/2015	1.00	1.02
34	08/16/2015 - 08/22/2015	1.00	1.02
35	08/23/2015 - 08/29/2015	1.00	1.02
36	08/30/2015 - 09/05/2015	1.01	1.03
37	09/06/2015 - 09/12/2015	1.01	1.03
38	09/13/2015 - 09/19/2015	1.01	1.03
39	09/20/2015 - 09/26/2015	1.01	1.03
40	09/27/2015 - 10/03/2015	1.01	1.03
41	10/04/2015 - 10/10/2015	1.01	1.03
42	10/11/2015 - 10/17/2015	1.02	1.04
43	10/18/2015 - 10/24/2015	1.02	1.04
44	10/25/2015 - 10/31/2015	1.03	1.05
45	11/01/2015 - 11/07/2015	1.03	1.05
46	11/08/2015 - 11/14/2015	1.04	1.06
47	11/15/2015 - 11/21/2015	1.03	1.05
48	11/22/2015 - 11/28/2015	1.03	1.05
49	11/29/2015 - 12/05/2015	1.02	1.04
50	12/06/2015 - 12/12/2015	1.02	1.04
51	12/13/2015 - 12/19/2015	1.02	1.04
52	12/20/2015 - 12/26/2015	1.02	1.04
53	12/27/2015 - 12/31/2015	1.02	1.04

* PEAK SEASON

Appendix D: Traffic Counts (TMC's)

TABLE: A6

INTERSECTION APPROACH VOLUMES - AM PEAK HOUR

Project Name: Eureka Holdings Day Care Center

INTERSECTION NO.	1 INTERSECTION NAME	2 APPROACH	3 MOVEMENT	4 AM PEAK HR COUNT	5 DATE OF COUNT	6 PHF	7 SF	8 AM PEAK SEASONALLY ADJUSTED (EXISTING)	9 BACKGROUND GROWTH @ 1.71% FOR PROJECT BUILD-OUT OF 2017 (1 YEAR GROWTH)	10 PROPOSED FUTURE TRAFFIC W/O PROJECT (2017)	11 SITE TRAFFIC (PROJECT NET TRIPS) (VPH)	12 PROPOSED FUTURE TRAFFIC W/ PROJECT (VPH) (2017)
1	SW 97 Avenue & SW 184 Street (Eureka Drive)	SOUTHBOUND	SBR	24	Thursday, October 13, 2016	0.976	1.02	24	0	25	5	30
			SBT	66			1.02	67	1	68	0	68
			SBL	48			1.02	49	1	50	0	50
			TOTAL	**138**				**141**	**2**	**143**	**5**	**148**
		WESTBOUND	WBR	64			1.02	65	1	66	0	66
			WBT	372			1.02	379	6	386	1	387
			WBL	52			1.02	53	1	54	0	54
			TOTAL	**488**				**498**	**9**	**506**	**1**	**507**
		NORTHBOUND	NBR	198			1.02	202	3	205	0	205
			NBT	369			1.02	376	6	383	0	383
			NBL	191			1.02	195	3	198	5	203
			TOTAL	**758**				**773**	**13**	**786**	**5**	**791**
		EASTBOUND	EBR	154			1.02	157	3	160	6	166
			EBT	470			1.02	479	8	488	1	489
			EBL	84			1.02	86	1	87	6	93
			TOTAL	**708**				**722**	**12**	**735**	**13**	**748**
	TOTAL			***2,092***				***2,134***	***36***	***2,170***	***24***	***2,194***

Notes:

1 Intersection Name
2 Intersection Approach
3 Intersection Approach Movement
4 TMC data provided by RGA, Inc.
5 Date of Count
6 Peak Hour Factor
7 Seasonal Factor (SF) obtained from FDOT
8 Seasonally Adjusted TMC = Count * SF (Existing Condition).
9 A 1.71 percent background growth was utilized with a project build-out of 2017.
10 Proposed Traffic w/o Project = Seasonally Adjusted TMC + Backgound
11 Project Trips.
12 Total Traffic = Net Traffic w/o Project + Site Traffic (Proposed Condition with Project)

TABLE: A7

INTERSECTION APPROACH VOLUMES - PM PEAK HOUR

Project Name: Eureka Holdings Day Care Center

INTERSECTION NO.	1 INTERSECTION NAME	2 APPROACH	3 MOVEMENT	4 PM PEAK HR COUNT	5 DATE OF COUNT	6 PHF	7 SF	8 PM PEAK SEASONALLY ADJUSTED (EXISTING)	9 BACKGROUND GROWTH @ 1.71% FOR PROJECT BUILD-OUT OF 2017 (1 YEAR GROWTH)	10 PROPOSED FUTURE TRAFFIC W/O PROJECT (2017)	11 SITE TRAFFIC (PROJECT NET TRIPS) (VPH)	12 PROPOSED FUTURE TRAFFIC W/ PROJECT (VPH) (2017)
1	SW 97 Avenue & SW 184 Street (Eureka Drive)	SOUTHBOUND	SBR	85	Thursday, October 13, 2016	0.971	1.02	87	1	88	6	94
			SBT	351			1.02	358	6	364	0	364
			SBL	67			1.02	68	1	70	0	70
			TOTAL	**503**				**513**	**9**	**522**	**6**	**528**
		WESTBOUND	WBR	66			1.02	67	1	68	0	68
			WBT	423			1.02	431	7	439	1	440
			WBL	193			1.02	197	3	200	0	200
			TOTAL	**682**				**696**	**12**	**708**	**1**	**709**
		NORTHBOUND	NBR	67			1.02	68	1	70	0	70
			NBT	228			1.02	233	4	237	0	237
			NBL	123			1.02	125	2	128	6	134
			TOTAL	**418**				**426**	**7**	**434**	**6**	**440**
		EASTBOUND	EBR	305			1.02	311	5	316	5	321
			EBT	379			1.02	387	7	393	1	394
			EBL	55			1.02	56	1	57	6	63
			TOTAL	739				754	13	767	12	779
	TOTAL			***2,342***				***2,389***	***41***	***2,430***	***25***	***2,455***

Notes:

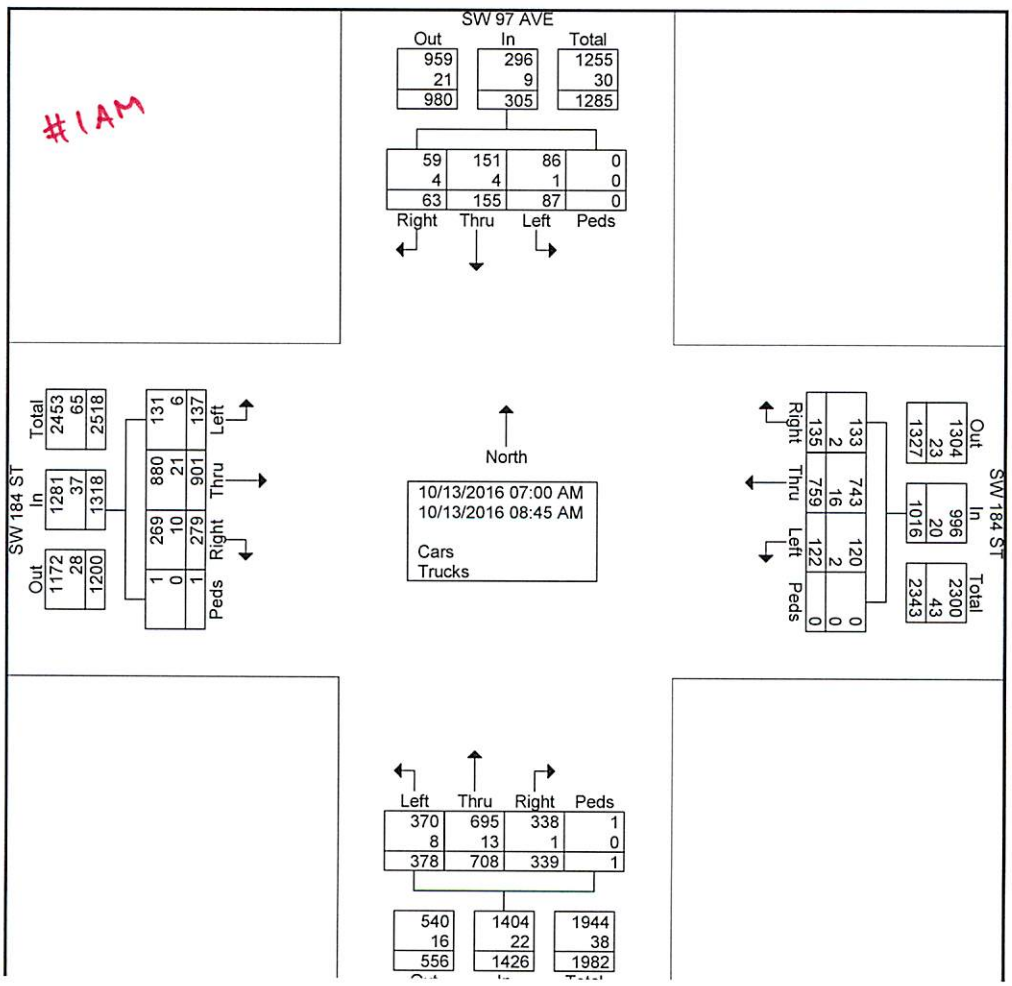
1 Intersection Name
2 Intersection Approach
3 Intersection Approach Movement
4 TMC data provided by RGA, Inc.
5 Date of Count
6 Peak Hour Factor
7 Seasonal Factor (SF) obtained from FDOT
8 Seasonally Adjusted TMC = Count * SF (Existing Condition).
9 A 1.71 percent background growth was utilized with a project build-out of 2017.
10 Proposed Traffic w/o Project = Seasonally Adjusted TMC + Backgound
11 Project Trips.
12 Total Traffic = Net Traffic w/o Project + Site Traffic (Proposed Condition with Project)

Richard Garcia & Associates, Inc.
8065 NW 98 Street
Hialeah Gardens, FL 33016
Phone: 305-362-0677
Fax: 305-675-6474

File Name : SW 97 Ave_SW 184 St_AM
Site Code : 00000000
Start Date : 10/13/2016
Page No : 1

Groups Printed- Cars - Trucks

	SW 97 AVE Southbound					SW 184 ST Westbound					SW 97 AVE Northbound					SW 184 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	13	3	0	19	7	67	10	0	84	76	101	63	0	240	30	106	13	0	149	492
07:15 AM	5	8	14	0	27	17	72	13	0	102	68	103	49	0	220	29	129	29	0	187	536
07:30 AM	8	24	9	0	41	12	75	13	0	100	53	80	36	0	169	45	126	19	0	190	500
07:45 AM	6	19	12	0	37	14	113	9	0	136	43	95	55	0	193	38	117	14	0	169	535
Total	22	64	38	0	124	50	327	45	0	422	240	379	203	0	822	142	478	75	0	695	2063
08:00 AM	5	15	13	0	33	21	112	17	0	150	34	91	51	1	177	42	98	22	0	162	522
08:15 AM	7	23	10	0	40	20	114	24	0	158	17	76	36	0	129	31	113	19	0	163	490
08:30 AM	15	28	13	0	56	32	102	15	0	149	22	82	44	0	148	27	114	13	0	154	507
08:45 AM	14	25	13	0	52	12	104	21	0	137	26	80	44	0	150	37	98	8	1	144	483
Total	41	91	49	0	181	85	432	77	0	594	99	329	175	1	604	137	423	62	1	623	2002
Grand Total	63	155	87	0	305	135	759	122	0	1016	339	708	378	1	1426	279	901	137	1	1318	4065
Apprch %	20.7	50.8	28.5	0		13.3	74.7	12	0		23.8	49.6	26.5	0.1		21.2	68.4	10.4	0.1		
Total %	1.5	3.8	2.1	0	7.5	3.3	18.7	3	0	25	8.3	17.4	9.3	0	35.1	6.9	22.2	3.4	0	32.4	
Cars	59	151	86	0	296	133	743	120	0	996	338	695	370	1	1404	269	880	131	1	1281	3977
% Cars	93.7	97.4	98.9	0	97	98.5	97.9	98.4	0	98	99.7	98.2	97.9	100	98.5	96.4	97.7	95.6	100	97.2	97.8
Trucks	4	4	1	0	9	2	16	2	0	20	1	13	8	0	22	10	21	6	0	37	88
% Trucks	6.3	2.6	1.1	0	3	1.5	2.1	1.6	0	2	0.3	1.8	2.1	0	1.5	3.6	2.3	4.4	0	2.8	2.2



Richard Garcia & Associates, Inc.
8065 NW 98 Street
Hialeah Gardens, FL 33016
Phone: 305-362-0677
Fax: 305-675-6474

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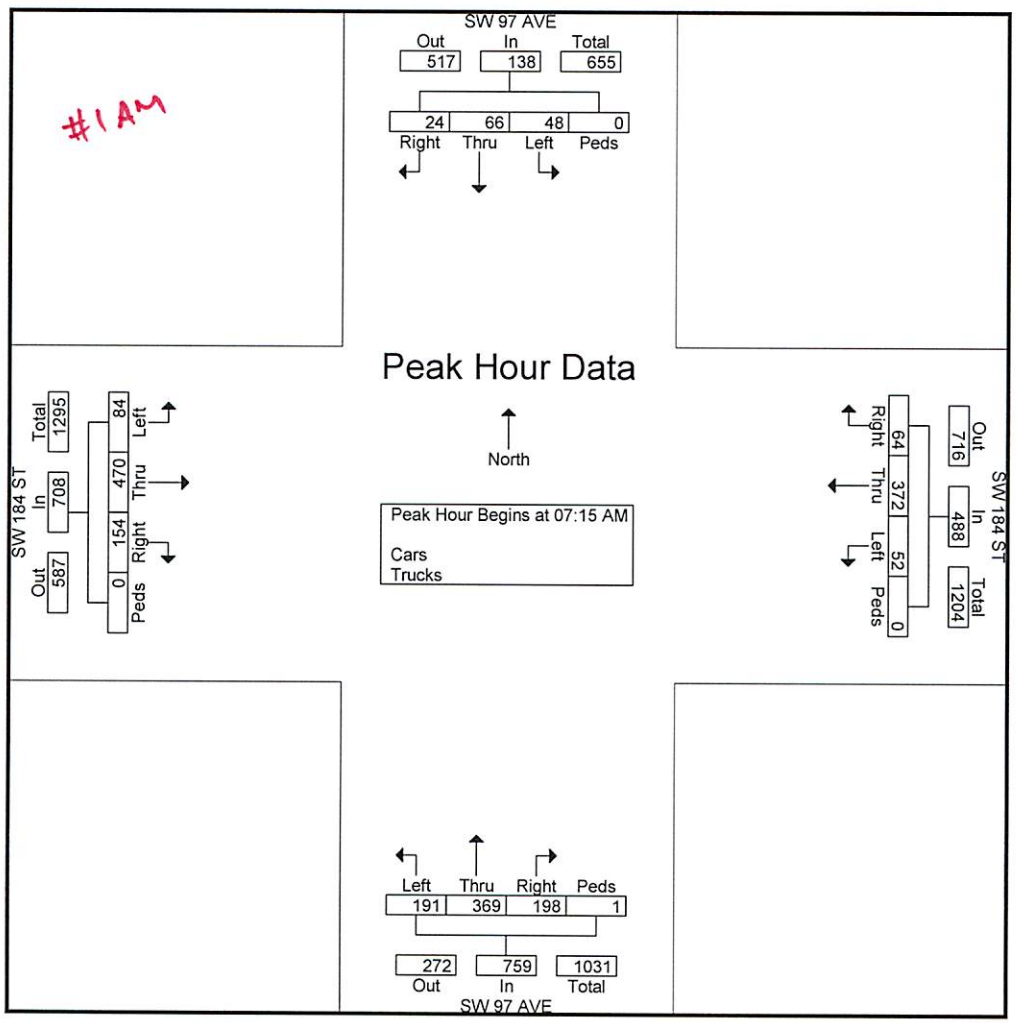
Start Date : 10/13/2016
Page No : 2

	SW 97 AVE Southbound					SW 184 ST Westbound					SW 97 AVE Northbound					SW 184 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	5	8	**14**	0	27	17	72	13	0	102	**68**	**103**	49	0	**220**	29	**129**	**29**	0	187	**536**
07:30 AM	**8**	**24**	9	0	**41**	12	75	13	0	100	53	80	36	0	169	**45**	126	19	0	**190**	500
07:45 AM	6	19	12	0	37	14	**113**	9	0	136	43	95	**55**	0	193	38	117	14	0	169	535
08:00 AM	5	15	13	0	33	**21**	112	**17**	0	**150**	34	91	51	**1**	177	42	98	22	0	162	522
Total Volume	24	66	48	0	138	64	372	52	0	488	198	369	191	1	759	154	470	84	0	708	2093
% App. Total																					
PHF	.750	.688	.857	.000	.841	.762	.823	.765	.000	.813	.728	.896	.868	.250	.863	.856	.911	.724	.000	.932	.976



Richard Garcia & Associates, Inc.
8065 NW 98 Street
Hialeah Gardens, FL 33016
Phone: 305-362-0677
Fax: 305-675-6474

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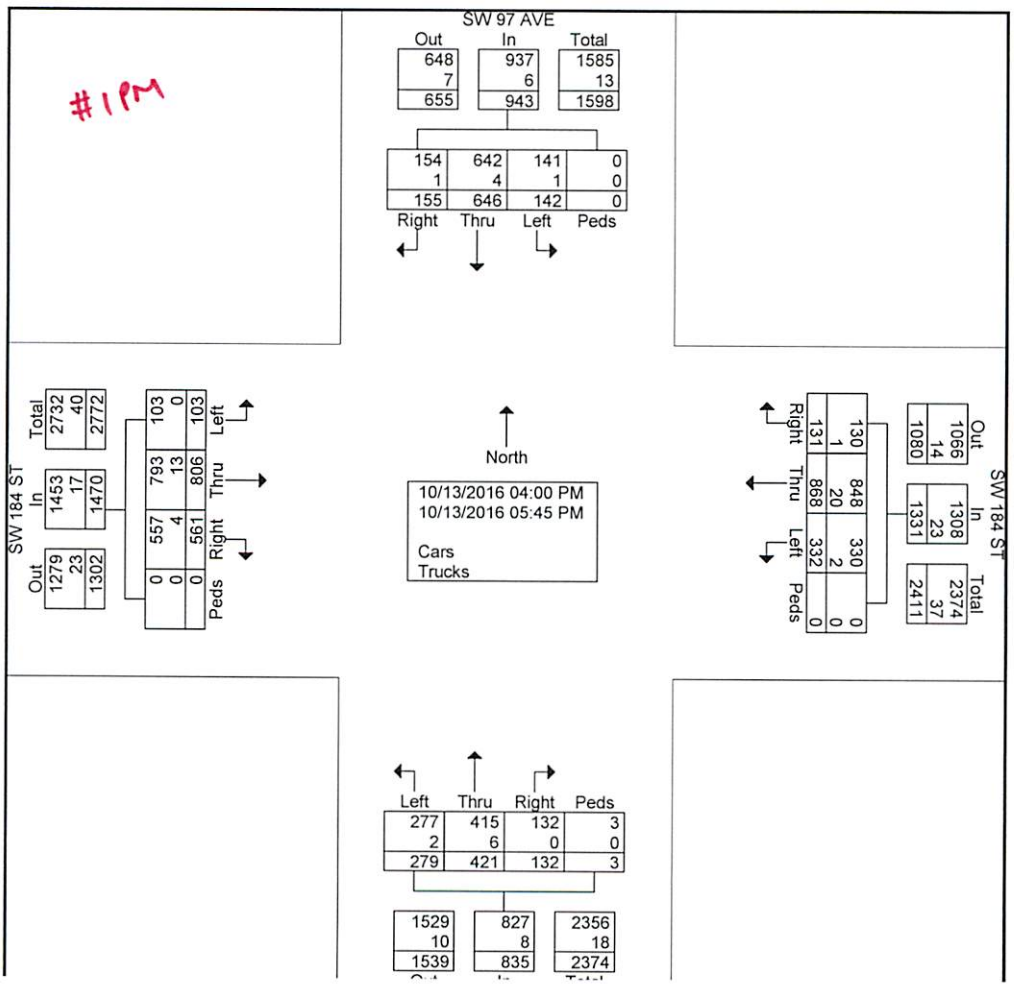
Start Date : 10/13/2016
Page No : 1

Groups Printed- Cars - Trucks

	SW 97 AVE Southbound					SW 184 ST Westbound					SW 97 AVE Northbound					SW 184 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	18	85	18	0	121	16	117	30	0	163	18	46	44	0	108	59	126	13	0	198	590
04:15 PM	19	64	19	0	102	19	121	36	0	176	16	54	44	0	114	67	101	9	0	177	569
04:30 PM	12	67	19	0	98	15	113	35	0	163	17	46	40	0	103	66	106	15	0	187	551
04:45 PM	19	84	13	0	116	15	124	37	0	176	16	53	33	0	102	91	92	12	0	195	589
Total	68	300	69	0	437	65	475	138	0	678	67	199	161	0	427	283	425	49	0	757	2299
05:00 PM	25	89	20	0	134	17	96	55	0	168	19	64	30	3	116	70	100	16	0	186	604
05:15 PM	23	92	16	0	131	16	103	59	0	178	17	59	29	0	105	75	97	13	0	185	599
05:30 PM	18	86	18	0	122	18	100	42	0	160	15	52	31	0	98	69	90	14	0	173	553
05:45 PM	21	79	19	0	119	15	94	38	0	147	14	47	28	0	89	64	94	11	0	169	524
Total	87	346	73	0	506	66	393	194	0	653	65	222	118	3	408	278	381	54	0	713	2280
Grand Total	155	646	142	0	943	131	868	332	0	1331	132	421	279	3	835	561	806	103	0	1470	4579
Apprch %	16.4	68.5	15.1	0		9.8	65.2	24.9	0		15.8	50.4	33.4	0.4		38.2	54.8	7	0		
Total %	3.4	14.1	3.1	0	20.6	2.9	19	7.3	0	29.1	2.9	9.2	6.1	0.1	18.2	12.3	17.6	2.2	0	32.1	
Cars	154	642	141	0	937	130	848	330	0	1308	132	415	277	3	827	557	793	103	0	1453	4525
% Cars	99.4	99.4	99.3	0	99.4	99.2	97.7	99.4	0	98.3	100	98.6	99.3	100	99	99.3	98.4	100	0	98.8	98.8
Trucks	1	4	1	0	6	1	20	2	0	23	0	6	2	0	8	4	13	0	0	17	54
% Trucks	0.6	0.6	0.7	0	0.6	0.8	2.3	0.6	0	1.7	0	1.4	0.7	0	1	0.7	1.6	0	0	1.2	1.2



Richard Garcia & Associates, Inc.
8065 NW 98 Street
Hialeah Gardens, FL 33016
Phone: 305-362-0677
Fax: 305-675-6474

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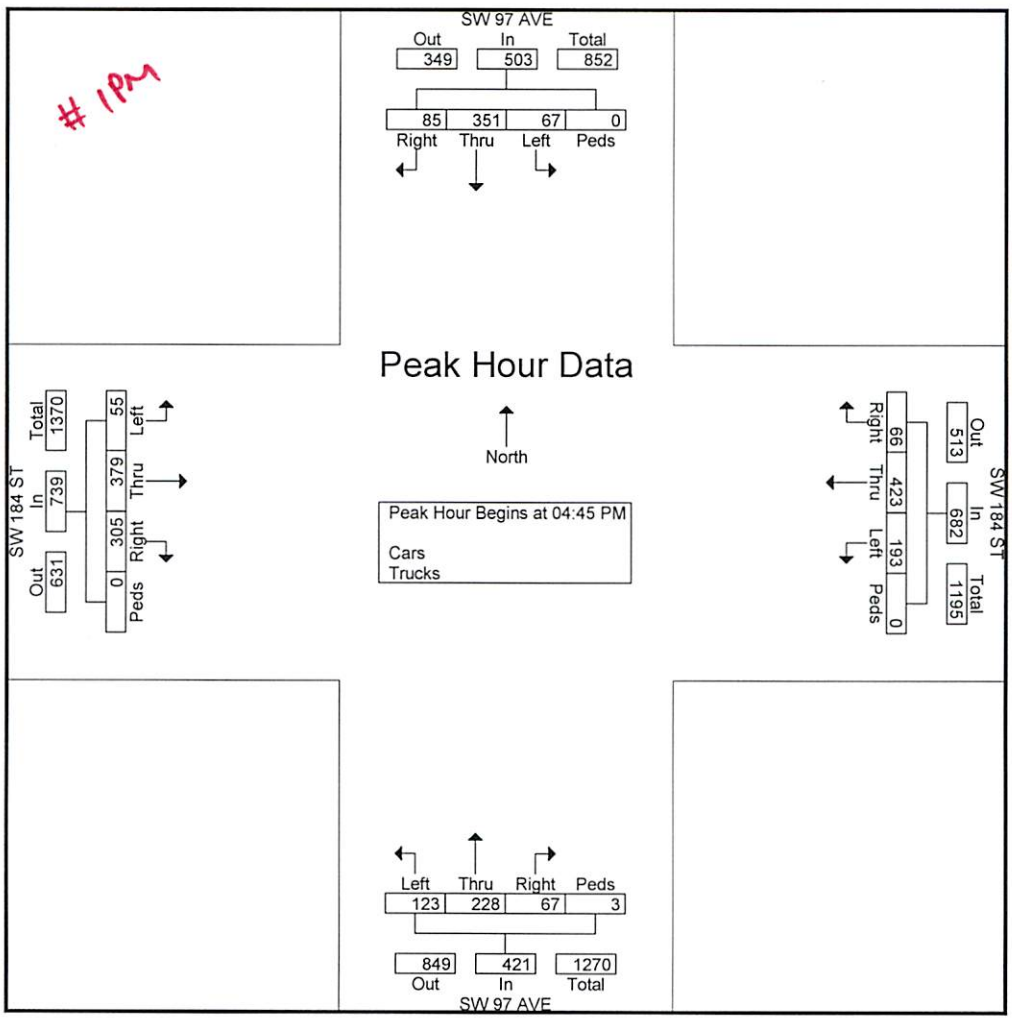
Start Date : 10/13/2016
Page No : 2

	SW 97 AVE Southbound					SW 184 ST Westbound					SW 97 AVE Northbound					SW 184 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	19	84	13	0	116	15	**124**	37	0	176	16	53	**33**	0	102	**91**	92	12	0	**195**	589
05:00 PM	**25**	89	**20**	0	**134**	17	96	55	0	168	**19**	**64**	30	**3**	**116**	70	**100**	**16**	0	186	**604**
05:15 PM	23	**92**	16	0	131	16	103	**59**	0	**178**	17	59	29	0	105	75	97	13	0	185	599
05:30 PM	18	86	18	0	122	**18**	100	42	0	160	15	52	31	0	98	69	90	14	0	173	553
Total Volume	85	351	67	0	503	66	423	193	0	682	67	228	123	3	421	305	379	55	0	739	2345
% App. Total																					
PHF	.850	.954	.838	.000	.938	.917	.853	.818	.000	.958	.882	.891	.932	.250	.907	.838	.948	.859	.000	.947	.971



Appendix E: Level of Service (LOS)

TABLE: A8

Level of Service (LOS) Summary -
AM Peak Hour & PM Peak Hour

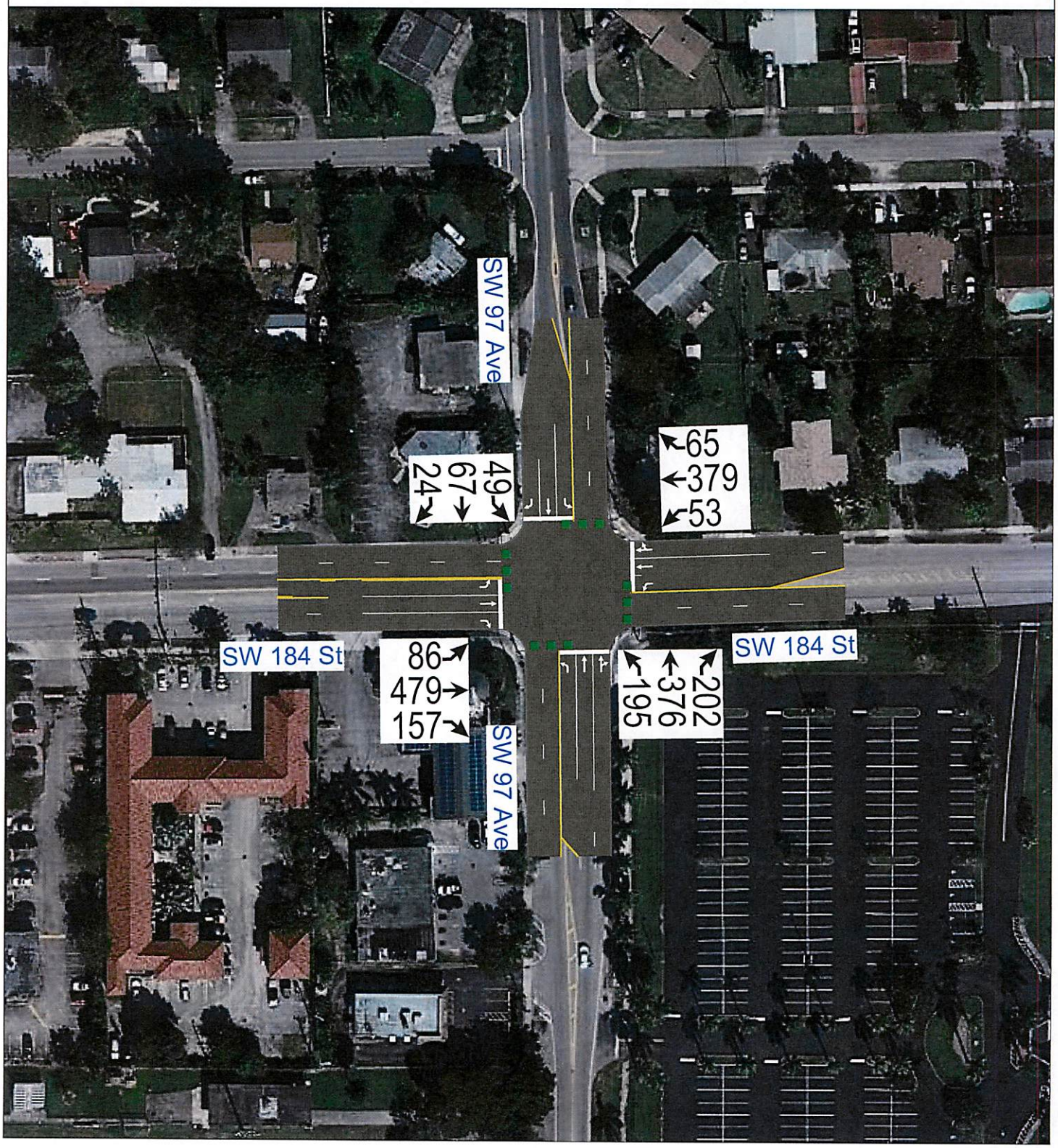
Project Name: Eureka Holdings Day Care Center

	Location	Intersection Control	Approach	Existing Condition (2016)				Proposed Future Condition with Project (2017)			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Intersections / Driveways	**SW 97 Avenue & SW 184 Street (Eureka Drive)**	Traffic Signal	EB	B	13.4	B	15.8	B	13.7	B	16.1
			WB	B	12.6	B	13.9	B	12.8	B	14.5
			NB	B	18.1	B	17.3	B	18.4	B	17.5
			SB	B	17.8	C	21.0	B	18.3	C	21.5
			Overall	**B**	**15.2**	**B**	**16.6**	**B**	**15.5**	**B**	**17.0**
	SW 184 Street (Eureka Drive) & Driveway 1 (DW1) (Entrance Only)	Free Flow (Entrance Only)	EB	-	-	-	-	A	0.1	A	0.1
			WB	-	-	-	-	A	0.0	A	0.0
			NB	-	-	-	-	-	-	-	-
			SB	-	-	-	-	-	-	-	-
			Overall	**-**	**-**	**-**	**-**	**A**	**0.1**	**A**	**0.1**
	SW 184 Street (Eureka Drive) & Driveway 2 (DW2) (Exit Only)	Two-Way Stop	EB	-	-	-	-	A	0.0	A	0.0
			WB	-	-	-	-	A	0.0	A	0.0
			NB	-	-	-	-	-	-	-	-
			SB	-	-	-	-	B	13.8 *	B	14.3 *
			Overall	**-**	**-**	**-**	**-**	**A**	**0.2**	**A**	**0.3**

* TWSC Critical Approach

Eureka Holdings Day Care Center

Existing Condition - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	479	157	53	379	65	195	376	202	49	67	24
Future Volume (veh/h)	86	479	157	53	379	65	195	376	202	49	67	24
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	1863
Adj Flow Rate, veh/h	88	489	160	54	387	66	199	384	206	50	68	24
Adj No. of Lanes	1	1	1	1	2	0	1	2	0	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	495	657	749	338	1013	171	508	480	254	278	269	229
Arrive On Green	0.07	0.35	0.35	0.05	0.33	0.33	0.12	0.21	0.21	0.05	0.14	0.14
Sat Flow, veh/h	1774	1863	1583	1774	3029	512	1774	2239	1185	1774	1863	1583
Grp Volume(v), veh/h	88	489	160	54	225	228	199	302	288	50	68	24
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1772	1774	1770	1654	1774	1863	1583
Q Serve(g_s), s	1.5	11.2	2.9	0.9	4.7	4.8	4.3	7.9	8.0	1.1	1.6	0.6
Cycle Q Clear(g_c), s	1.5	11.2	2.9	0.9	4.7	4.8	4.3	7.9	8.0	1.1	1.6	0.6
Prop In Lane	1.00		1.00	1.00		0.29	1.00		0.72	1.00		1.00
Lane Grp Cap(c), veh/h	495	657	749	338	592	592	508	380	355	278	269	229
V/C Ratio(X)	0.18	0.74	0.21	0.16	0.38	0.39	0.39	0.80	0.81	0.18	0.25	0.10
Avail Cap(c_a), veh/h	624	958	1005	499	910	912	549	910	851	444	958	814
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	9.3	13.8	7.5	10.6	12.3	12.4	13.3	18.1	18.2	16.4	18.5	18.1
Incr Delay (d2), s/veh	0.1	2.2	0.2	0.1	0.5	0.5	0.2	1.5	1.7	0.1	0.2	0.1
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	0.7	6.1	1.3	0.5	2.3	2.4	2.0	3.9	3.8	0.6	0.8	0.3
LnGrp Delay(d),s/veh	9.4	16.0	7.7	10.7	12.8	12.9	13.5	19.5	19.9	16.6	18.6	18.1
LnGrp LOS	A	B	A	B	B	B	B	B	B	B	B	B
Approach Vol, veh/h		737			507			789			142	
Approach Delay, s/veh		13.4			12.6			18.1			17.8	
Approach LOS		B			B			B			B	

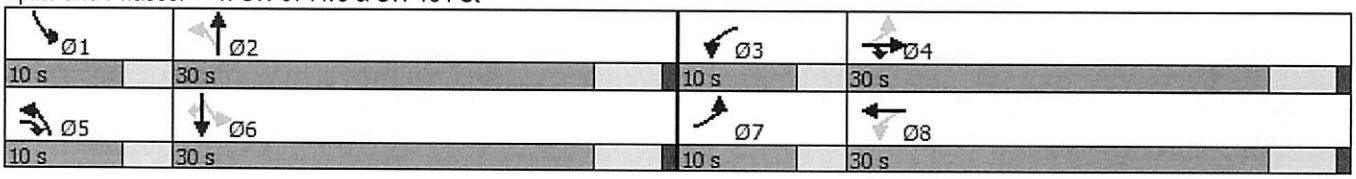
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.5	15.4	5.6	22.1	8.9	12.0	6.5	21.3
Change Period (Y+Rc), s	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Max Green Setting (Gmax), s	7.0	25.0	7.0	25.0	7.0	25.0	7.0	25.0
Max Q Clear Time (g_c+I1), s	3.1	10.0	2.9	13.2	6.3	3.6	3.5	6.8
Green Ext Time (p_c), s	0.0	0.4	0.0	3.9	0.0	0.4	0.0	4.7

Intersection Summary	
HCM 2010 Ctrl Delay	15.2
HCM 2010 LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	86	479	157	53	379	195	376	49	67	24
Future Volume (vph)	86	479	157	53	379	195	376	49	67	24
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	4 5	3	8	5	2	1	6	
Permitted Phases	4			8		2		6		6
Detector Phase	7	4	4 5	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	7.0		5.0	7.0	5.0	7.0	5.0	7.0	7.0
Minimum Split (s)	8.0	12.0		8.0	12.0	8.0	12.0	8.0	12.0	12.0
Total Split (s)	10.0	30.0		10.0	30.0	10.0	30.0	10.0	30.0	30.0
Total Split (%)	12.5%	37.5%		12.5%	37.5%	12.5%	37.5%	12.5%	37.5%	37.5%
Yellow Time (s)	3.0	4.0		3.0	4.0	3.0	4.0	3.0	4.0	4.0
All-Red Time (s)	0.0	1.0		0.0	1.0	0.0	1.0	0.0	1.0	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		3.0	5.0	3.0	5.0	3.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	Min	None	Min	Min
Act Effct Green (s)	26.6	21.1	31.5	25.2	18.7	22.6	16.9	19.4	11.3	11.3
Actuated g/C Ratio	0.46	0.36	0.54	0.43	0.32	0.39	0.29	0.33	0.19	0.19
v/c Ratio	0.19	0.72	0.17	0.15	0.40	0.40	0.55	0.14	0.19	0.06
Control Delay	9.5	25.3	2.6	9.4	16.4	16.5	18.7	13.9	23.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.5	25.3	2.6	9.4	16.4	16.5	18.7	13.9	23.0	0.3
LOS	A	C	A	A	B	B	B	B	C	A
Approach Delay		18.5			15.6		18.1		16.0	
Approach LOS		B			B		B		B	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 58	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 17.5	Intersection LOS: B
Intersection Capacity Utilization 65.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: SW 97 Ave & SW 184 St



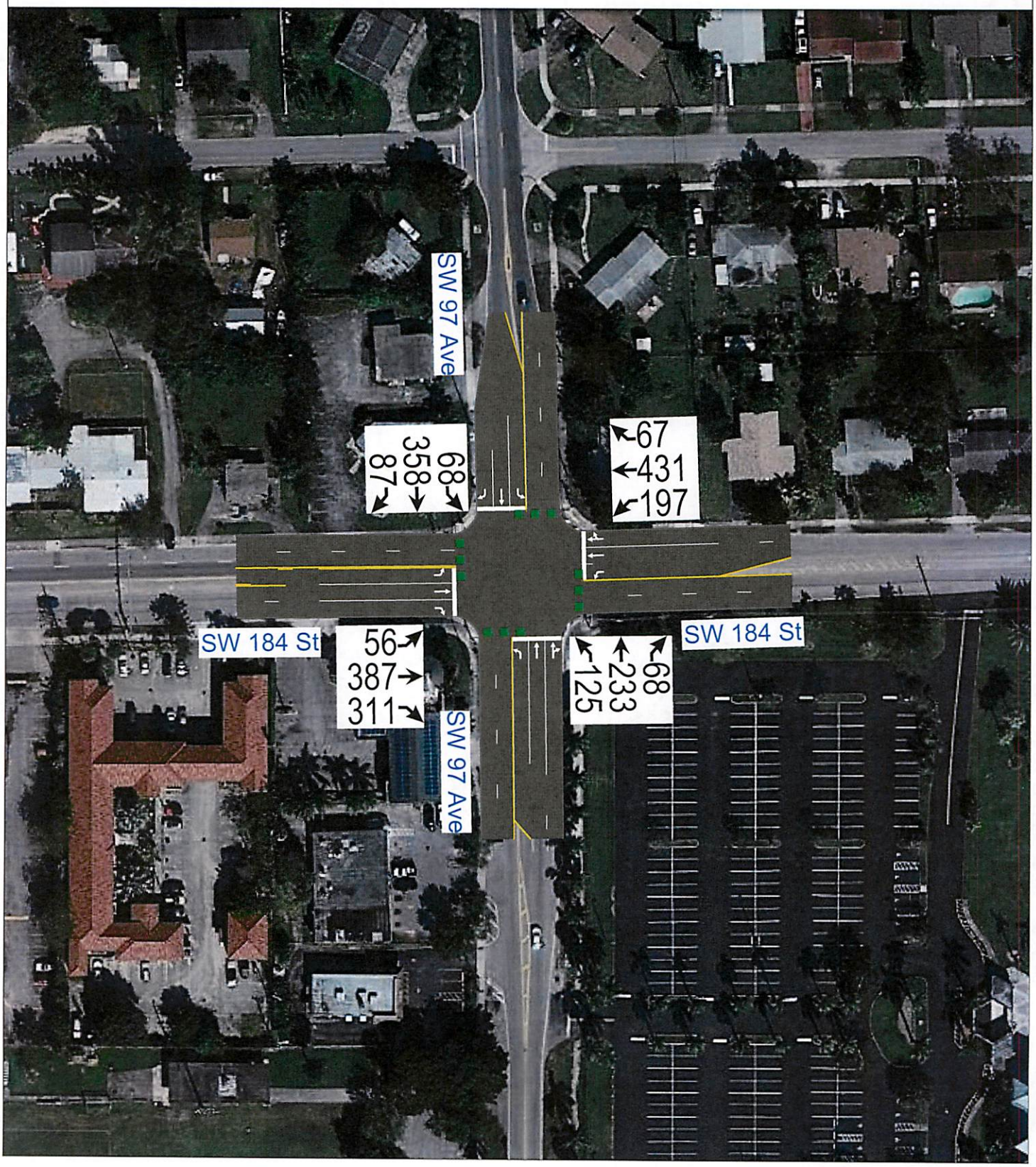
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	88	489	160	54	453	199	590	50	68	24
v/c Ratio	0.19	0.72	0.17	0.15	0.40	0.40	0.55	0.14	0.19	0.06
Control Delay	9.5	25.3	2.6	9.4	16.4	16.5	18.7	13.9	23.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.5	25.3	2.6	9.4	16.4	16.5	18.7	13.9	23.0	0.3
Queue Length 50th (ft)	15	155	0	9	61	53	88	12	23	0
Queue Length 95th (ft)	41	#341	28	29	113	102	149	33	54	0
Internal Link Dist (ft)		175			119		118		106	
Turn Bay Length (ft)	100			100		150		100		75
Base Capacity (vph)	489	852	937	400	1597	507	1604	410	852	783
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.57	0.17	0.14	0.28	0.39	0.37	0.12	0.08	0.03

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Eureka Holdings Day Care Center

Existing Condition - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	387	311	197	431	67	125	233	68	68	358	87
Future Volume (veh/h)	56	387	311	197	431	67	125	233	68	68	358	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	1863
Adj Flow Rate, veh/h	58	399	321	203	444	69	129	240	70	70	369	90
Adj No. of Lanes	1	1	1	1	2	0	1	2	0	1	1	1
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	439	602	634	382	1100	170	303	682	195	418	432	367
Arrive On Green	0.05	0.32	0.32	0.09	0.36	0.36	0.08	0.25	0.25	0.06	0.23	0.23
Sat Flow, veh/h	1774	1863	1583	1774	3074	475	1774	2720	776	1774	1863	1583
Grp Volume(v), veh/h	58	399	321	203	255	258	129	154	156	70	369	90
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1779	1774	1770	1726	1774	1863	1583
Q Serve(g_s), s	1.2	10.5	8.7	4.2	6.2	6.2	3.1	4.1	4.2	1.7	10.8	2.6
Cycle Q Clear(g_c), s	1.2	10.5	8.7	4.2	6.2	6.2	3.1	4.1	4.2	1.7	10.8	2.6
Prop In Lane	1.00		1.00	1.00		0.27	1.00		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	439	602	634	382	633	637	303	444	433	418	432	367
V/C Ratio(X)	0.13	0.66	0.51	0.53	0.40	0.41	0.43	0.35	0.36	0.17	0.85	0.24
Avail Cap(c_a), veh/h	501	1239	1176	382	1177	1183	320	960	936	469	1010	859
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	11.7	16.7	12.9	12.2	13.8	13.8	15.8	17.6	17.6	15.1	21.0	17.9
Incr Delay (d2), s/veh	0.1	1.5	0.8	0.7	0.5	0.5	0.4	0.2	0.2	0.1	1.9	0.1
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	0.6	5.6	3.9	2.1	3.1	3.1	1.5	2.0	2.1	0.8	5.8	1.2
LnGrp Delay(d),s/veh	11.7	18.2	13.6	12.9	14.3	14.3	16.2	17.7	17.8	15.1	22.9	18.0
LnGrp LOS	B	B	B	B	B	B	B	B	B	B	C	B
Approach Vol, veh/h		778			716			439			529	
Approach Delay, s/veh		15.8			13.9			17.3			21.0	
Approach LOS		B			B			B			C	

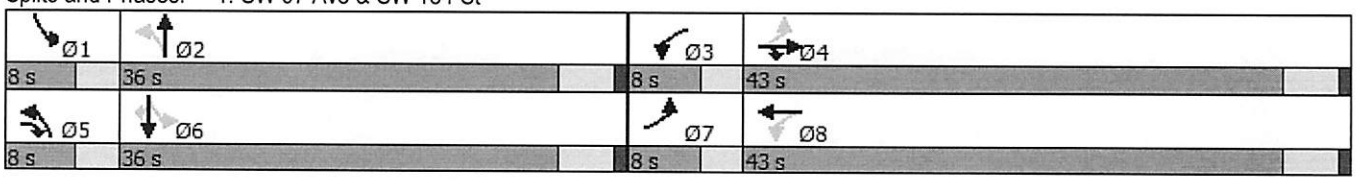
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	19.3	8.0	23.5	7.4	18.3	6.0	25.4
Change Period (Y+Rc), s	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Max Green Setting (Gmax), s	5.0	31.0	5.0	38.0	5.0	31.0	5.0	38.0
Max Q Clear Time (g_c+I1), s	3.7	6.2	6.2	12.5	5.1	12.8	3.2	8.2
Green Ext Time (p_c), s	0.0	0.4	0.0	5.9	0.0	0.4	0.0	6.1

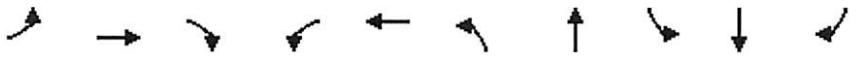
Intersection Summary	
HCM 2010 Ctrl Delay	16.6
HCM 2010 LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	56	387	311	197	431	125	233	68	358	87
Future Volume (vph)	56	387	311	197	431	125	233	68	358	87
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	4 5	3	8	5	2	1	6	
Permitted Phases	4			8		2		6		6
Detector Phase	7	4	4 5	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	7.0		5.0	7.0	5.0	7.0	5.0	7.0	7.0
Minimum Split (s)	8.0	23.0		8.0	23.0	8.0	23.0	8.0	23.0	23.0
Total Split (s)	8.0	43.0		8.0	43.0	8.0	36.0	8.0	36.0	36.0
Total Split (%)	8.4%	45.3%		8.4%	45.3%	8.4%	37.9%	8.4%	37.9%	37.9%
Yellow Time (s)	3.0	4.0		3.0	4.0	3.0	4.0	3.0	4.0	4.0
All-Red Time (s)	0.0	1.0		0.0	1.0	0.0	1.0	0.0	1.0	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		3.0	5.0	3.0	5.0	3.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	Min	None	Min	Min
Act Effct Green (s)	27.7	20.4	28.7	29.2	24.4	25.4	20.6	23.9	16.6	16.6
Actuated g/C Ratio	0.43	0.32	0.45	0.46	0.38	0.40	0.32	0.37	0.26	0.26
v/c Ratio	0.13	0.67	0.38	0.57	0.38	0.42	0.27	0.16	0.77	0.19
Control Delay	10.8	25.8	4.8	18.9	16.3	17.9	16.6	13.5	34.1	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.8	25.8	4.8	18.9	16.3	17.9	16.6	13.5	34.1	6.0
LOS	B	C	A	B	B	B	B	B	C	A
Approach Delay		16.0			17.1		17.0		26.6	
Approach LOS		B			B		B		C	

Intersection Summary	
Cycle Length: 95	
Actuated Cycle Length: 64.1	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 18.8	Intersection LOS: B
Intersection Capacity Utilization 72.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: SW 97 Ave & SW 184 St



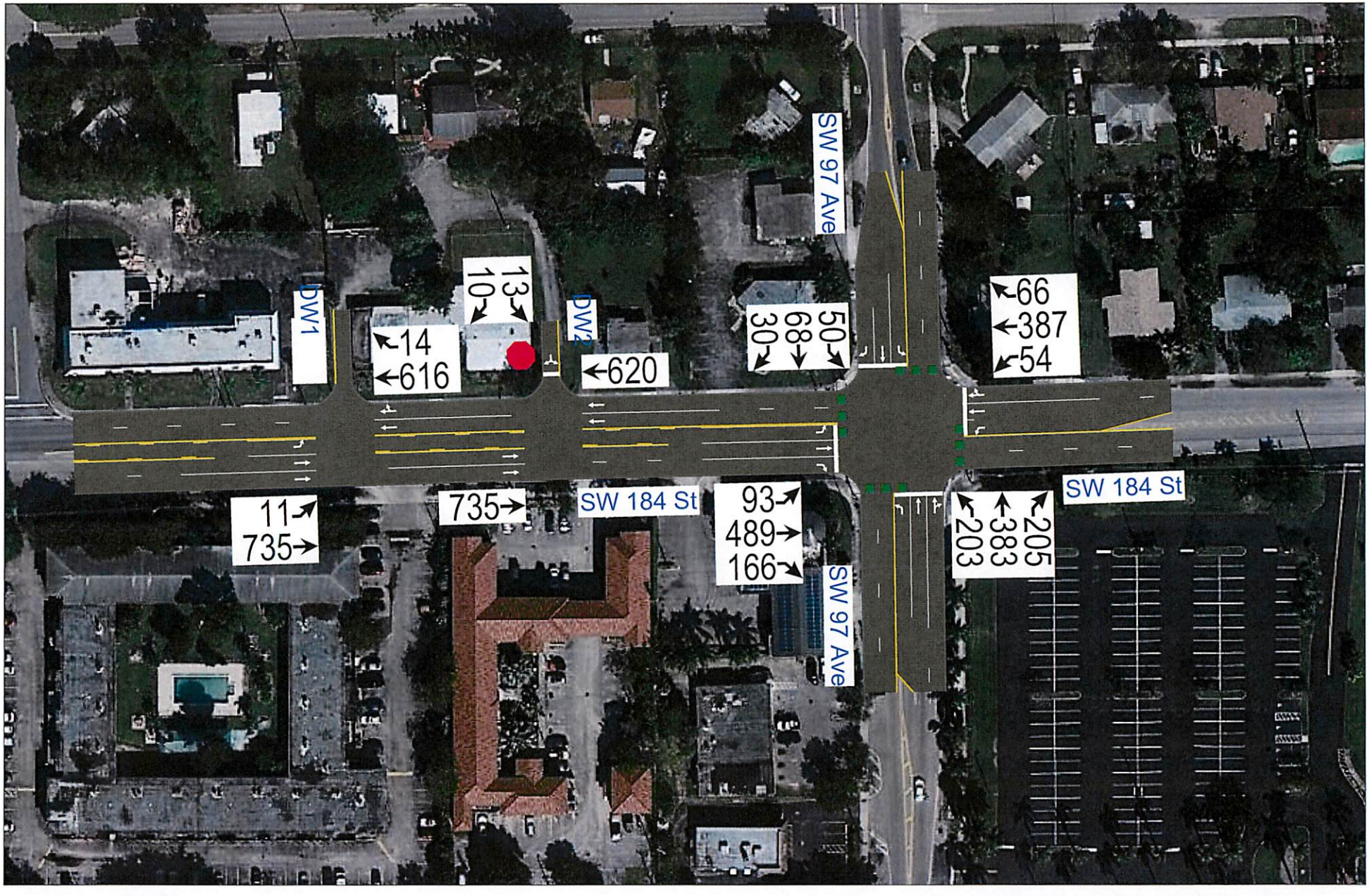


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	58	399	321	203	513	129	310	70	369	90
v/c Ratio	0.13	0.67	0.38	0.57	0.38	0.42	0.27	0.16	0.77	0.19
Control Delay	10.8	25.8	4.8	18.9	16.3	17.9	16.6	13.5	34.1	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.8	25.8	4.8	18.9	16.3	17.9	16.6	13.5	34.1	6.0
Queue Length 50th (ft)	11	128	14	42	75	29	42	15	128	0
Queue Length 95th (ft)	35	258	66	102	141	76	88	46	261	31
Internal Link Dist (ft)		175			119		118		106	
Turn Bay Length (ft)	100			100		150		100		75
Base Capacity (vph)	446	1152	1083	358	2153	308	1746	449	940	844
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.35	0.30	0.57	0.24	0.42	0.18	0.16	0.39	0.11

Intersection Summary

Eureka Holdings Day Care Center

Proposed Future Condition w/ Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	489	166	54	387	66	203	383	205	50	68	30
Future Volume (veh/h)	93	489	166	54	387	66	203	383	205	50	68	30
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	1863
Adj Flow Rate, veh/h	95	499	169	55	395	67	207	391	209	51	69	31
Adj No. of Lanes	1	1	1	1	2	0	1	2	0	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	494	663	761	332	1019	171	508	486	256	275	266	226
Arrive On Green	0.07	0.36	0.36	0.05	0.34	0.34	0.12	0.22	0.22	0.05	0.14	0.14
Sat Flow, veh/h	1774	1863	1583	1774	3032	510	1774	2241	1182	1774	1863	1583
Grp Volume(v), veh/h	95	499	169	55	229	233	207	308	292	51	69	31
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1773	1774	1770	1654	1774	1863	1583
Q Serve(g_s), s	1.7	11.7	3.1	1.0	4.9	5.0	4.5	8.2	8.3	1.2	1.6	0.8
Cycle Q Clear(g_c), s	1.7	11.7	3.1	1.0	4.9	5.0	4.5	8.2	8.3	1.2	1.6	0.8
Prop In Lane	1.00		1.00	1.00		0.29	1.00		0.71	1.00		1.00
Lane Grp Cap(c), veh/h	494	663	761	332	594	596	508	383	358	275	266	226
V/C Ratio(X)	0.19	0.75	0.22	0.17	0.39	0.39	0.41	0.80	0.82	0.19	0.26	0.14
Avail Cap(c_a), veh/h	614	940	996	488	893	894	538	893	835	435	940	799
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	9.4	14.0	7.5	10.8	12.6	12.6	13.6	18.4	18.5	16.8	18.9	18.6
Incr Delay (d2), s/veh	0.1	2.5	0.2	0.1	0.5	0.5	0.2	1.5	1.7	0.1	0.2	0.1
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	6.4	1.3	0.5	2.4	2.5	2.2	4.1	4.0	0.6	0.9	0.4
LnGrp Delay(d),s/veh	9.5	16.5	7.7	10.9	13.0	13.1	13.8	19.9	20.2	16.9	19.1	18.7
LnGrp LOS	A	B	A	B	B	B	B	B	C	B	B	B
Approach Vol, veh/h		763			517			807			151	
Approach Delay, s/veh		13.7			12.8			18.4			18.3	
Approach LOS		B			B			B			B	

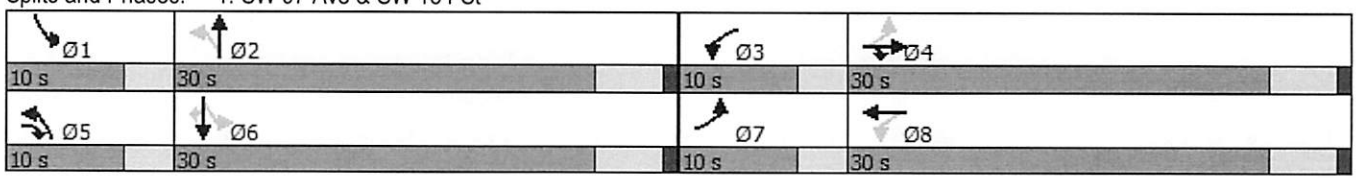
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.5	15.7	5.7	22.6	9.2	12.1	6.6	21.6
Change Period (Y+Rc), s	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Max Green Setting (Gmax), s	7.0	25.0	7.0	25.0	7.0	25.0	7.0	25.0
Max Q Clear Time (g_c+I1), s	3.2	10.3	3.0	13.7	6.5	3.6	3.7	7.0
Green Ext Time (p_c), s	0.0	0.4	0.0	4.0	0.0	0.4	0.0	4.8

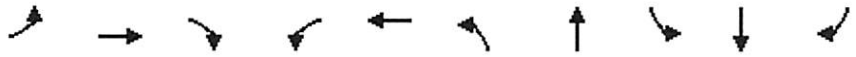
Intersection Summary	
HCM 2010 Ctrl Delay	15.5
HCM 2010 LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	93	489	166	54	387	203	383	50	68	30
Future Volume (vph)	93	489	166	54	387	203	383	50	68	30
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	4 5	3	8	5	2	1	6	
Permitted Phases	4			8		2		6		6
Detector Phase	7	4	4 5	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	7.0		5.0	7.0	5.0	7.0	5.0	7.0	7.0
Minimum Split (s)	8.0	12.0		8.0	12.0	8.0	12.0	8.0	12.0	12.0
Total Split (s)	10.0	30.0		10.0	30.0	10.0	30.0	10.0	30.0	30.0
Total Split (%)	12.5%	37.5%		12.5%	37.5%	12.5%	37.5%	12.5%	37.5%	37.5%
Yellow Time (s)	3.0	4.0		3.0	4.0	3.0	4.0	3.0	4.0	4.0
All-Red Time (s)	0.0	1.0		0.0	1.0	0.0	1.0	0.0	1.0	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		3.0	5.0	3.0	5.0	3.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	Min	None	Min	Min
Act Effct Green (s)	27.1	21.5	31.9	25.5	19.0	22.7	17.0	19.5	11.4	11.4
Actuated g/C Ratio	0.46	0.37	0.55	0.44	0.32	0.39	0.29	0.33	0.19	0.19
v/c Ratio	0.21	0.73	0.18	0.16	0.40	0.41	0.56	0.14	0.19	0.08
Control Delay	9.7	25.8	2.6	9.6	16.5	16.8	18.9	14.0	23.0	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.7	25.8	2.6	9.6	16.5	16.8	18.9	14.0	23.0	0.4
LOS	A	C	A	A	B	B	B	B	C	A
Approach Delay		18.6			15.8		18.4		15.3	
Approach LOS		B			B		B		B	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 58.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 66.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: SW 97 Ave & SW 184 St





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	95	499	169	55	462	207	600	51	69	31
v/c Ratio	0.21	0.73	0.18	0.16	0.40	0.41	0.56	0.14	0.19	0.08
Control Delay	9.7	25.8	2.6	9.6	16.5	16.8	18.9	14.0	23.0	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.7	25.8	2.6	9.6	16.5	16.8	18.9	14.0	23.0	0.4
Queue Length 50th (ft)	16	160	0	9	63	57	92	13	23	0
Queue Length 95th (ft)	45	#355	29	29	117	106	152	33	55	0
Internal Link Dist (ft)		175			119		118		106	
Turn Bay Length (ft)	100			100		150		100		75
Base Capacity (vph)	484	842	934	393	1579	505	1588	402	842	775
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.59	0.18	0.14	0.29	0.41	0.38	0.13	0.08	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	735	616	14	0	0
Future Volume (Veh/h)	11	735	616	14	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	799	670	15	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)			414			
pX, platoon unblocked	0.93				0.93	0.93
vC, conflicting volume	685				1101	342
vC1, stage 1 conf vol					678	
vC2, stage 2 conf vol					424	
vCu, unblocked vol	522				967	155
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	100
cM capacity (veh/h)	972				444	806

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2
Volume Total	12	400	400	447	238
Volume Left	12	0	0	0	0
Volume Right	0	0	0	0	15
cSH	972	1700	1700	1700	1700
Volume to Capacity	0.01	0.23	0.23	0.26	0.14
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	8.7	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	0.1			0.0	
Approach LOS					

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	23.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↾	
Traffic Vol, veh/h	0	735	620	0	13	10
Future Vol, veh/h	0	735	620	0	13	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	799	674	0	14	11

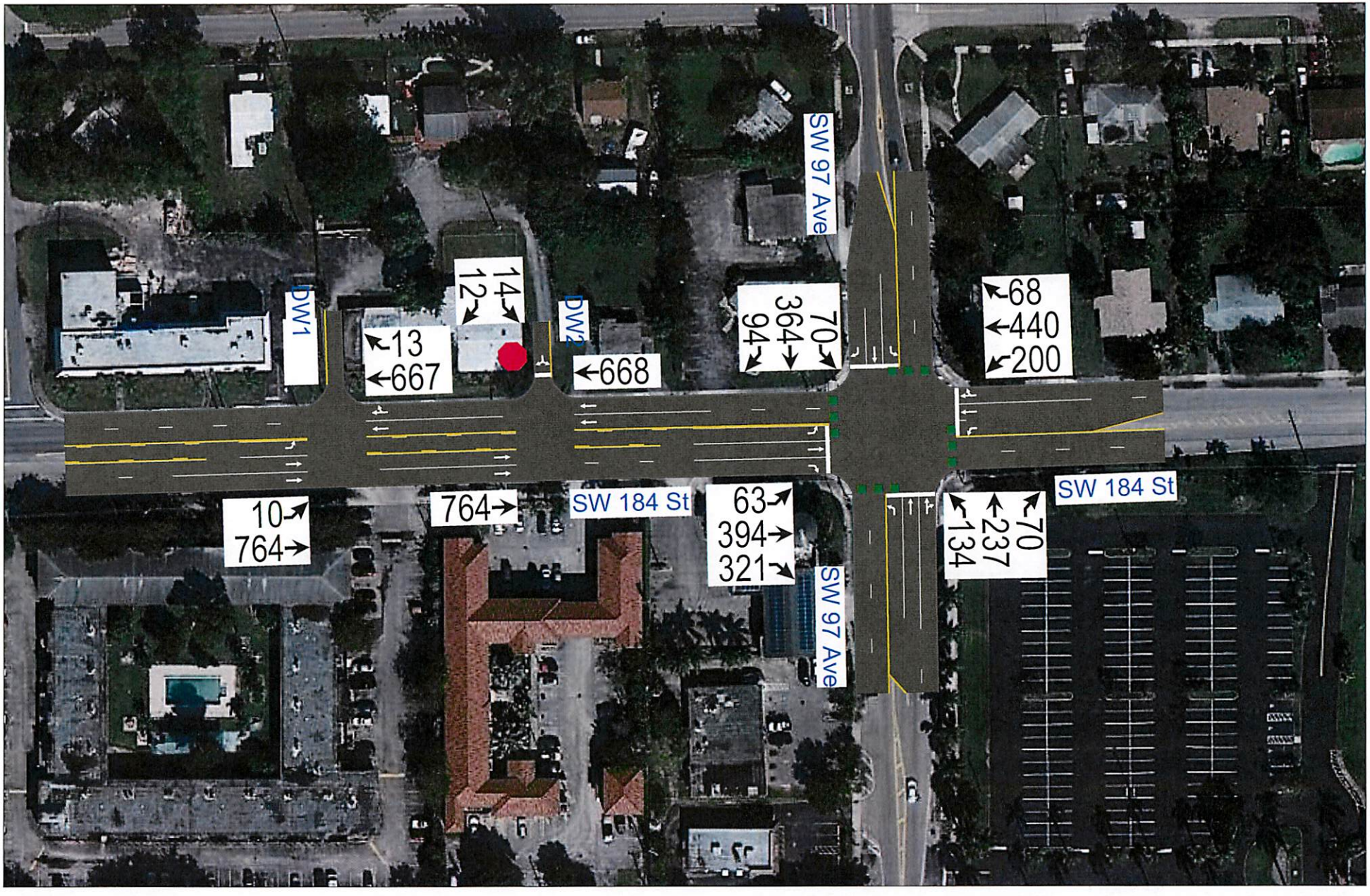
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1073	337
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	399	-
Critical Hdwy	-	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	0	-	-	0	215	659
Stage 1	0	-	-	0	468	-
Stage 2	0	-	-	0	647	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	215	659
Mov Cap-2 Maneuver	-	-	-	-	342	-
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	647	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	432
HCM Lane V/C Ratio	-	-	0.058
HCM Control Delay (s)	-	-	13.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

Eureka Holdings Day Care Center

Proposed Future Condition w/ Project - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	394	321	200	440	68	134	237	70	70	364	94
Future Volume (veh/h)	63	394	321	200	440	68	134	237	70	70	364	94
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	1863
Adj Flow Rate, veh/h	65	406	331	206	454	70	138	244	72	72	375	97
Adj No. of Lanes	1	1	1	1	2	0	1	2	0	1	1	1
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	434	606	645	373	1093	168	306	697	201	420	437	371
Arrive On Green	0.06	0.33	0.33	0.09	0.36	0.36	0.08	0.26	0.26	0.06	0.23	0.23
Sat Flow, veh/h	1774	1863	1583	1774	3077	472	1774	2712	783	1774	1863	1583
Grp Volume(v), veh/h	65	406	331	206	260	264	138	157	159	72	375	97
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1779	1774	1770	1725	1774	1863	1583
Q Serve(g_s), s	1.4	11.0	9.2	4.4	6.5	6.6	3.4	4.2	4.4	1.8	11.3	2.9
Cycle Q Clear(g_c), s	1.4	11.0	9.2	4.4	6.5	6.6	3.4	4.2	4.4	1.8	11.3	2.9
Prop In Lane	1.00		1.00	1.00		0.27	1.00		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	434	606	645	373	629	632	306	455	444	420	437	371
V/C Ratio(X)	0.15	0.67	0.51	0.55	0.41	0.42	0.45	0.35	0.36	0.17	0.86	0.26
Avail Cap(c_a), veh/h	487	1208	1156	373	1148	1154	312	936	912	467	985	838
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	11.9	17.0	13.0	12.7	14.3	14.3	16.0	17.7	17.8	15.3	21.5	18.3
Incr Delay (d2), s/veh	0.1	1.6	0.8	1.0	0.5	0.5	0.4	0.2	0.2	0.1	1.9	0.1
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	0.7	5.9	4.1	2.2	3.3	3.3	1.6	2.1	2.1	0.8	6.0	1.3
LnGrp Delay(d),s/veh	11.9	18.6	13.8	13.7	14.8	14.8	16.4	17.9	18.0	15.4	23.4	18.4
LnGrp LOS	B	B	B	B	B	B	B	B	B	B	C	B
Approach Vol, veh/h		802			730			454			544	
Approach Delay, s/veh		16.1			14.5			17.5			21.5	
Approach LOS		B			B			B			C	

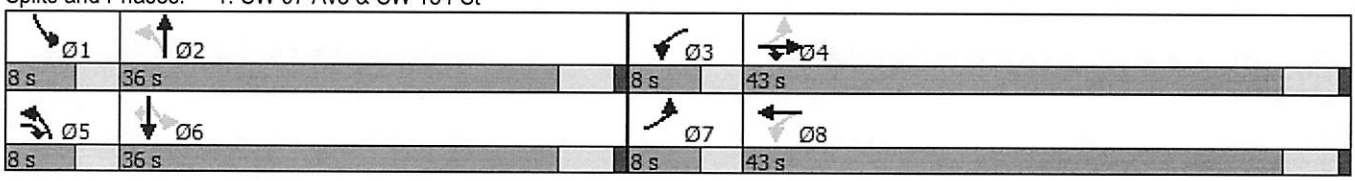
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	20.1	8.0	24.1	7.8	18.7	6.3	25.8
Change Period (Y+Rc), s	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Max Green Setting (Gmax), s	5.0	31.0	5.0	38.0	5.0	31.0	5.0	38.0
Max Q Clear Time (g_c+I1), s	3.8	6.4	6.4	13.0	5.4	13.3	3.4	8.6
Green Ext Time (p_c), s	0.0	0.4	0.0	6.1	0.0	0.4	0.0	6.3

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	63	394	321	200	440	134	237	70	364	94
Future Volume (vph)	63	394	321	200	440	134	237	70	364	94
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	4 5	3	8	5	2	1	6	
Permitted Phases	4			8		2		6		6
Detector Phase	7	4	4 5	3	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	7.0		5.0	7.0	5.0	7.0	5.0	7.0	7.0
Minimum Split (s)	8.0	23.0		8.0	23.0	8.0	23.0	8.0	23.0	23.0
Total Split (s)	8.0	43.0		8.0	43.0	8.0	36.0	8.0	36.0	36.0
Total Split (%)	8.4%	45.3%		8.4%	45.3%	8.4%	37.9%	8.4%	37.9%	37.9%
Yellow Time (s)	3.0	4.0		3.0	4.0	3.0	4.0	3.0	4.0	4.0
All-Red Time (s)	0.0	1.0		0.0	1.0	0.0	1.0	0.0	1.0	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		3.0	5.0	3.0	5.0	3.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	Min	None	Min	Min
Act Effct Green (s)	28.3	20.9	29.3	29.8	25.0	25.1	19.2	24.3	17.0	17.0
Actuated g/C Ratio	0.43	0.32	0.45	0.46	0.38	0.39	0.29	0.37	0.26	0.26
v/c Ratio	0.15	0.68	0.39	0.58	0.39	0.46	0.30	0.16	0.77	0.20
Control Delay	11.1	26.0	5.2	19.5	16.5	19.2	17.7	13.8	34.6	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.1	26.0	5.2	19.5	16.5	19.2	17.7	13.8	34.6	6.8
LOS	B	C	A	B	B	B	B	B	C	A
Approach Delay		16.2			17.3		18.2		26.9	
Approach LOS		B			B		B		C	

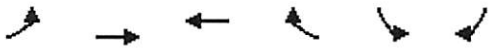
Intersection Summary			
Cycle Length: 95			
Actuated Cycle Length: 65.1			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 19.2		Intersection LOS: B	
Intersection Capacity Utilization 73.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: SW 97 Ave & SW 184 St



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	65	406	331	206	524	138	316	72	375	97
v/c Ratio	0.15	0.68	0.39	0.58	0.39	0.46	0.30	0.16	0.77	0.20
Control Delay	11.1	26.0	5.2	19.5	16.5	19.2	17.7	13.8	34.6	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.1	26.0	5.2	19.5	16.5	19.2	17.7	13.8	34.6	6.8
Queue Length 50th (ft)	13	132	18	43	78	32	43	16	132	1
Queue Length 95th (ft)	39	266	75	104	146	82	91	48	268	35
Internal Link Dist (ft)		175			119		118		106	
Turn Bay Length (ft)	100			100		150		100		75
Base Capacity (vph)	443	1136	1070	357	2123	301	1722	447	926	833
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.36	0.31	0.58	0.25	0.46	0.18	0.16	0.40	0.12

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	764	667	13	0	0
Future Volume (Veh/h)	10	764	667	13	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	830	725	14	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)			414			
pX, platoon unblocked	0.92				0.92	0.92
vC, conflicting volume	739				1169	370
vC1, stage 1 conf vol					732	
vC2, stage 2 conf vol					437	
vCu, unblocked vol	539				1007	137
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	100
cM capacity (veh/h)	942				428	815

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2
Volume Total	11	415	415	483	256
Volume Left	11	0	0	0	0
Volume Right	0	0	0	0	14
cSH	942	1700	1700	1700	1700
Volume to Capacity	0.01	0.24	0.24	0.28	0.15
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	8.9	0.0	0.0	0.0	0.0
Lane LOS	A				
Approach Delay (s)	0.1			0.0	
Approach LOS					

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	24.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↾	
Traffic Vol, veh/h	0	764	668	0	14	12
Future Vol, veh/h	0	764	668	0	14	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	830	726	0	15	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1141	363
Stage 1	-	-	-	-	726	-
Stage 2	-	-	-	-	415	-
Critical Hdwy	-	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	0	-	-	0	194	634
Stage 1	0	-	-	0	440	-
Stage 2	0	-	-	0	635	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	194	634
Mov Cap-2 Maneuver	-	-	-	-	321	-
Stage 1	-	-	-	-	440	-
Stage 2	-	-	-	-	635	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	416
HCM Lane V/C Ratio	-	-	0.068
HCM Control Delay (s)	-	-	14.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

Appendix F: Accumulation Assessment

TABLE: A9

On-Site Vehicular Stacking Capacity

Project Name: Eureka Holdings Day Care Center

Area	Proposed On-Site Stacking			Vehicle		
	Description	Distance	Units	Type	Length (ft)	Capacity
1	Stacking Lane & Drop-Off / Pick-Up Area	155	LF	Car	22	7
2	Parking Spaces for Stacking	Typ. Parking Space		Typ. Car/ Van		2
					Total Stacking Capacity for Cars	**9**

TABLE: A10

Accumulation Assessment Summary

Project Name: Eureka Holdings Day Care Center

Shift / Time	Students	Cars		
		Projected Accumulation	Stacking Provided	Percent Accommodated (On-Site)
Arrival	60	6	9	150%
Dismissal	60	9	9	100%

PM PEAK ACCUMULATION ASSESSMENT

for a New Public School (Countywide)

	Notes		
New School Name		**Eureka Holdings Day Care Center**	
Surrogate School Name	1	**Kids Learning Center at 10825 SW 184 Street**	
Date / Day / Time of Data Collection		**12/9/2014 1:30 PM - 4:00 PM**	(collect maximum accumulation of staged loading vehicles at or around dismissal time on Tuesday, Wednesday or Thursday for elementary, middle, and/or high schools)
Surrogate Enrollment		**60**	Total number of students, E
Capacity of New School		**60**	Student Stations, C
Multiplier	2	**1.00**	[C / E]
Surrogate Accumulations	3	**9**	passenger vehicles (including commercial vans) (Highest Vehicle Accumulation)
		N/A	school buses
		N/A	student vehicles (for high schools only)
Projected Accumulations		**9**	passenger vehicles
		N/A	school buses
		N/A	student vehicles
Provided Spaces	4	**9**	passenger vehicles
		N/A	school buses
		N/A	student vehicles
Percent Accommodated	5	**100%**	passenger vehicles
		N/A	school buses
		N/A	student vehicles

1 The facility to be used as a surrogate school will be determined by MDPWD staff. The surrogate school data is used to form the basis for the projected accumulations.

2 This figure is used to determine projected accumulations at the new school by applying it to existing surrogate school accumulations. It is calculated by dividing the new school student station capacity by the surrogate school student enrollment at the time of accumulation data collection.

3 These are all the school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school.

4 Information must be obtained from a field survey or proposed site plan indicating the total spaces to be provided for each vehicle type at 22 linear feet per passenger vehicle and/or commercial van, and 50 linear feet per large school bus. Credit may be taken for legal parking in paved swale areas along school property frontage. A sketch or site plan (maximum 40 scale) showing the location of these spaces, the type of spaces in each area, and linear footage provided for each area including the width of bus bays is required. On-street bus loading bays are required to have a minimum 14 foot width, on-street passenger vehicle loading bays are required to have a minimum of 10 foot width, and on-street passenger vehicle parking areas are required to have a minimum 8 foot width, unless otherwise allowed.

5 This is calculated as, [(Provided Spaces / Projected Accumulations) x 100], for each vehicle type. MDPWD requires all of the large school bus and student vehicle (if applicable) accumulations to be accommodated. The Department also expects 100 % of the paseenger vehicle accumulation to be accommodated depending on adjacent roadway design and classification, and limitations of the school site.

Please print data collector name, title, mailing address, and phone number:

_____

_____

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_____

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Signature of Data Collector

HLB 2001

AM PEAK ACCUMULATION ASSESSMENT

for a New Public School (Countywide)

	Notes		
New School Name		**Eureka Holdings Day Care Center**	
Surrogate School Name	1	**Kids Learning Center at 10825 SW 184 Street**	
Date / Day / Time of Data Collection		**12/9/2014 7:00 AM - 9:00 AM**	(collect maximum accumulation of staged loading vehicles at or around dismissal time on Tuesday, Wednesday or Thursday for elementary, middle, and/or high schools)
Surrogate Enrollment		**50**	Total number of students, E
Capacity of New School		**60**	Student Stations, C
Multiplier	2	**1.20**	[C / E]
Surrogate Accumulations	3	**5**	passenger vehicles (including commercial vans) (Highest Vehicle Accumulation)
		N/A	school buses
		N/A	student vehicles (for high schools only)
Projected Accumulations		**6**	passenger vehicles
		N/A	school buses
		N/A	student vehicles
Provided Spaces	4	**9**	passenger vehicles
		N/A	school buses
		N/A	student vehicles
Percent Accommodated	5	**150%**	passenger vehicles
		N/A	school buses
		N/A	student vehicles

1 The facility to be used as a surrogate school will be determined by MDPWD staff. The surrogate school data is used to form the basis for the projected accumulations.

2 This figure is used to determine projected accumulations at the new school by applying it to existing surrogate school accumulations. It is calculated by dividing the new school student station capacity by the surrogate school student enrollment at the time of accumulation data collection.

3 These are all the school related loading vehicles which are, legally or illegally, staged or parked, on or neighboring the school.

4 Information must be obtained from a field survey or proposed site plan indicating the total spaces to be provided for each vehicle type at 22 linear feet per passenger vehicle and/or commercial van, and 50 linear feet per large school bus. Credit may be taken for legal parking in paved swale areas along school property frontage. A sketch or site plan (maximum 40 scale) showing the location of these spaces, the type of spaces in each area, and linear footage provided for each area including the width of bus bays is required. On-street bus loading bays are required to have a minimum 14 foot width, on-street passenger vehicle loading bays are required to have a minimum of 10 foot width, and on-street passenger vehicle parking areas are required to have a minimum 8 foot width, unless otherwise allowed.

5 This is calculated as, [(Provided Spaces / Projected Accumulations) x 100], for each vehicle type. MDPWD requires all of the large school bus and student vehicle (if applicable) accumulations to be accommodated. The Department also expects 100 % of the paseenger vehicle accumulation to be accommodated depending on adjacent roadway design and classification, and limitations of the school site.

Please print data collector name, title, mailing address, and phone number:

_____

_____

_____

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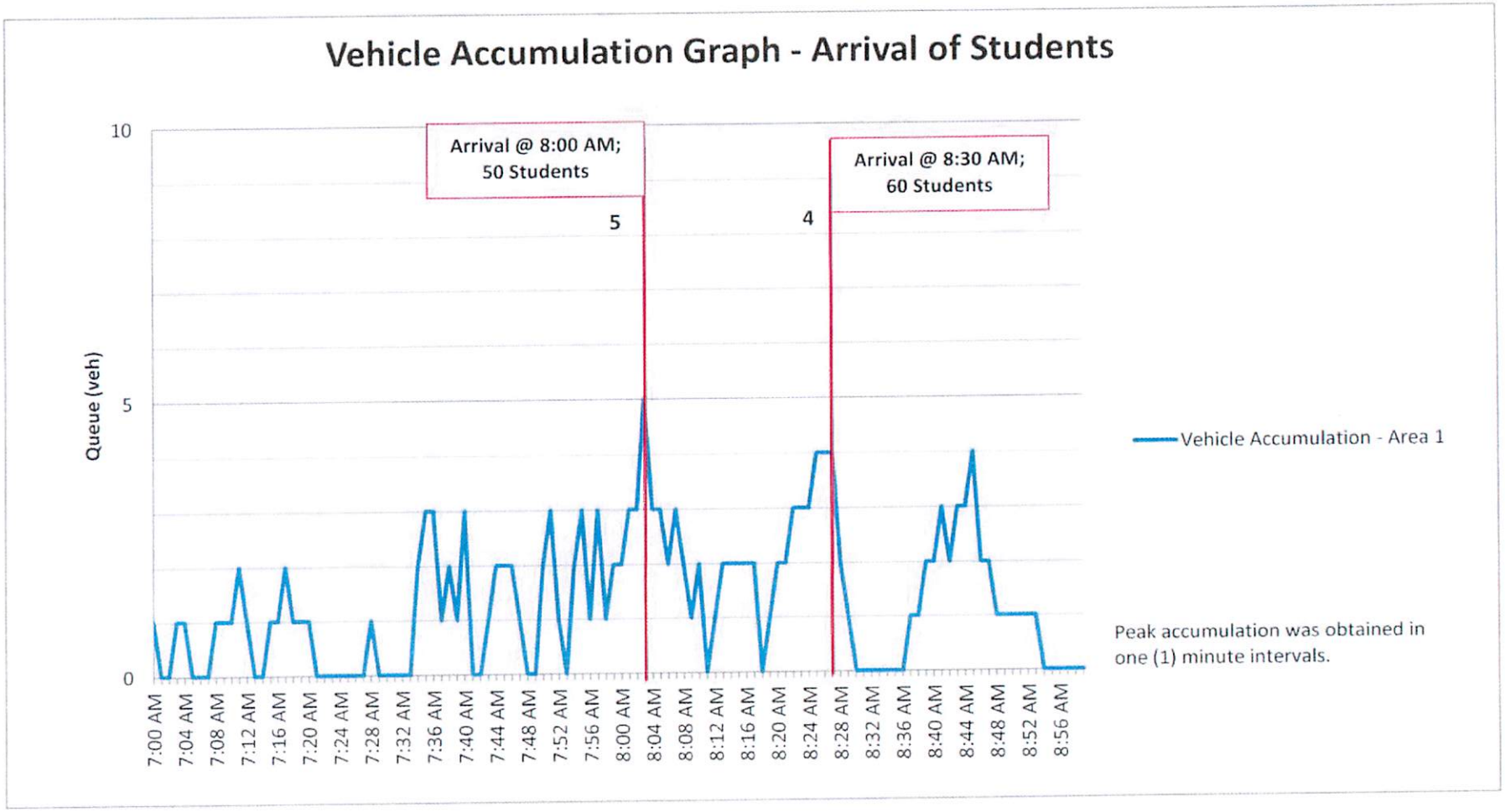
_____

Signature of Data Collector

HLB 2001

Kids Learning Center at 10825 SW 184 Street



Kids Learning Center at 10825 SW 184 Street

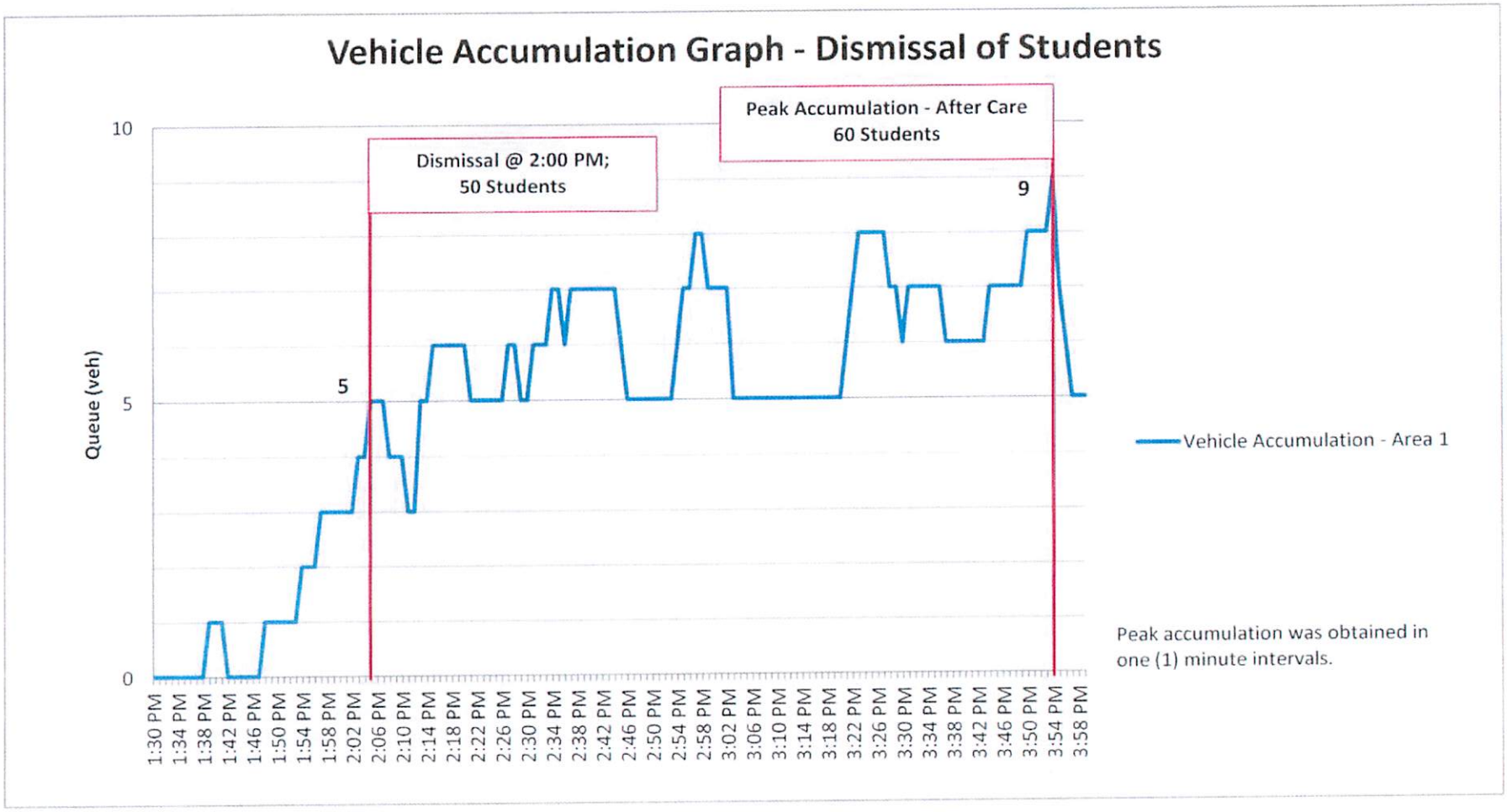


FIGURE:A2

Kids Learning Center

Existing Vehicle Stacking Areas

Queuing and Parking Data Collection Sheet

School Name: Kids Learning Center

School Address: 10825 SW 184 Street, Miami FL

Location: Vehicle Stacking (Total)

Weather: Cloudy

Date: 12/9/2014

Technician: CV

Highest Accumulation

AM: Vehicle Queuing Data/Observations

Time	Passenger Vehicle Trips				Vehicle Queue	School Bus Trips		Bus Queue
	In	Out	Staff - In	Student - In		In	Out	
Beginning of Count					0			0
7:00 AM	1	0	1	0	1	0	0	0
7:01 AM	0	1	0	0	0	0	0	0
7:02 AM	0	0	0	0	0	0	0	0
7:03 AM	1	0	0	0	1	0	0	0
7:04 AM	0	0	0	0	1	0	0	0
7:05 AM	0	1	0	0	0	0	0	0
7:06 AM	0	0	0	0	0	0	0	0
7:07 AM	0	0	0	0	0	0	0	0
7:08 AM	1	0	0	0	1	0	0	0
7:09 AM	0	0	0	0	1	0	0	0
7:10 AM	2	2	0	0	1	0	0	0
7:11 AM	2	1	0	0	2	0	0	0
7:12 AM	0	1	0	0	1	0	0	0
7:13 AM	0	1	0	0	0	0	0	0
7:14 AM	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	1	0	0	0
7:16 AM	0	0	0	0	1	0	0	0
7:17 AM	1	0	0	0	2	0	0	0
7:18 AM	0	1	0	0	1	0	0	0
7:19 AM	0	0	0	0	1	0	0	0
7:20 AM	0	0	1	0	1	0	0	0
7:21 AM	0	1	0	0	0	0	0	0
7:22 AM	1	1	0	0	0	0	0	0
7:23 AM	0	0	0	0	0	0	0	0
7:24 AM	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0
7:26 AM	0	0	0	0	0	0	0	0
7:27 AM	0	0	0	0	0	0	0	0
7:28 AM	1	0	0	0	1	0	0	0
7:29 AM	0	1	0	0	0	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Kids Learning Center

School Address: 10825 SW 184 Street, Miami FL

Location: Vehicle Stacking (Total)

Weather: Cloudy

Date: 12/9/2014

Technician: CV

Highest Accumulation

AM: Vehicle Queuing Data/Observations

Time	Passenger Vehicle Trips				Vehicle Queue	School Bus Trips		Bus Queue
	In	Out	Staff - In	Student - In		In	Out	
7:30 AM	0	0	0	0	0	0	0	0
7:31 AM	0	0	0	0	0	0	0	0
7:32 AM	0	0	0	0	0	0	0	0
7:33 AM	0	0	0	0	0	0	0	0
7:34 AM	2	0	0	0	2	0	0	0
7:35 AM	1	0	0	0	3	0	0	0
7:36 AM	2	2	0	0	3	0	0	0
7:37 AM	0	2	0	0	1	0	0	0
7:38 AM	1	0	0	0	2	0	0	0
7:39 AM	0	1	0	0	1	0	0	0
7:40 AM	2	0	0	0	3	0	0	0
7:41 AM	0	3	0	0	0	0	0	0
7:42 AM	0	0	0	0	0	0	0	0
7:43 AM	1	0	0	0	1	0	0	0
7:44 AM	2	1	0	0	2	0	0	0
7:45 AM	0	0	0	0	2	0	0	0
7:46 AM	0	0	1	0	2	0	0	0
7:47 AM	0	1	0	0	1	0	0	0
7:48 AM	0	1	0	0	0	0	0	0
7:49 AM	1	1	1	0	0	0	0	0
7:50 AM	2	0	0	0	2	0	0	0
7:51 AM	3	2	0	0	3	0	0	0
7:52 AM	0	2	0	0	1	0	0	0
7:53 AM	0	1	0	0	0	0	0	0
7:54 AM	2	0	0	0	2	0	0	0
7:55 AM	2	1	0	0	3	0	0	0
7:56 AM	0	2	0	0	1	0	0	0
7:57 AM	3	1	0	0	3	0	0	0
7:58 AM	0	2	0	0	1	0	0	0
7:59 AM	2	1	0	0	2	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Kids Learning Center

School Address: 10825 SW 184 Street, Miami FL

Location: Vehicle Stacking (Total)

Weather: Cloudy

Date: 12/9/2014

Technician: CV

Highest Accumulation

AM: Vehicle Queuing Data/Observations

Time	Passenger Vehicle Trips				Vehicle Queue	School Bus Trips		Bus Queue
	In	Out	Staff - In	Student - In		In	Out	
8:00 AM	0	0	0	0	2	0	0	0
8:01 AM	1	0	0	0	3	0	0	0
8:02 AM	1	1	1	0	3	0	0	0
8:03 AM	2	0	0	0	5	0	0	0
8:04 AM	0	2	0	0	3	0	0	0
8:05 AM	0	0	0	0	3	0	0	0
8:06 AM	0	1	0	0	2	0	0	0
8:07 AM	1	0	0	0	3	0	0	0
8:08 AM	1	2	0	0	2	0	0	0
8:09 AM	0	1	0	0	1	0	0	0
8:10 AM	1	0	0	0	2	0	0	0
8:11 AM	0	2	0	0	0	0	0	0
8:12 AM	1	0	0	0	1	0	0	0
8:13 AM	1	0	0	0	2	0	0	0
8:14 AM	0	0	0	0	2	0	0	0
8:15 AM	0	0	0	0	2	0	0	0
8:16 AM	0	0	0	0	2	0	0	0
8:17 AM	0	0	0	0	2	0	0	0
8:18 AM	0	2	0	0	0	0	0	0
8:19 AM	1	0	0	0	1	0	0	0
8:20 AM	1	0	0	0	2	0	0	0
8:21 AM	0	0	1	0	2	0	0	0
8:22 AM	1	0	0	0	3	0	0	0
8:23 AM	0	0	2	0	3	0	0	0
8:24 AM	1	1	0	0	3	0	0	0
8:25 AM	1	0	0	0	4	0	0	0
8:26 AM	1	1	0	0	4	0	0	0
8:27 AM	0	0	0	0	4	0	0	0
8:28 AM	0	2	0	0	2	0	0	0
8:29 AM	1	2	0	0	1	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Kids Learning Center

School Address: 10825 SW 184 Street, Miami FL

Location: Vehicle Stacking (Total)

Weather: Cloudy

Date: 12/9/2014

Technician: CV

Highest Accumulation

AM: Vehicle Queuing Data/Observations

Time	Passenger Vehicle Trips				Vehicle Queue	School Bus Trips		Bus Queue
	In	Out	Staff - In	Student - In		In	Out	
8:30 AM	0	1	0	0	0	0	0	0
8:31 AM	0	0	0	0	0	0	0	0
8:32 AM	0	0	0	0	0	0	0	0
8:33 AM	0	0	0	0	0	0	0	0
8:34 AM	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0
8:36 AM	0	0	0	0	0	0	0	0
8:37 AM	1	0	0	0	1	0	0	0
8:38 AM	0	0	0	0	1	0	0	0
8:39 AM	1	0	0	0	2	0	0	0
8:40 AM	0	0	0	0	2	0	0	0
8:41 AM	1	0	0	0	3	0	0	0
8:42 AM	0	1	1	0	2	0	0	0
8:43 AM	1	0	2	0	3	0	0	0
8:44 AM	0	0	0	0	3	0	0	0
8:45 AM	2	1	1	0	4	0	0	0
8:46 AM	0	2	0	0	2	0	0	0
8:47 AM	0	0	0	0	2	0	0	0
8:48 AM	0	1	0	0	1	0	0	0
8:49 AM	0	0	0	0	1	0	0	0
8:50 AM	0	0	0	0	1	0	0	0
8:51 AM	1	1	0	0	1	0	0	0
8:52 AM	1	1	0	0	1	0	0	0
8:53 AM	0	0	0	0	1	0	0	0
8:54 AM	0	1	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	0
8:56 AM	0	0	0	0	0	0	0	0
8:57 AM	0	0	1	0	0	0	0	0
8:58 AM	0	0	0	0	0	0	0	0
8:59 AM	0	0	0	0	0	0	0	0
Total	61	61	13	0		0	0	

Queuing and Parking Data Collection Sheet

School Name: Kids Learning Center

School Address: 10825 SW 184 Street, Miami FL

Location: Vehicle Stacking (Total)

Weather: Cloudy

Date: 12/9/2014

Technician: CV

Highest Accumulation

PM: Vehicle Queuing Data/Observations

Time	Passenger Vehicle Trips				Vehicle Queue	School Bus Trips		Bus Queue
	In	Out	Staff - Out	Student - Out		In	Out	0
Beginning of Count					0			0
1:30 PM	0	0	0	0	0	0	0	0
1:31 PM	0	0	0	0	0	0	0	0
1:32 PM	0	0	0	0	0	0	0	0
1:33 PM	0	0	0	0	0	0	0	0
1:34 PM	0	0	0	0	0	0	0	0
1:35 PM	0	0	0	0	0	0	0	0
1:36 PM	0	0	0	0	0	0	0	0
1:37 PM	0	0	0	0	0	0	0	0
1:38 PM	0	0	0	0	0	0	0	0
1:39 PM	1	0	0	0	1	0	0	0
1:40 PM	0	0	0	0	1	0	0	0
1:41 PM	0	0	0	0	1	0	0	0
1:42 PM	0	1	1	0	0	0	0	0
1:43 PM	0	0	1	0	0	0	0	0
1:44 PM	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0
1:46 PM	0	0	0	0	0	0	0	0
1:47 PM	0	0	0	0	0	0	0	0
1:48 PM	1	0	1	0	1	0	0	0
1:49 PM	0	0	1	0	1	0	0	0
1:50 PM	0	0	0	0	1	0	0	0
1:51 PM	0	0	0	0	1	0	0	0
1:52 PM	0	0	0	0	1	0	0	0
1:53 PM	0	0	0	0	1	0	0	0
1:54 PM	1	0	0	0	2	0	0	0
1:55 PM	0	0	0	0	2	0	0	0
1:56 PM	0	0	0	0	2	0	0	0
1:57 PM	1	0	0	0	3	0	0	0
1:58 PM	0	0	0	0	3	0	0	0
1:59 PM	0	0	0	0	3	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Kids Learning Center

School Address: 10825 SW 184 Street, Miami FL

Location: Vehicle Stacking (Total)

Weather: Cloudy

Date: 12/9/2014

Technician: CV

Highest Accumulation

PM: Vehicle Queuing Data/Observations

Time	Passenger Vehicle Trips				Vehicle Queue	School Bus Trips		Bus Queue
	In	Out	Staff - Out	Student - Out		In	Out	0
2:00 PM	0	0	0	0	3	0	0	0
2:01 PM	0	0	0	0	3	0	0	0
2:02 PM	0	0	0	0	3	0	0	0
2:03 PM	1	0	1	0	4	0	0	0
2:04 PM	0	0	0	0	4	0	0	0
2:05 PM	1	0	0	0	5	0	0	0
2:06 PM	0	0	0	0	5	0	0	0
2:07 PM	0	0	0	0	5	0	0	0
2:08 PM	0	1	0	0	4	0	0	0
2:09 PM	0	0	0	0	4	0	0	0
2:10 PM	0	0	0	0	4	0	0	0
2:11 PM	0	1	0	0	3	0	0	0
2:12 PM	0	0	0	0	3	0	0	0
2:13 PM	2	0	0	0	5	0	0	0
2:14 PM	0	0	0	0	5	0	0	0
2:15 PM	1	0	0	0	6	0	0	0
2:16 PM	0	0	0	0	6	0	0	0
2:17 PM	0	0	0	0	6	0	0	0
2:18 PM	0	0	0	0	6	0	0	0
2:19 PM	0	0	0	0	6	0	0	0
2:20 PM	0	0	0	0	6	0	0	0
2:21 PM	0	1	0	0	5	0	0	0
2:22 PM	0	0	0	0	5	0	0	0
2:23 PM	0	0	0	0	5	0	0	0
2:24 PM	0	0	0	0	5	0	0	0
2:25 PM	0	0	0	0	5	0	0	0
2:26 PM	0	0	0	0	5	0	0	0
2:27 PM	1	0	0	0	6	0	0	0
2:28 PM	0	0	0	0	6	0	0	0
2:29 PM	0	1	0	0	5	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Kids Learning Center

School Address: 10825 SW 184 Street, Miami FL

Location: Vehicle Stacking (Total)

Weather: Cloudy

Date: 12/9/2014

Technician: CV

Highest Accumulation

PM: Vehicle Queuing Data/Observations

Time	Passenger Vehicle Trips				Vehicle Queue	School Bus Trips		Bus Queue
	In	Out	Staff - Out	Student - Out		In	Out	0
2:30 PM	0	0	0	0	5	0	0	0
2:31 PM	1	0	0	0	6	0	0	0
2:32 PM	0	0	0	0	6	0	0	0
2:33 PM	0	0	0	0	6	0	0	0
2:34 PM	1	0	0	0	7	0	0	0
2:35 PM	0	0	0	0	7	0	0	0
2:36 PM	0	1	0	0	6	0	0	0
2:37 PM	1	0	0	0	7	0	0	0
2:38 PM	0	0	0	0	7	0	0	0
2:39 PM	1	1	0	0	7	0	0	0
2:40 PM	0	0	0	0	7	0	0	0
2:41 PM	0	0	0	0	7	0	0	0
2:42 PM	0	0	0	0	7	0	0	0
2:43 PM	0	0	0	0	7	0	0	0
2:44 PM	0	0	0	0	7	0	0	0
2:45 PM	0	1	0	0	6	0	0	0
2:46 PM	0	1	0	0	5	0	0	0
2:47 PM	0	0	0	0	5	0	0	0
2:48 PM	0	0	0	0	5	0	0	0
2:49 PM	0	0	0	0	5	0	0	0
2:50 PM	0	0	0	0	5	0	0	0
2:51 PM	0	0	0	0	5	0	0	0
2:52 PM	0	0	0	0	5	0	0	0
2:53 PM	0	0	0	0	5	0	0	0
2:54 PM	1	0	0	0	6	0	0	0
2:55 PM	1	0	0	0	7	0	0	0
2:56 PM	0	0	0	0	7	0	0	0
2:57 PM	1	0	0	0	8	0	0	0
2:58 PM	0	0	0	0	8	0	0	0
2:59 PM	0	1	0	0	7	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Kids Learning Center

School Address: 10825 SW 184 Street, Miami FL

Location: Vehicle Stacking (Total)

Weather: Cloudy

Date: 12/9/2014

Technician: CV

Highest Accumulation

PM: Vehicle Queuing Data/Observations

Time	Passenger Vehicle Trips				Vehicle Queue	School Bus Trips		Bus Queue
	In	Out	Staff - Out	Student - Out		In	Out	0
3:00 PM	0	0	0	0	7	0	0	0
3:01 PM	0	0	0	0	7	0	0	0
3:02 PM	0	0	1	0	7	0	0	0
3:03 PM	0	2	0	0	5	0	0	0
3:04 PM	0	0	0	0	5	0	0	0
3:05 PM	0	0	0	0	5	0	0	0
3:06 PM	0	0	0	0	5	0	0	0
3:07 PM	0	0	0	0	5	0	0	0
3:08 PM	0	0	0	0	5	0	0	0
3:09 PM	0	0	1	0	5	0	0	0
3:10 PM	0	0	0	0	5	0	0	0
3:11 PM	0	0	0	0	5	0	0	0
3:12 PM	0	0	0	0	5	0	0	0
3:13 PM	0	0	0	0	5	0	0	0
3:14 PM	0	0	0	0	5	0	0	0
3:15 PM	0	0	0	0	5	0	0	0
3:16 PM	0	0	0	0	5	0	0	0
3:17 PM	0	0	0	0	5	0	0	0
3:18 PM	0	0	0	0	5	0	0	0
3:19 PM	0	0	0	0	5	0	0	0
3:20 PM	0	0	0	0	5	0	0	0
3:21 PM	1	0	0	0	6	0	0	0
3:22 PM	1	0	0	0	7	0	0	0
3:23 PM	1	0	0	0	8	0	0	0
3:24 PM	0	0	0	0	8	0	0	0
3:25 PM	0	0	0	0	8	0	0	0
3:26 PM	1	1	0	0	8	0	0	0
3:27 PM	1	1	0	0	8	0	0	0
3:28 PM	0	1	0	0	7	0	0	0
3:29 PM	0	0	0	0	7	0	0	0

Queuing and Parking Data Collection Sheet

School Name: Kids Learning Center

School Address: 10825 SW 184 Street, Miami FL

Location: Vehicle Stacking (Total)

Weather: Cloudy

Date: 12/9/2014

Technician: CV

Highest Accumulation

PM: Vehicle Queuing Data/Observations

Time	Passenger Vehicle Trips				Vehicle Queue	School Bus Trips		Bus Queue
	In	Out	Staff - Out	Student - Out		In	Out	0
3:30 PM	0	1	0	0	6	0	0	0
3:31 PM	1	0	0	0	7	0	0	0
3:32 PM	1	1	0	0	7	0	0	0
3:33 PM	0	0	0	0	7	0	0	0
3:34 PM	0	0	0	0	7	0	0	0
3:35 PM	0	0	0	0	7	0	0	0
3:36 PM	0	0	0	0	7	0	0	0
3:37 PM	0	1	0	0	6	0	0	0
3:38 PM	0	0	0	0	6	0	0	0
3:39 PM	1	1	0	0	6	0	0	0
3:40 PM	0	0	0	0	6	0	0	0
3:41 PM	0	0	0	0	6	0	0	0
3:42 PM	0	0	0	0	6	0	0	0
3:43 PM	0	0	0	0	6	0	0	0
3:44 PM	1	0	0	0	7	0	0	0
3:45 PM	0	0	0	0	7	0	0	0
3:46 PM	0	0	0	0	7	0	0	0
3:47 PM	0	0	0	0	7	0	0	0
3:48 PM	0	0	0	0	7	0	0	0
3:49 PM	1	1	0	0	7	0	0	0
3:50 PM	1	0	0	0	8	0	0	0
3:51 PM	0	0	0	0	8	0	0	0
3:52 PM	0	0	0	0	8	0	0	0
3:53 PM	1	1	0	0	8	0	0	0
3:54 PM	1	0	0	0	9	0	0	0
3:55 PM	0	2	0	0	7	0	0	0
3:56 PM	0	1	0	0	6	0	0	0
3:57 PM	0	1	0	0	5	0	0	0
3:58 PM	0	0	0	0	5	0	0	0
3:59 PM	1	1	0	0	5	0	0	0
Total	31	26	7	0		0	0	