WORK ORDER #GPC V-28

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION

IMPACT OF

PortMiami Tunnel

ON DOWNTOWN TRAFFIC CONGESTION



APPENDIX









Kimley»Horn

TL260147.14

Appendix A:

Traffic Data, Downtown Truck Percentages, and FDOT Tunnel Analysis

Traffic Data: See Subappendix A

Truck Percentages

A.M and P.M. Truck Percentages (Based on Daily)

Int ID	Intersection	Truck %
1	N Bayshore Drive and NE 15th Street	7.2
2	N Miami Avenue and N 14th Street	4.4
3	NE 2nd Avenue and NE 13th Street	2.4
4	N Miami Avenue and N 11th Street	2.9
5	N Miami Avenue and N 10th Street	4.6
6	NE 2nd Avenue and NE 10th Street	9.3
7	Biscayne Boulevard (US 1) and NE 10th Street	4.6
8	N Miami Avenue and N 8th Street	3.4
9	NE 1st Avenue and NE 8th Street	14.2
10	NE 2nd Avenue and NE 8th Street	10.2
11	NW 2nd Avenue and NW 6th Street	4.4
12	N Miami Avenue and N 6th Street	5.1
13	NE 1st Avenue and NE 6th Street	15.4
14	NW 2nd Avenue and NW 5th Street	5.7
15	NW 1st Avenue and NW 5th Street	6.4
16	N Miami Avenue and N 5th Street	4.6
17	Biscayne Boulevard (US 1) (SB) and NE 4th Street	4.5
18	Biscayne Boulevard (US 1) (NB) and NE 4th Street	5
19	NW 3rd Avenue and NW 3rd Street	0.3
20	NW 2nd Avenue and NW 3rd Street	2.6
21	NW 1st Avenue and NW 3rd Street	3.4
22	N Miami Avenue and N 3rd Street	4.1
23	NE 1st Avenue and NE 3rd Street	2.6
24	Biscayne Boulevard (US 1) (SB) and NE 3rd Street	3.8
25	Biscayne Boulevard (US 1) (NB) and NE 3rd Street	3.7
26	NW 2nd Avenue and NW 2nd Street	4.3
27	N Miami Avenue and N 2nd Street	3.3
28	NE 1st Avenue and NE 2nd Street	4.2
29	Biscayne Boulevard (US 1) (SB) and NE 2nd Street	2.7
30	Biscayne Boulevard (US 1) (NB) and NE 2nd Street	3.5
31	NW 3rd Avenue and NW 1st Street	6.4
32	NW 2nd Avenue and NW 1st Street	5.8
33	NW 1st Avenue and NW 1st Street	5.3
34	N Miami Avenue and N 1st Street	7.3
35	NE 1st Avenue and NE 1st Street	10.9
36	NE 2nd Avenue and NE 1st Street	7.4
37	Biscayne Boulevard (US 1) (SB) and NE 1st Street	3
38	W Flagler Street and W 2nd Avenue	4.7
39	W Flagler Street and W 1st Avenue	6.8
40	Flagler Street and Miami Avenue	1.3
41	E Flagler Street and E 1st Avenue	3.5
42	E Flagler Sreet and E 2nd Avenue	1.3
43	E Flagler Sreet and E 3rd Avenue	0.8
44	E Flagler Street and Biscayne Boulevard (US 1) (SB)	1.4
45	E Flagler Street and Biscayne Boulevard (US 1) (NB)	3.2
46	SW 2nd Avenue and SW 1st Street	5.6
47	S Miami Avenue and S 1st Street	9.2
48	SE 1st Avenue and SE 1st Street	8.9
49	SW 2nd Avenue and SW 3rd Street	2.7
50	SE 3th Street and 95 off-ramp/ SE 2nd Ave	1.9
	Average	5.0
	SE/SW 1st Street	8.0
	N 5th Street	6.0
	N 6th Street	8.0
	NE 2nd Avenue	7.0

A.M and P.M. Truck Percentages (Based on Daily)

Int ID	Intersection	Truck %
1	NE 10th Street and NE 2nd Avenue	9.3
2	NE 8th Street and NE 2nd Avenue	10.2
3	NW 6th Street and NW 2nd Avenue	4.4
4	NE 8th Street and NE 1st Avenue	14.2
5	NE 6th Street and NE 1st Avenue	15.4
6	North Miami Avenue and NE/NW 6th Street	5.1
7	NW 2nd Avenue and NW 5th Street	5.7
8	North Miami Avenue and NE/NW 5th Street	4.6
	Average	8.6
	N 5th Street	5.0
	N 6th Street	8.0
	NE 2nd Avenue	7.0
	NW 2nd Avenue	5.0

A.M and P.M. Truck Percentages (Based on Daily)

Int ID	Intersection	Truck %
1	NE 10th Street and NE 2nd Avenue	3.7
2	NE 8th Street and NE 2nd Avenue	3.5
3	NW 6th Street and NW 2nd Avenue	4.7
4	NE 8th Street and NE 1st Avenue	3.6
5	NE 6th Street and NE 1st Avenue	4.6
6	North Miami Avenue and NE/NW 6th Street	4.1
7	NW 2nd Avenue and NW 5th Street	3.6
8	North Miami Avenue and NE/NW 5th Street	2.8
	Average	3.8
	N 5th Street	3.0
	N 6th Street	4.0
	NE 2nd Avenue	2.0
	NW 2nd Avenue	4.0

FDOT Tunnel Analysis

MEMORANDUM

DATE: November 17, 2014

TO: Hugo Llamas, E.I.
Project Manager
Intermodal Systems Planning Office
Florida Department of Transportation, District Six
Adam Leigh Cann Building
1000 NW 111th Avenue, Room 6111A
Miami, FL 33172

FROM: Juan S. Calderon, P.E., PTOE, Project Manager

C.C: Neil Lyn, E.I. FDOT District DSA.

SUBJECT: Port Miami Traffic Data Collection-Port of Miami Tunnel and Port Blvd Bridge

1.0 Objective:

The purpose of this memorandum is to summarize the traffic data collection performed concurrently at the Port of Miami Tunnel and the Port Boulevard/Port bridge to access the Port Miami. This memorandum also compares this year data collection effort with the data collected prior the opening of the tunnel. As part of this study, vehicles and trucks were classified considering FHWA scheme 13 during seven consecutive days. All data reported under this study was documented in the appropriate format for SPS the approved FDOT software and tabulated per 15-minute intervals.

2.0 Traffic Data collection Process:

CALTRAN Engineering Group, Inc. collected traffic data within the Port Miami at two different locations, Port Boulevard/Port Bridge (Sta. 870001) and Port of Miami Tunnel (Sta. 870002). The data was collected from November 3rd through November 9th of 2014 with the purpose of acquiring the vehicles classification as per the FHWA scheme 13 (See **Appendix A**). The classification stations were placed at; the entrance and exit of the tunnel, and at Port Boulevard near the Port main access bridge for both bounds. All data reported was documented and processed in the appropriate format for SPS the approved FDOT software and tabulated per 15-minute intervals. The 2014 raw data is presented in **Appendix B** which also includes the 2013 raw data.



Figure 1. Station Locations

3.0 Traffic Data Analysis:

As part of the analysis, the information collected was compared with the data collected last year at Port Boulevard prior the opening of the tunnel. The 2013 data was acquired from December 11th to December 17th. This data analysis allows a preliminary evaluation detailing the traffic re-distribution since the opening of the Port of Miami Tunnel in August 3rd, 2014. **Table 1** presents a summary of the weekday, weekend and weekly traffic data on all access of Port Miami for both study years.

In addition, an evaluation of every day of the week (Monday through Sunday) per each of the FHWA category including weekday, weekend and weekly averages at the all accesses of Port Miami for the specific weeks in 2013 and 2014 is also documented in **Appendix C**.

Based on the data collected the following information can be established regarding the Port Miami traffic conditions:

- The average weekly traffic for the concerned 2014 week at the Port Miami is 22,616 vehicles per day; this traffic includes the average weekly traffic of the new tunnel and the port boulevard bridge. These results are 22.6% greater than to average weekly traffic for the data collected in December 2013 at the Port Boulevard/Port Bridge.

Table 1. Total Volumes

2013 Port Boulevard/Port Bridge/Overall Port Miami									
Categories	Weekday			Weekend			Weekly		
	Tot. Truck	Tot. Vol.	%Trk	Tot. Truck	Tot. Vol.	%Trk	Tot. Truck	Tot. Vol.	%Trk
EB	3,411	9,255	37%	2,095	8,098	26%	2,753	8,676	32%
WB	2,407	9,553	25%	2,793	9,963	28%	2,600	9,758	27%
Both Directions	5,818	18,808	31%	4,888	18,061	27%	5,353	18,434	29%
2014 Port Boulevard/Port Bridge									
EB	763	5,876	13%	449	6,345	7%	606	6,110	10%
WB	453	5,016	9%	494	6,472	8%	473	5,744	8%
Both Directions	1,217	10,892	11%	942	12,816	7%	1,079	11,854	9%
2014 Port Miami Tunnel									
EB	1,678	4,566	37%	513	5,937	9%	1,095	5,251	21%
WB	2,156	5,192	42%	1,312	5,830	22%	1,734	5,511	31%
Both Directions	3,834	9,758	39%	1,825	11,767	16%	2,829	10,762	26%
2014 Overall Port Miami									
EB	2,441	10,442	23%	962	12,282	8%	1,701	11,362	15%
WB	2,609	10,208	26%	1,805	12,301	15%	2,207	11,254	20%
Both Directions	5,050	20,649	24%	2,767	24,583	11%	3,908	22,616	17%

The current traffic accessing the Port of Miami has been redistributed between the port tunnel and the Port Boulevard. During the concerning week of 2014 the traffic accessing the port is divided between Port Boulevard and the tunnel with respectively ratios of 53%-47% for the weekday average, 52%-48% for the weekend average, and 52%-48% for the weekly average.

- **2014 Port Miami Overall Traffic:** Saturday November 8th, reported the highest traffic volume detected, while the highest truck factor was observed on Thursday 6th with 26.58%. However, the truck factor for the weekly average was reported to be 17.28%. The FHWA category 9 presented the highest traffic volume during the weekday and weekly averages, while during the weekend; category 5 presented the highest volume in traffic.

- **2014 Port of Miami Tunnel Traffic:** Saturday November 8th, reported the highest traffic volume, while the highest truck factor was observed on Wednesday 5th with 43.14%. The weekly average for the truck factor was reported to be 26.29%. The FHWA category 9 presented the highest traffic volume during the weekday and weekly averages, then, during the weekend; category 15 presented the highest truck volume in traffic.

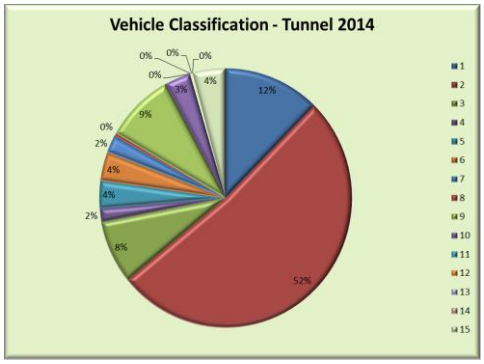


Figure 2. Vehicle Classification - Tunnel 2014

- **2014 Port Boulevard /Port Bridge traffic:** Saturday November 8th, reported the highest traffic volume, while the highest truck factor was observed on Tuesday 4th with 13.21%. The weekly average for the truck factor was reported to be 9.11%. The FHWA category 5 presented the highest volumes during the weekday, weekly, and weekend averages.

- **2013 Port Boulevard / 2013 overall Port Miami traffic:** Thursday December 12th, reported the highest traffic volume, while the highest truck factor was observed on Monday 9th with 37.43%. The weekly average for the truck factor was reported to be 29.04%. The FHWA category 9 presented the highest volumes during the weekday, weekly, and weekend averages.

4.0 Conclusions

This analysis used traffic data from 2013 for the Port Boulevard, and from 2014 for Port Boulevard as well, and the recently opened Port of Miami Tunnel. As per the FHWA vehicle classification, truck vehicles are considered to fall under the categories from 5 to 13. However, upon assessment of the results, it was necessary to include categories 14 and 15 which usually vehicles under those categories are classified as unknown; but the data shows a significant number of vehicles.

The traffic data collected along Port Boulevard and Port of Miami Tunnel shows that since the opening of the tunnel in August 2014 the weekly average volume for the traffic entering/exiting the port through Port Boulevard or Port Bridge has been reduced in around 35%, while the weekly truck average has been reduced in about 77%.

A separate memorandum will provide data validation information collected through video-observations during the peak periods as well as to develop an independent truck classification (i.e. vehicles with trailers, vehicles with chassis only, vehicles with 20 foot containers, vehicles with 40/45 foot containers, vehicles with fuel tanks, dump trucks) that could support the assessment of heavy traffic ingressing and egressing the Port Miami.

Appendix

Appendix A

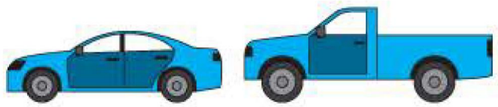
FHWA Classification Table

FHWA Vehicle Classifications

1. Motorcycles
2 axles, 2 or 3 tires



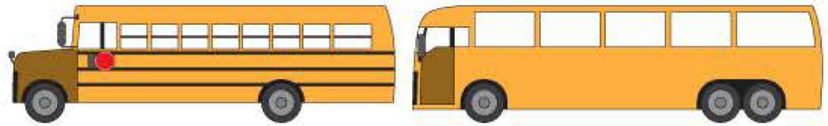
2. Passenger Cars
2 axles, can have 1- or 2-axle trailers



3. Pickups, Panels, Vans
2 axles, 4-tire single units
Can have 1 or 2 axle trailers



4. Buses
2 or 3 axles, full length



5. Single Unit 2-Axle Trucks
2 axles, 6 tires (dual rear tires), single-unit



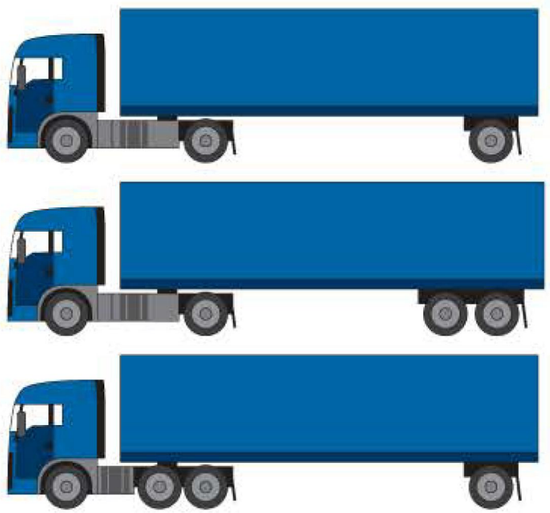
6. Single Unit 3-Axle Trucks
3 axles, single unit



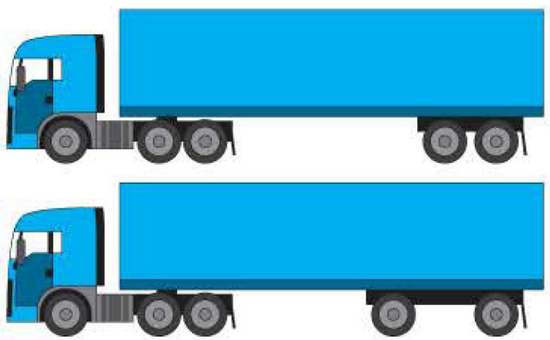
7. Single Unit 4 or More-Axle Trucks
4 or more axles, single unit



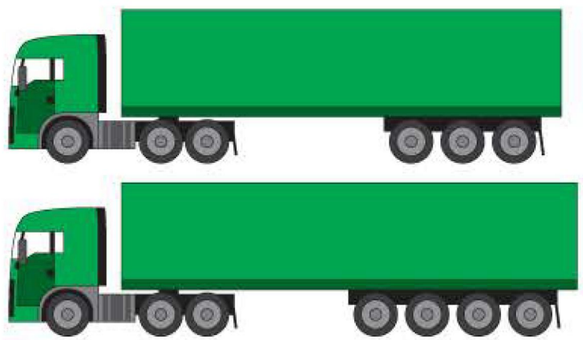
8. Single Trailer 3- or 4-Axle Trucks
3 or 4 axles, single trailer



9. Single Trailer 5-Axle Trucks
5 axles, single trailer



10. Single Trailer 6 or More-Axle Trucks
6 or more axles, single trailer



11. Multi-Trailer 5 or Less-Axle Trucks
5 or less axles, multiple trailers



12. Multi-Trailer 6-Axle Trucks
6 axles, multiple trailers



13. Multi-Trailer 7 or More-Axle Trucks
7 or more axles, multiple trailers



Appendix B

Traffic Data Collection

2013 Port Boulevard

County: 99
Station: 5001
Description: PORT OF MIAMI EB & WB
Start Date: 12/12/2013
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	5	3	2	6	16	39	48	11	12	110	126
0100	0	1	6	0	7	4	10	7	8	29	36
0200	1	4	1	1	7	11	15	7	3	36	43
0300	4	1	0	14	19	4	8	10	3	25	44
0400	3	9	43	80	135	2	1	1	2	6	141
0500	82	103	133	161	479	11	5	20	20	56	535
0600	134	201	221	257	813	27	15	25	33	100	913
0700	205	237	263	263	968	60	122	136	193	511	1479
0800	253	265	285	317	1120	214	224	221	219	878	1998
0900	313	279	261	275	1128	235	322	303	330	1190	2318
1000	230	230	225	188	873	312	289	251	303	1155	2028
1100	233	193	199	222	847	232	248	264	301	1045	1892
1200	223	215	202	221	861	281	255	258	251	1045	1906
1300	180	185	187	187	739	256	212	257	225	950	1689
1400	187	166	139	147	639	280	207	206	155	848	1487
1500	133	114	99	86	432	196	185	154	176	711	1143
1600	89	61	68	84	302	226	181	166	138	711	1013
1700	68	77	52	59	256	156	91	91	78	416	672
1800	46	46	76	45	213	98	55	45	41	239	452
1900	45	37	28	31	141	54	23	29	19	125	266
2000	28	14	16	16	74	41	44	57	55	197	271
2100	21	22	15	18	76	59	38	22	13	132	208
2200	11	4	20	24	59	26	19	13	14	72	131
2300	12	11	11	9	43	14	16	24	14	68	111
24-Hour Totals:					10247					10655	20902

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	1194	845	1079	845	2249
P.M.	1200	861	1200	1045	1200	1906
Daily	830	1194	915	1267	900	2318

Truck Percentage 38.84 21.49 30.00

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	342	4609	1316	357	540	590	36	528	814	270	2	0	127	716	0	3980	10247
W	134	6784	1447	264	282	558	13	481	380	80	1	0	20	211	0	2290	10655

Generated by SPS 5.0.26

County: 99
Station: 5001
Description: PORT OF MIAMI EB & WB
Start Date: 12/11/2013
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	3	8	1	4	16	17	13	4	5	39	55
0100	1	1	7	2	11	17	12	7	6	42	53
0200	3	1	1	5	10	4	3	5	3	15	25
0300	2	4	4	4	14	12	4	0	2	18	32
0400	3	5	25	72	105	2	1	2	5	10	115
0500	43	57	113	139	352	7	10	9	32	58	410
0600	127	186	203	188	704	30	21	28	24	103	807
0700	175	218	225	229	847	38	71	108	153	370	1217
0800	223	239	259	274	995	178	195	215	190	778	1773
0900	270	248	204	242	964	242	260	278	236	1016	1980
1000	169	170	152	156	647	221	217	246	220	904	1551
1100	149	174	147	165	635	210	242	255	247	954	1589
1200	166	152	173	178	669	273	234	233	201	941	1610
1300	136	134	150	169	589	215	194	211	222	842	1431
1400	162	146	139	140	587	262	209	228	233	932	1519
1500	111	94	87	99	391	222	223	220	259	924	1315
1600	89	72	66	64	291	278	238	256	257	1029	1320
1700	53	55	45	36	189	324	213	181	172	890	1079
1800	51	53	55	41	200	204	138	117	100	559	759
1900	29	29	15	21	94	96	96	75	44	311	405
2000	15	18	8	14	55	68	39	43	38	188	243
2100	11	12	12	14	49	42	32	47	23	144	193
2200	5	3	10	4	22	60	30	23	26	139	161
2300	3	2	5	12	22	38	29	26	23	116	138
24-Hour Totals:					8458					11322	19780

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	1051	845	970	845	1966
P.M.	1200	669	1615	1075	1200	1610
Daily	830	1051	1615	1075	900	1980
Truck Percentage	42.56		30.44		35.62	

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	316	2985	1557	210	598	615	43	416	843	241	0	0	118	516	0	3600	8458
W	219	6422	1235	180	280	792	27	439	1167	200	0	0	58	303	0	3446	11322

Generated by SPS 5.0.26

County: 99
Station: 5001
Description: PORT OF MIAMI EB & WB
Start Date: 12/17/2013
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	8	4	5	1	18	13	11	11	3	38	56
0100	1	4	5	2	12	9	2	6	3	20	32
0200	1	0	2	1	4	1	2	3	0	6	10
0300	4	8	1	5	18	2	3	12	0	17	35
0400	1	3	7	58	69	0	2	9	1	12	81
0500	49	64	98	141	352	9	5	13	13	40	392
0600	133	191	203	195	722	11	19	11	24	65	787
0700	163	178	198	208	747	35	107	95	123	360	1107
0800	216	210	212	259	897	133	108	99	119	459	1356
0900	233	181	184	160	758	150	127	139	118	534	1292
1000	150	142	141	131	564	152	159	138	143	592	1156
1100	143	136	140	131	550	107	152	130	171	560	1110
1200	127	124	130	131	512	160	155	137	146	598	1110
1300	142	129	124	139	534	124	148	136	149	557	1091
1400	122	110	110	85	427	201	145	139	162	647	1074
1500	87	90	87	79	343	197	154	174	121	646	989
1600	78	64	63	57	262	251	157	178	194	780	1042
1700	37	46	44	34	161	320	228	209	172	929	1090
1800	43	43	63	50	199	184	182	172	120	658	857
1900	22	30	16	19	87	100	81	63	45	289	376
2000	17	19	15	12	63	60	29	36	20	145	208
2100	11	11	14	18	54	24	22	35	50	131	185
2200	7	3	7	4	21	42	40	19	12	113	134
2300	6	8	6	10	30	18	9	19	16	62	92
24-Hour Totals:					7404					8258	15662

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	914	845	535	845	1392
P.M.	1300	534	1645	951	1315	1148
Daily	815	914	1645	951	845	1392

Truck Percentage 41.19 29.74 35.16

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	224	2971	1159	141	328	375	32	351	1023	225	0	0	112	463	0	3050	7404
W	193	4585	1024	125	245	741	54	281	682	113	0	0	43	172	0	2456	8258

Generated by SPS 5.0.26

County: 99
Station: 5001
Description: PORT OF MIAMI EB & WB
Start Date: 12/16/2013
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	5	2	3	2	12	33	14	14	11	72	84
0100	5	6	5	6	22	2	2	7	11	22	44
0200	2	2	0	1	5	1	6	0	6	13	18
0300	4	2	3	11	20	7	10	10	4	31	51
0400	12	9	23	59	103	1	1	5	1	8	111
0500	54	76	103	168	401	7	12	10	13	42	443
0600	120	191	190	146	647	19	23	15	26	83	730
0700	233	191	206	197	827	23	62	96	110	291	1118
0800	164	213	230	261	868	102	114	104	119	439	1307
0900	231	219	194	178	822	132	142	144	170	588	1410
1000	164	165	159	162	650	139	155	155	147	596	1246
1100	151	159	166	175	651	154	172	179	224	729	1380
1200	151	162	168	167	648	201	193	164	120	678	1326
1300	170	146	184	163	663	137	149	172	134	592	1255
1400	143	139	131	112	525	199	168	158	191	716	1241
1500	88	82	92	89	351	231	177	214	165	787	1138
1600	84	65	82	76	307	172	157	223	203	755	1062
1700	70	44	38	52	204	275	192	168	190	825	1029
1800	62	78	48	61	249	214	172	156	133	675	924
1900	29	31	44	33	137	119	85	91	69	364	501
2000	16	21	26	5	68	45	41	34	34	154	222
2100	13	22	10	17	62	22	36	40	22	120	182
2200	4	6	2	2	14	22	22	30	20	94	108
2300	4	8	8	10	30	18	14	14	17	63	93
24-Hour Totals:					8286					8737	17023

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	941	845	537	845	1442
P.M.	1215	667	1630	893	1200	1326
Daily	830	941	1630	893	1130	1451

Truck Percentage 41.60 36.31 38.88

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	261	3381	1197	131	344	508	22	429	1032	270	0	0	106	605	0	3447	8286
W	216	4405	944	117	221	583	52	293	1326	236	0	0	63	281	0	3172	8737

Generated by SPS 5.0.26

County: 99
Station: 5001
Description: PORT OF MIAMI EB & WB
Start Date: 12/15/2013
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	3	3	0	1	7	23	7	4	4	38	45
0100	0	0	0	1	1	8	3	4	1	16	17
0200	5	0	0	0	5	2	2	1	1	6	11
0300	4	2	5	10	21	6	4	7	9	26	47
0400	2	2	14	36	54	3	5	17	4	29	83
0500	45	69	104	157	375	7	2	6	15	30	405
0600	88	112	136	160	496	20	22	26	17	85	581
0700	175	173	168	185	701	32	70	73	113	288	989
0800	170	186	211	210	777	102	113	136	143	494	1271
0900	185	207	199	198	789	160	170	142	150	622	1411
1000	179	168	159	189	695	139	151	183	173	646	1341
1100	199	194	212	213	818	181	202	194	218	795	1613
1200	215	214	200	255	884	220	221	168	181	790	1674
1300	222	182	201	133	738	185	168	156	184	693	1431
1400	143	107	95	76	421	200	169	195	182	746	1167
1500	57	40	54	27	178	227	185	180	221	813	991
1600	29	27	23	27	106	232	181	209	242	864	970
1700	28	22	29	24	103	315	245	233	202	995	1098
1800	22	18	13	17	70	253	246	178	135	812	882
1900	11	11	25	10	57	140	104	79	52	375	432
2000	19	21	27	33	100	79	46	47	36	208	308
2100	8	8	15	14	45	41	39	37	40	157	202
2200	9	3	3	4	19	56	42	29	28	155	174
2300	1	2	0	8	11	12	40	30	18	100	111
24-Hour Totals:					7471					9783	17254

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	813	845	615	830	1422
P.M.	1215	891	1645	1035	1200	1674
Daily	1215	891	1645	1035	1130	1707

Truck Percentage 30.40 32.20 31.42

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	68	2601	2531	171	592	437	21	320	235	117	0	1	51	326	0	2271	7471
W	191	5244	1198	140	289	577	30	282	1416	207	0	0	40	169	0	3150	9783

Generated by SPS 5.0.26

County: 99
Station: 5001
Description: PORT OF MIAMI EB & WB
Start Date: 12/14/2013
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	7	6	9	2	24	18	4	2	3	27	51
0100	3	14	6	3	26	9	2	2	0	13	39
0200	5	0	4	4	13	3	3	0	2	8	21
0300	4	12	10	13	39	2	2	7	1	12	51
0400	5	23	36	70	134	1	6	5	7	19	153
0500	63	82	126	172	443	9	3	9	21	42	485
0600	109	129	171	190	599	16	18	19	21	74	673
0700	193	178	193	211	775	33	51	144	183	411	1186
0800	187	219	243	251	900	184	210	233	219	846	1746
0900	253	225	207	232	917	227	280	274	278	1059	1976
1000	197	188	204	218	807	255	243	230	254	982	1789
1100	193	255	234	247	929	231	218	245	240	934	1863
1200	240	258	240	225	963	265	227	229	188	909	1872
1300	228	218	211	164	821	234	213	192	189	828	1649
1400	157	117	109	96	479	196	165	201	180	742	1221
1500	76	56	47	40	219	177	132	167	185	661	880
1600	57	27	24	30	138	249	164	173	156	742	880
1700	30	45	21	30	126	202	177	151	133	663	789
1800	28	38	29	19	114	176	171	115	88	550	664
1900	18	26	33	27	104	94	61	54	44	253	357
2000	15	17	18	31	81	57	25	43	23	148	229
2100	10	7	12	11	40	22	27	28	15	92	132
2200	7	1	6	6	20	30	14	16	10	70	90
2300	4	3	5	2	14	9	16	11	21	57	71
24-Hour Totals:					8725					10142	18867

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	972	845	1000	845	1936
P.M.	1200	963	1200	909	1200	1872
Daily	1145	985	915	1087	900	1976

Truck Percentage 26.60 26.88 26.75

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	76	4511	1817	231	374	478	36	339	235	131	0	0	52	445	0	2321	8725
W	154	5986	1276	151	260	475	27	312	1040	176	0	0	37	248	0	2726	10142

Generated by SPS 5.0.26

County: 99
Station: 5001
Description: PORT OF MIAMI EB & WB
Start Date: 12/13/2013
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	4	1	5	6	16	36	25	7	5	73	89
0100	5	4	1	4	14	5	2	2	0	9	23
0200	3	1	1	1	6	6	4	0	1	11	17
0300	4	3	6	24	37	6	4	0	0	10	47
0400	12	23	48	92	175	0	2	0	0	2	177
0500	65	88	143	199	495	10	7	7	21	45	540
0600	151	199	259	288	897	23	10	11	17	61	958
0700	260	269	282	297	1108	66	95	151	178	490	1598
0800	277	316	318	366	1277	230	189	182	218	819	2096
0900	316	349	290	284	1239	232	263	239	282	1016	2255
1000	273	250	235	243	1001	268	284	225	276	1053	2054
1100	245	288	278	275	1086	261	235	237	256	989	2075
1200	257	286	284	281	1108	239	234	272	218	963	2071
1300	237	264	244	249	994	266	252	213	182	913	1907
1400	228	199	161	167	755	199	168	128	134	629	1384
1500	137	100	96	94	427	134	104	115	135	488	915
1600	64	63	71	45	243	166	143	107	76	492	735
1700	44	45	43	52	184	60	41	41	20	162	346
1800	48	59	55	53	215	35	34	13	11	93	308
1900	20	33	36	40	129	27	10	16	9	62	191
2000	29	17	28	28	102	15	17	64	63	159	261
2100	30	20	29	28	107	65	31	28	15	139	246
2200	47	34	43	32	156	26	19	5	7	57	213
2300	38	27	19	24	108	12	8	10	28	58	166
24-Hour Totals:					11879					8793	20672

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	1349	845	952	845	2273
P.M.	1200	1108	1230	1008	1215	2078
Daily	830	1349	930	1073	845	2273

Truck Percentage 34.46 17.55 27.26

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	359	5829	1598	276	391	604	44	566	980	283	1	0	133	815	0	4093	11879
W	87	5906	1257	188	186	425	9	373	133	50	1	0	16	162	0	1543	8793

Generated by SPS 5.0.26

2014 Port Boulevard

County: 87
Station: 0001
Description: PORT BLVD EAST OF BISCAYNE BLVD
Start Date: 11/09/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	8	3	5	3	19	9	4	1	3	17	36
0100	2	1	2	3	8	1	0	1	1	3	11
0200	0	3	0	2	5	0	2	0	1	3	8
0300	2	4	3	5	14	2	0	1	0	3	17
0400	3	5	10	26	44	1	4	1	6	12	56
0500	28	46	59	92	225	12	23	28	45	108	333
0600	39	61	105	99	304	20	53	59	52	184	488
0700	81	92	101	91	365	54	60	92	95	301	666
0800	75	96	123	134	428	87	104	138	134	463	891
0900	136	147	140	145	568	140	142	153	169	604	1172
1000	153	128	144	152	577	170	127	135	138	570	1147
1100	153	187	148	182	670	163	194	146	159	662	1332
1200	151	160	165	130	606	162	183	138	116	599	1205
1300	136	128	126	117	507	135	134	116	115	500	1007
1400	111	106	95	62	374	103	89	87	76	355	729
1500	73	80	55	45	253	76	82	90	70	318	571
1600	45	30	32	34	141	73	67	47	41	228	369
1700	25	18	16	13	72	36	34	31	15	116	188
1800	18	18	24	18	78	27	24	22	15	88	166
1900	9	10	6	20	45	15	14	4	31	64	109
2000	9	11	13	23	56	23	23	23	11	80	136
2100	10	18	8	9	45	5	24	28	23	80	125
2200	7	16	4	3	30	34	57	17	6	114	144
2300	4	2	5	7	18	2	0	3	3	8	26
24-Hour Totals:					5452					5480	10932

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	557	845	569	845	1126
P.M.	1200	606	1200	599	1200	1205
Daily	1100	670	1100	662	1100	1332

Truck Percentage 7.76 8.05 7.90

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	30	4220	779	89	115	83	10	71	35	11	0	0	2	7	0	423	5452
W	24	4306	709	96	187	71	3	54	21	4	0	0	2	3	0	441	5480

Generated by SPS 5.0.45P

County: 87
Station: 0001
Description: PORT BLVD EAST OF BISCAYNE BLVD
Start Date: 11/08/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	3	5	4	3	15	5	0	5	1	11	26
0100	4	0	2	3	9	1	3	3	2	9	18
0200	0	1	6	2	9	4	1	3	2	10	19
0300	0	4	13	25	42	1	0	2	2	5	47
0400	14	23	35	46	118	0	7	5	17	29	147
0500	28	60	73	110	271	16	22	34	43	115	386
0600	73	108	159	132	472	32	55	79	89	255	727
0700	123	122	116	119	480	85	105	128	137	455	935
0800	117	125	140	193	575	138	155	167	172	632	1207
0900	182	168	193	207	750	190	184	194	210	778	1528
1000	222	142	187	226	777	225	213	197	239	874	1651
1100	293	282	266	226	1067	212	215	218	217	862	1929
1200	228	234	218	228	908	254	251	222	220	947	1855
1300	171	142	143	158	614	198	166	118	175	657	1271
1400	150	105	73	76	404	145	127	106	85	463	867
1500	39	34	36	35	144	86	99	107	105	397	541
1600	38	42	29	24	133	100	119	57	45	321	454
1700	30	19	31	21	101	43	52	49	36	180	281
1800	28	23	31	18	100	51	43	18	19	131	231
1900	12	20	15	8	55	23	18	29	22	92	147
2000	20	11	24	11	66	16	15	18	16	65	131
2100	16	10	13	15	54	14	16	27	25	82	136
2200	13	6	13	18	50	18	10	18	13	59	109
2300	11	8	4	0	23	19	13	2	0	34	57
24-Hour Totals:					7237					7463	14700

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	736	845	740	845	1476
P.M.	1200	908	1200	947	1200	1855
Daily	1045	1067	1200	947	1045	1951

Truck Percentage 9.20 10.75 9.99

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	29	5564	978	103	165	98	42	151	61	17	0	0	3	26	0	666	7237
W	27	5741	893	160	231	158	9	125	44	16	0	0	5	54	0	802	7463

Generated by SPS 5.0.45P

County: 87
Station: 0001
Description: PORT BLVD EAST OF BISCAYNE BLVD
Start Date: 11/07/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	0	1	5	2	8	3	5	4	2	14	22
0100	4	2	2	4	12	5	0	0	1	6	18
0200	0	0	1	1	2	1	2	3	0	6	8
0300	3	5	2	6	16	3	1	2	2	8	24
0400	10	9	22	30	71	1	2	0	7	10	81
0500	30	57	49	105	241	7	7	18	33	65	306
0600	94	120	134	169	517	35	35	46	57	173	690
0700	163	170	179	168	680	69	79	100	85	333	1013
0800	172	183	203	228	786	113	117	114	159	503	1289
0900	228	168	158	151	705	137	148	136	124	545	1250
1000	152	128	129	117	526	126	123	126	122	497	1023
1100	134	131	169	150	584	113	146	170	140	569	1153
1200	155	76	192	162	585	170	84	142	137	533	1118
1300	137	143	145	131	556	136	118	126	116	496	1052
1400	107	100	107	105	419	109	102	115	120	446	865
1500	70	68	82	60	280	95	85	114	87	381	661
1600	72	61	72	63	268	133	138	114	115	500	768
1700	88	57	48	39	232	154	105	97	88	444	676
1800	34	35	42	28	139	97	81	60	43	281	420
1900	26	14	20	14	74	39	22	26	23	110	184
2000	13	8	10	12	43	23	18	21	13	75	118
2100	8	14	14	8	44	16	18	25	14	73	117
2200	10	8	2	5	25	25	12	11	18	66	91
2300	4	2	6	2	14	8	3	1	0	12	26
24-Hour Totals:					6827					6146	12973

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	842	845	580	830	1385
P.M.	1230	634	1200	533	1230	1167
Daily	815	842	1115	626	830	1385

Truck Percentage 13.34 10.14 11.82

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	65	4985	866	47	170	181	32	183	226	35	0	0	13	24	0	911	6827
W	25	4622	876	74	219	116	11	78	82	22	0	0	5	16	0	623	6146

Generated by SPS 5.0.45P

County: 87
Station: 0001
Description: PORT BLVD EAST OF BISCAYNE BLVD
Start Date: 11/06/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	7	13	2	3	25	14	5	1	2	22	47
0100	1	1	1	2	5	3	0	0	1	4	9
0200	0	1	4	3	8	2	0	6	2	10	18
0300	2	3	1	1	7	3	1	0	0	4	11
0400	4	5	9	32	50	0	1	1	5	7	57
0500	23	37	52	80	192	8	13	14	22	57	249
0600	72	116	121	138	447	23	36	33	42	134	581
0700	131	152	167	164	614	47	36	36	65	184	798
0800	145	180	156	187	668	42	49	62	89	242	910
0900	178	142	139	110	569	79	73	96	92	340	909
1000	110	122	118	82	432	112	84	88	52	336	768
1100	96	83	87	109	375	88	73	103	98	362	737
1200	108	80	103	94	385	103	91	84	72	350	735
1300	100	85	93	82	360	82	81	59	87	309	669
1400	72	61	60	59	252	82	74	78	74	308	560
1500	58	48	38	38	182	105	69	84	83	341	523
1600	55	39	64	57	215	101	93	116	113	423	638
1700	78	56	47	47	228	150	91	95	103	439	667
1800	48	33	30	28	139	110	106	47	86	349	488
1900	19	15	13	20	67	62	29	13	17	121	188
2000	18	18	10	6	52	24	22	15	13	74	126
2100	5	2	4	6	17	10	10	7	9	36	53
2200	9	1	5	5	20	6	3	3	2	14	34
2300	3	3	10	4	20	5	1	3	2	11	31
24-Hour Totals:					5329					4477	9806

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	701	845	337	845	983
P.M.	1200	385	1615	472	1200	735
Daily	815	701	1615	472	845	983

Truck Percentage 13.30 10.99 12.25

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	45	3935	640	28	137	177	21	129	165	35	0	0	4	13	0	709	5329
W	23	3326	636	60	164	83	8	46	109	17	0	0	2	3	0	492	4477

Generated by SPS 5.0.45P

County: 87
Station: 0001
Description: PORT BLVD EAST OF BISCAYNE BLVD
Start Date: 11/05/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	1	2	0	0	3	9	1	2	0	12	15
0100	3	1	1	1	6	2	2	2	1	7	13
0200	2	2	1	0	5	2	1	1	0	4	9
0300	1	2	2	5	10	0	1	1	0	2	12
0400	3	3	6	16	28	0	0	0	3	3	31
0500	24	25	44	72	165	5	9	15	20	49	214
0600	74	114	123	131	442	20	43	31	33	127	569
0700	118	139	135	141	533	38	50	60	48	196	729
0800	151	171	167	187	676	54	76	65	67	262	938
0900	199	141	116	96	552	85	79	62	76	302	854
1000	109	71	73	68	321	79	61	59	44	243	564
1100	86	70	74	94	324	55	61	68	92	276	600
1200	84	76	94	91	345	84	77	83	61	305	650
1300	99	80	82	74	335	88	63	67	77	295	630
1400	64	47	64	59	234	73	57	70	66	266	500
1500	57	43	48	40	188	79	51	68	64	262	450
1600	57	36	58	53	204	119	61	133	91	404	608
1700	72	62	52	40	226	140	99	94	93	426	652
1800	42	58	36	29	165	108	134	53	48	343	508
1900	19	12	12	9	52	49	36	30	28	143	195
2000	7	11	8	7	33	23	23	13	11	70	103
2100	6	8	1	2	17	11	9	4	6	30	47
2200	1	5	3	5	14	5	0	5	3	13	27
2300	2	6	6	7	21	5	5	0	5	15	36
24-Hour Totals:					4899					4055	8954

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	724	830	296	815	1017
P.M.	1230	364	1630	463	1630	708
Daily	815	724	1630	463	815	1017

Truck Percentage 12.37 10.80 11.66

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	36	3666	591	25	134	130	16	102	165	28	0	0	1	5	0	606	4899
W	23	2948	646	53	170	52	11	35	89	19	1	0	4	4	0	438	4055

Generated by SPS 5.0.45P

County: 87
Station: 0001
Description: PORT BLVD EAST OF BISCAYNE BLVD
Start Date: 11/04/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	3	2	2	1	8	6	2	1	1	10	18
0100	0	1	0	2	3	3	0	0	1	4	7
0200	0	0	5	0	5	0	1	0	0	1	6
0300	4	1	1	1	7	3	1	0	1	5	12
0400	3	2	7	26	38	0	1	0	3	4	42
0500	21	32	49	93	195	2	5	7	19	33	228
0600	81	95	128	140	444	22	24	23	33	102	546
0700	127	117	156	166	566	33	33	50	56	172	738
0800	179	163	188	235	765	70	72	73	100	315	1080
0900	247	167	176	172	762	119	107	117	97	440	1202
1000	103	119	90	120	432	85	77	72	92	326	758
1100	97	103	82	109	391	87	65	86	96	334	725
1200	126	131	109	102	468	104	93	67	67	331	799
1300	95	91	87	81	354	82	63	63	56	264	618
1400	55	87	49	46	237	80	72	55	81	288	525
1500	52	41	46	59	198	79	71	71	95	316	514
1600	59	39	41	46	185	129	101	88	69	387	572
1700	65	41	50	47	203	111	75	84	88	358	561
1800	49	55	36	35	175	104	103	80	65	352	527
1900	17	14	22	20	73	56	29	31	35	151	224
2000	9	11	9	6	35	25	17	14	12	68	103
2100	12	8	6	5	31	19	6	13	10	48	79
2200	5	6	8	3	22	10	3	5	7	25	47
2300	5	1	4	6	16	6	1	2	3	12	28
24-Hour Totals:					5613					4346	9959

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	837	845	443	845	1268
P.M.	1200	468	1545	413	1200	799
Daily	830	837	845	443	845	1268

Truck Percentage 17.05 10.68 14.27

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	57	4002	596	52	154	167	26	120	350	53	0	0	18	17	1	957	5613
W	21	3222	638	55	171	52	6	39	115	13	0	0	1	12	1	464	4346

Generated by SPS 5.0.45P

County: 87
Station: 0001
Description: PORT BLVD EAST OF BISCAYNE BLVD
Start Date: 11/03/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	11	1	2	5	19	1	1	0	1	3	22
0100	0	1	3	3	7	5	2	1	1	9	16
0200	2	2	4	2	10	1	0	0	1	2	12
0300	5	9	1	4	19	1	2	0	1	4	23
0400	6	8	26	48	88	1	0	8	9	18	106
0500	26	36	60	96	218	13	12	19	29	73	291
0600	85	112	143	155	495	33	36	44	45	158	653
0700	148	182	176	193	699	62	93	103	102	360	1059
0800	156	160	183	217	716	95	84	112	144	435	1151
0900	220	193	197	160	770	146	135	159	155	595	1365
1000	177	148	120	128	573	149	139	117	134	539	1112
1100	154	142	159	190	645	126	132	154	155	567	1212
1200	176	154	148	140	618	155	134	139	110	538	1156
1300	131	117	117	100	465	123	116	111	99	449	914
1400	100	99	97	67	363	110	110	103	77	400	763
1500	67	56	68	79	270	94	74	90	92	350	620
1600	74	46	67	50	237	137	101	127	100	465	702
1700	70	47	50	56	223	139	97	108	99	443	666
1800	42	48	27	27	144	109	129	81	49	368	512
1900	16	9	19	5	49	55	31	35	12	133	182
2000	9	8	6	3	26	21	13	16	13	63	89
2100	7	7	8	7	29	10	10	9	11	40	69
2200	6	4	3	7	20	9	6	5	8	28	48
2300	0	1	4	4	9	8	0	3	3	14	23
24-Hour Totals:					6712					6054	12766

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	827	845	584	845	1411
P.M.	1200	618	1200	538	1200	1156
Daily	845	827	930	602	845	1411

Truck Percentage 12.62 9.22 11.01

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	48	4955	862	62	184	167	32	160	184	29	0	0	8	21	0	847	6712
W	17	4571	908	68	206	79	10	66	103	14	0	0	2	10	0	558	6054

Generated by SPS 5.0.45P

2014 Port Miami Tunnel

County: 87
Station: 0002
Description: TUNNEL
Start Date: 11/09/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	8	8	14	9	39	17	14	10	13	54	93
0100	5	5	1	1	12	14	7	1	6	28	40
0200	3	5	6	7	21	3	5	6	8	22	43
0300	1	3	4	7	15	6	1	2	3	12	27
0400	9	5	8	15	37	9	1	3	4	17	54
0500	12	19	44	55	130	3	2	4	9	18	148
0600	43	62	74	90	269	9	6	6	21	42	311
0700	59	93	99	109	360	17	43	109	92	261	621
0800	138	122	158	153	571	123	140	125	146	534	1105
0900	126	139	138	159	562	149	144	162	166	621	1183
1000	119	132	154	162	567	149	148	142	138	577	1144
1100	140	150	140	159	589	131	131	110	113	485	1074
1200	170	178	180	122	650	119	111	103	90	423	1073
1300	120	88	95	85	388	97	69	88	82	336	724
1400	82	67	55	58	262	82	79	89	64	314	576
1500	34	28	40	26	128	62	59	86	80	287	415
1600	24	24	18	18	84	76	54	31	43	204	288
1700	21	25	22	27	95	41	24	27	14	106	201
1800	15	25	38	23	101	53	24	18	8	103	204
1900	12	14	14	12	52	11	10	13	3	37	89
2000	16	10	0	0	26	8	16	0	0	24	50
2100	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	3	9	12	0	0	15	25	40	52
2300	5	7	4	2	18	28	12	3	8	51	69
24-Hour Totals:					4988					4596	9584

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	576	845	601	845	1157
P.M.	1200	650	1200	423	1200	1073
Daily	1145	687	930	625	900	1183

Truck Percentage 11.77 15.67 13.64

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	295	3447	621	198	271	27	6	16	67	0	2	0	0	0	38	587	4988
W	1026	2248	292	41	101	269	176	5	66	50	2	9	1	0	310	720	4596

Generated by SPS 5.0.45P

County: 87
Station: 0002
Description: TUNNEL
Start Date: 11/08/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	7	3	3	2	15	15	9	7	2	33	48
0100	3	7	2	2	14	3	3	3	3	12	26
0200	2	2	1	1	6	2	4	8	8	22	28
0300	2	3	6	15	26	3	4	2	3	12	38
0400	5	4	16	15	40	1	1	4	1	7	47
0500	14	32	38	73	157	1	7	6	15	29	186
0600	75	54	83	115	327	10	5	6	18	39	366
0700	95	104	135	109	443	38	81	123	159	401	844
0800	121	147	142	163	573	138	189	183	205	715	1288
0900	208	181	179	165	733	206	273	248	251	978	1711
1000	203	132	299	281	915	284	223	194	219	920	1835
1100	185	247	254	217	903	233	197	215	214	859	1762
1200	238	226	212	178	854	207	156	151	134	648	1502
1300	188	146	169	115	618	112	145	129	121	507	1125
1400	98	85	84	56	323	118	113	96	71	398	721
1500	44	39	37	33	153	95	81	58	99	333	486
1600	39	35	21	30	125	103	85	43	45	276	401
1700	33	25	31	26	115	36	38	47	37	158	273
1800	21	24	24	27	96	52	36	39	24	151	247
1900	16	28	31	26	101	26	29	30	26	111	212
2000	19	19	34	29	101	27	19	22	24	92	193
2100	19	20	31	35	105	13	10	32	61	116	221
2200	19	32	28	12	91	47	24	43	49	163	254
2300	17	11	12	12	52	29	22	13	19	83	135
24-Hour Totals:					6886					7063	13949

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	731	845	932	845	1663
P.M.	1200	854	1200	648	1200	1502
Daily	1030	1012	915	1056	1030	1855
Truck Percentage	11.65		14.89		13.29	

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	122	5159	767	239	367	37	9	25	117	2	2	0	4	0	36	802	6886
W	1917	3130	334	48	131	393	283	3	105	70	3	9	7	0	630	1052	7063

Generated by SPS 5.0.45P

County: 87
Station: 0002
Description: TUNNEL
Start Date: 11/07/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	2	6	1	7	16	10	5	4	9	28	44
0100	0	3	3	5	11	9	1	1	0	11	22
0200	2	2	2	1	7	2	4	2	1	9	16
0300	5	1	5	7	18	3	10	4	0	17	35
0400	2	9	13	25	49	0	0	5	2	7	56
0500	28	38	58	69	193	3	2	12	9	26	219
0600	67	85	121	140	413	14	10	8	9	41	454
0700	123	132	138	119	512	23	38	63	86	210	722
0800	135	124	142	108	509	86	101	126	134	447	956
0900	103	119	121	138	481	144	152	153	162	611	1092
1000	141	126	114	118	499	178	169	132	157	636	1135
1100	152	147	146	134	579	140	138	147	120	545	1124
1200	150	160	178	94	582	151	129	102	83	465	1047
1300	139	81	127	126	473	89	85	112	134	420	893
1400	97	97	88	84	366	129	110	109	114	462	828
1500	84	65	49	40	238	108	107	113	118	446	684
1600	35	36	26	18	115	120	121	105	127	473	588
1700	42	25	25	42	134	100	69	90	71	330	464
1800	39	21	24	22	106	78	58	59	67	262	368
1900	16	32	45	29	122	65	48	34	36	183	305
2000	25	25	20	17	87	36	37	33	22	128	215
2100	17	15	19	20	71	22	26	43	36	127	198
2200	17	15	13	19	64	54	22	32	34	142	206
2300	14	11	6	18	49	15	19	10	15	59	108
24-Hour Totals:					5694					6085	11779

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	533	845	583	845	1034
P.M.	1200	582	1330	485	1200	1047
Daily	1145	622	930	662	930	1188

Truck Percentage 33.56 33.25 33.40

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	103	3131	526	99	227	72	13	59	1295	135	0	0	11	0	23	1911	5694
W	1108	2191	326	18	143	453	263	1	549	533	0	22	41	0	437	2023	6085

Generated by SPS 5.0.45P

County: 87
Station: 0002
Description: TUNNEL
Start Date: 11/06/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	4	3	5	2	14	11	8	11	5	35	49
0100	1	0	1	1	3	6	0	2	0	8	11
0200	1	1	4	0	6	3	1	16	6	26	32
0300	1	0	3	4	8	7	7	8	2	24	32
0400	11	5	15	29	60	0	0	0	3	3	63
0500	31	35	64	82	212	1	3	2	9	15	227
0600	66	93	123	116	398	14	4	10	6	34	432
0700	93	98	96	101	388	33	17	38	31	119	507
0800	91	88	89	91	359	40	45	81	91	257	616
0900	90	112	101	118	421	97	95	123	123	438	859
1000	122	88	93	86	389	116	114	95	124	449	838
1100	116	105	123	121	465	142	156	155	136	589	1054
1200	110	95	86	120	411	132	124	108	87	451	862
1300	81	93	80	103	357	99	93	95	113	400	757
1400	89	94	78	68	329	157	96	101	137	491	820
1500	71	52	45	46	214	122	105	96	96	419	633
1600	39	30	29	21	119	108	79	103	92	382	501
1700	17	19	13	16	65	150	95	64	66	375	440
1800	23	28	21	22	94	62	72	51	55	240	334
1900	17	10	20	18	65	51	43	30	34	158	223
2000	27	25	24	14	90	17	32	29	44	122	212
2100	16	15	6	8	45	20	15	17	19	71	116
2200	11	9	11	9	40	16	13	16	9	54	94
2300	1	13	5	4	23	6	13	4	3	26	49
24-Hour Totals:					4575					5186	9761

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	403	845	406	845	800
P.M.	1200	411	1400	491	1200	862
Daily	1100	465	1100	589	1100	1054

Truck Percentage 41.68 36.12 38.73

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	52	2194	402	76	160	136	34	64	1283	145	0	2	7	0	20	1907	4575
W	1069	1617	236	28	106	244	295	3	526	606	0	16	49	0	391	1873	5186

Generated by SPS 5.0.45P

County: 87
Station: 0002
Description: TUNNEL
Start Date: 11/05/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	0	3	4	3	10	5	4	5	2	16	26
0100	3	0	0	1	4	1	2	5	0	8	12
0200	3	3	0	4	10	3	4	1	2	10	20
0300	3	1	3	4	11	0	2	0	0	2	13
0400	7	10	21	35	73	0	1	2	0	3	76
0500	22	39	40	72	173	2	0	6	8	16	189
0600	62	90	121	104	377	5	2	9	8	24	401
0700	95	81	79	91	346	8	45	54	63	170	516
0800	84	88	89	65	326	72	78	69	89	308	634
0900	87	102	93	73	355	84	76	91	97	348	703
1000	85	87	79	86	337	76	52	67	76	271	608
1100	71	88	81	89	329	88	56	85	61	290	619
1200	92	74	112	72	350	89	64	80	83	316	666
1300	65	62	60	91	278	68	65	57	72	262	540
1400	75	60	65	64	264	102	82	96	138	418	682
1500	45	40	39	37	161	96	65	99	79	339	500
1600	30	22	31	18	101	109	85	114	115	423	524
1700	19	15	15	17	66	118	103	65	77	363	429
1800	35	27	28	11	101	92	80	56	53	281	382
1900	5	20	13	9	47	56	33	25	22	136	183
2000	9	11	8	6	34	24	35	14	19	92	126
2100	7	11	4	8	30	23	15	20	16	74	104
2200	5	9	4	2	20	17	12	6	10	45	65
2300	5	6	9	8	28	11	17	11	17	56	84
24-Hour Totals:					3831					4271	8102

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	359	845	340	845	687
P.M.	1200	350	1630	450	1400	682
Daily	615	410	1630	450	900	703

Truck Percentage 41.32 38.75 39.97

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	123	1742	364	47	134	138	14	38	1080	125	0	1	6	0	19	1583	3831
W	569	1490	256	16	109	224	137	5	607	503	0	13	41	0	301	1655	4271

Generated by SPS 5.0.45P

County: 87
Station: 0002
Description: TUNNEL
Start Date: 11/04/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	3	2	1	2	8	2	3	2	3	10	18
0100	1	3	1	1	6	3	3	1	2	9	15
0200	1	1	1	0	3	0	0	0	0	0	3
0300	1	0	3	4	8	0	3	0	0	3	11
0400	2	8	12	13	35	1	1	0	0	2	37
0500	20	28	41	67	156	1	0	2	4	7	163
0600	51	86	97	101	335	8	9	4	9	30	365
0700	91	91	86	74	342	25	29	47	44	145	487
0800	91	81	122	110	404	59	50	77	57	243	647
0900	123	125	129	99	476	74	109	104	94	381	857
1000	101	117	99	81	398	91	96	96	102	385	783
1100	71	68	106	89	334	97	100	85	101	383	717
1200	81	91	105	65	342	114	82	93	99	388	730
1300	63	64	90	67	284	85	79	75	92	331	615
1400	78	72	59	59	268	113	106	111	110	440	708
1500	55	51	32	45	183	106	93	101	88	388	571
1600	27	38	23	24	112	136	66	118	85	405	517
1700	17	16	13	11	57	134	80	85	88	387	444
1800	13	10	18	15	56	96	91	78	63	328	384
1900	6	16	19	11	52	43	37	30	32	142	194
2000	6	8	7	11	32	22	20	10	5	57	89
2100	6	4	7	8	25	8	10	14	8	40	65
2200	12	2	6	5	25	43	5	13	12	73	98
2300	6	5	5	5	21	16	9	9	4	38	59
24-Hour Totals:					3962					4615	8577

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	487	845	344	845	831
P.M.	1200	342	1400	440	1200	730
Daily	845	487	1400	440	900	857

Truck Percentage 40.54 35.69 37.93

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	119	1877	344	62	162	145	26	55	1034	116	0	0	6	0	16	1606	3962
W	667	1723	256	36	109	213	161	2	575	497	0	19	35	0	322	1647	4615

Generated by SPS 5.0.45P

County: 87
Station: 0002
Description: TUNNEL
Start Date: 11/03/2014
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	4	9	2	3	18	7	10	0	1	18	36
0100	4	2	1	2	9	6	4	5	3	18	27
0200	0	1	0	3	4	1	0	0	0	1	5
0300	2	3	5	6	16	1	0	1	0	2	18
0400	5	12	9	24	50	2	0	1	0	3	53
0500	31	31	66	74	202	2	1	5	16	24	226
0600	61	69	98	127	355	8	8	8	25	49	404
0700	116	106	123	126	471	39	45	96	104	284	755
0800	121	154	127	117	519	105	106	153	179	543	1062
0900	95	116	140	135	486	178	116	169	188	651	1137
1000	179	145	139	147	610	156	151	151	134	592	1202
1100	132	132	28	64	356	128	119	108	98	453	809
1200	117	104	140	124	485	125	100	105	92	422	907
1300	94	113	87	102	396	107	88	120	106	421	817
1400	83	75	62	52	272	149	122	133	100	504	776
1500	48	50	40	43	181	119	98	92	105	414	595
1600	30	23	21	13	87	114	86	131	112	443	530
1700	16	15	8	20	59	165	87	66	98	416	475
1800	14	15	14	11	54	82	84	49	42	257	311
1900	13	9	12	11	45	33	23	23	24	103	148
2000	11	6	10	10	37	18	21	17	11	67	104
2100	9	10	6	3	28	12	16	12	9	49	77
2200	4	2	2	5	13	28	4	5	9	46	59
2300	3	1	2	7	13	7	6	6	5	24	37
24-Hour Totals:					4766					5804	10570

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	528	845	642	845	1110
P.M.	1200	485	1345	510	1200	907
Daily	1000	610	930	664	930	1263

Truck Percentage 35.02 31.72 33.21

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	169	2450	451	108	218	158	13	61	1005	94	0	2	10	0	27	1669	4766
W	914	2314	324	23	144	272	217	4	640	493	2	12	34	0	411	1841	5804

Generated by SPS 5.0.45P

Appendix C

Analysis Tables

2014 Port Blvd Peak Truck Volume Sta. 870001

Day	Eastbound									Westbound									Combined Directions								
	A.M.			P.M.			Daily			A.M.			P.M.			Daily			A.M.			P.M.			Daily		
	Hour	Volume	%	Hour	Volume	%	Hour	Volume	%	Hour	Volume	%	Hour	Volume	%	Hour	Volume	%	Hour	Volume	%	Hour	Volume	%	Hour	Volume	%
Monday	1130	111	16.35	1200	88	14.24	1130	111	16.35	1145	58	9.95	1200	54	10.04	1145	58	9.95	1130	167	13.08	1200	142	12.28	1130	167	13.08
Tuesday	845	212	25.70	1200	125	26.71	845	212	25.7	1130	52	13.72	1200	46	13.90	1130	52	13.72	845	263	20.74	1200	171	21.4	845	263	20.74
Wednesday	830	76	10.95	1300	53	15.82	830	76	10.95	1015	48	21.92	1415	40	14.71	1015	48	21.92	830	105	10.61	1300	87	13.81	830	105	10.61
Thursday	815	91	12.98	1200	52	13.51	815	91	12.98	1100	46	12.71	1415	54	16.31	1415	54	16.31	815	113	11.53	1400	90	16.07	815	113	11.53
Friday	815	114	13.54	1230	89	14.04	815	114	13.54	1145	79	14.74	1200	73	13.70	1145	79	14.74	815	156	11.40	1200	150	13.42	815	156	11.40
Saturday	815	86	13.44	1200	45	4.96	815	86	13.44	1045	139	15.72	1200	75	7.92	1045	139	15.72	1045	195	9.99	1200	120	6.47	1045	195	9.99
Sunday	815	47	9.61	1200	34	5.61	815	47	9.61	930	57	9.21	1230	52	9.94	930	57	9.21	930	91	7.68	1200	78	6.47	930	91	7.68

2014 Port of Miami Tunnel Peak Truck Volume Sta. 870002

Day	Eastbound									Westbound									Combined Directions								
	A.M.			P.M.			Daily			A.M.			P.M.			Daily			A.M.			P.M.			Daily		
	Hour	Volume	%	Hour	Volume	%	Hour	Volume	%	Hour	Volume	%	Hour	Volume	%	Hour	Volume	%	Hour	Volume	%	Hour	Volume	%	Hour	Volume	%
Monday	1000	219	35.9	1230	155	32.91	1000	219	35.9	1045	190	38.85	1330	213	42.86	1330	213	42.86	1000	393	32.70	1330	343	40.64	1000	393	32.7
Tuesday	845	174	35.73	1330	148	48.21	845	174	35.73	1030	188	47.59	1415	201	46.42	1415	201	46.42	1000	330	42.15	1345	336	48.14	1345	336	48.1
Wednesday	1000	178	52.82	1315	148	51.39	1000	178	52.82	1045	183	60.00	1415	173	41.99	1045	183	60.00	1045	350	55.47	1345	312	48.52	1045	350	55.5
Thursday	915	190	41.94	1400	171	51.98	915	190	41.94	1045	209	36.22	1200	190	42.13	1045	209	36.22	1045	380	37.74	1400	360	43.90	1045	380	37.7
Friday	1145	189	30.39	1200	180	30.93	1145	189	30.39	1015	230	38.46	1545	191	41.16	1015	230	38.46	1000	397	34.98	1200	334	31.90	1000	397	35.0
Saturday	1045	94	9.72	1200	66	7.73	1045	94	9.72	915	169	16.00	1200	121	18.67	915	169	16.00	1115	249	13.92	1200	187	12.45	1115	249	13.9
Sunday	1130	64	9.89	1200	50	7.69	1130	64	9.89	945	121	20.00	1200	76	17.97	945	121	20.00	945	173	14.80	1200	126	11.74	945	173	14.8

2013 Port Boulevard, East of Biscayne Boulevard (2013 Port Miami Bridge or 2013 Port Miami)

Monday	**2013**																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	261	3381	1197	131	344	508	22	429	1032	270	0	0	106	605	0	3316	8286	40.02%
W	216	4405	944	117	221	583	52	293	1326	236	0	0	63	281	0	3055	8737	34.97%
Both Directions	477	7786	2141	248	565	1091	74	722	2358	506	0	0	169	886	0	6371	17023	37.43%
% of Total Volume	2.80%	45.74%	12.58%	1.46%	3.32%	6.41%	0.43%	4.24%	13.85%	2.97%	0.00%	0.00%	0.99%	5.20%	0.00%			

Tuesday	**2013**																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	224	2971	1159	141	328	375	32	351	1023	225	0	0	112	463	0	2909	7404	39.29%
W	193	4585	1024	125	245	741	54	281	682	113	0	0	43	172	0	2331	8258	28.23%
Both Directions	417	7556	2183	266	573	1116	86	632	1705	338	0	0	155	635	0	5240	15662	33.46%
% of Total Volume	2.66%	48.24%	13.94%	1.70%	3.66%	7.13%	0.55%	4.04%	10.89%	2.16%	0.00%	0.00%	0.99%	4.05%	0.00%			

Wednesday	**2013**																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	316	2985	1557	210	598	615	43	416	843	241	0	0	118	516	0	3390	8458	40.08%
W	219	6422	1235	180	280	792	27	439	1167	200	0	0	58	303	0	3266	11322	28.85%
Both Directions	535	9407	2792	390	878	1407	70	855	2010	441	0	0	176	819	0	6656	19780	33.65%
% of Total Volume	2.70%	47.56%	14.12%	1.97%	4.44%	7.11%	0.35%	4.32%	10.16%	2.23%	0.00%	0.00%	0.89%	4.14%	0.00%			

Thursday	**2013**																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	342	4609	1316	357	540	590	36	528	814	270	2	0	127	716	0	3623	10247	35.36%
W	134	6784	1447	264	282	558	13	481	380	80	1	0	20	211	0	2026	10655	19.01%
Both Directions	476	11393	2763	621	822	1148	49	1009	1194	350	3	0	147	927	0	5649	20902	27.03%
% of Total Volume	2.28%	54.51%	13.22%	2.97%	3.93%	5.49%	0.23%	4.83%	5.71%	1.67%	0.01%	0.00%	0.70%	4.43%	0.00%			

Friday	**2013**																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	359	5829	1598	276	391	604	44	566	980	283	1	0	133	815	0	3817	11879	32.13%
W	87	5906	1257	188	186	425	9	373	133	50	1	0	16	162	0	1355	8793	15.41%
Both Directions	446	11735	2855	464	577	1029	53	939	1113	333	2	0	149	977	0	5172	20672	25.02%
% of Total Volume	2.16%	56.77%	13.81%	2.24%	2.79%	4.98%	0.26%	4.54%	5.38%	1.61%	0.01%	0.00%	0.72%	4.73%	0.00%			

Saturday	**2013**																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	76	4511	1817	231	374	478	36	339	235	131	0	0	52	445	0	2090	8725	23.95%
W	154	5986	1276	151	260	475	27	312	1040	176	0	0	37	248	0	2575	10142	25.39%
Both Directions	230	10497	3093	382	634	953	63	651	1275	307	0	0	89	693	0	4665	18867	24.73%
% of Total Volume	1.22%	55.64%	16.39%	2.02%	3.36%	5.05%	0.33%	3.45%	6.76%	1.63%	0.00%	0.00%	0.47%	3.67%	0.00%			

Sunday	**2013**																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	68	2601	2531	171	592	437	21	320	235	117	0	1	51	326	0	2100	7471	28.11%
W	191	5244	1198	140	289	577	30	282	1416	207	0	0	40	169	0	3010	9783	30.77%
Both Directions	259	7845	3729	311	881	1014	51	602	1651	324	0	1	91	495	0	5110	17254	29.62%
% of Total Volume	1.50%	45.47%	21.61%	1.80%	5.11%	5.88%	0.30%	3.49%	9.57%	1.88%	0.00%	0.01%	0.53%	2.87%	0.00%			

2013 Port Boulevard, East of Biscayne Boulevard (2013 Port Miami Bridge or 2013 Port Miami)

Weekday Average	**2013**																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	300	3955	1365	223	440	538	35	458	938	258	1	0	119	623	0	3411	9255	36.86%
W	170	5620	1181	175	243	620	31	373	738	136	0	0	40	226	0	2407	9553	25.19%
Both Directions	470	9575	2547	398	683	1158	66	831	1676	394	1	0	159	849	0	5818	18808	30.93%
% of Total Volume	2.50%	50.91%	13.54%	2.12%	3.63%	6.16%	0.35%	4.42%	8.91%	2.09%	0.01%	0.00%	0.85%	4.51%	0.00%			

Weekend Average	**2013**																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	72	3556	2174	201	483	458	29	330	235	124	0	1	52	386	0	2095	8098	25.87%
W	173	5615	1237	146	275	526	29	297	1228	192	0	0	39	209	0	2793	9963	28.03%
Both Directions	245	9171	3411	347	758	984	57	627	1463	316	0	1	90	594	0	4888	18061	27.06%
% of Total Volume	1.35%	50.78%	18.89%	1.92%	4.19%	5.45%	0.32%	3.47%	8.10%	1.75%	0.00%	0.00%	0.50%	3.29%	0.00%			

Weekly Average	**2013**																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	186	3756	1770	212	462	498	32	394	587	191	0	0	85	504	0	2753	8676	31.73%
W	171	5618	1209	160	259	573	30	335	983	164	0	0	39	217	0	2600	9758	26.64%
Both Directions	357	9373	2979	372	720	1071	62	729	1570	355	1	0	125	721	0	5353	18434	29.04%
% of Total Volume	1.94%	50.85%	16.16%	2.02%	3.91%	5.81%	0.33%	3.95%	8.51%	1.92%	0.00%	0.00%	0.68%	3.91%	0.00%			

2014 Port Boulevard, East of Biscayne Boulevard-2014 Port Miami Bridge

Monday	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	48	4955	862	62	184	167	32	160	184	29	0	0	8	21	0	785	6712	11.70%
W	17	4571	908	68	206	79	10	66	103	14	0	0	2	10	0	490	6054	8.09%
Both Directions	65	9526	1770	130	390	246	42	226	287	43	0	0	10	31	0	1275	12766	9.99%
% of Total Volume	0.51%	74.62%	13.86%	1.02%	3.05%	1.93%	0.33%	1.77%	2.25%	0.34%	0.00%	0.00%	0.08%	0.24%	0.00%			

Tuesday	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	57	4002	596	52	154	167	26	120	350	53	0	0	18	17	1	906	5613	16.14%
W	21	3222	638	55	171	52	6	39	115	13	0	0	1	12	1	410	4346	9.43%
Both Directions	78	7224	1234	107	325	219	32	159	465	66	0	0	19	29	2	1316	9959	13.21%
% of Total Volume	0.78%	72.54%	12.39%	1.07%	3.26%	2.20%	0.32%	1.60%	4.67%	0.66%	0.00%	0.00%	0.19%	0.29%	0.02%			

Wednesday	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	36	3666	591	25	134	130	16	102	165	28	0	0	1	5	0	581	4899	11.86%
W	23	2948	646	53	170	52	11	35	89	19	1	0	4	4	0	385	4055	9.49%
Both Directions	59	6614	1237	78	304	182	27	137	254	47	1	0	5	9	0	966	8954	10.79%
% of Total Volume	0.66%	73.87%	13.82%	0.87%	3.40%	2.03%	0.30%	1.53%	2.84%	0.52%	0.01%	0.00%	0.06%	0.10%	0.00%			

Thursday	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	45	3935	640	28	137	177	21	129	165	35	0	0	4	13	0	681	5329	12.78%
W	23	3326	636	60	164	83	8	46	109	17	0	0	2	3	0	432	4477	9.65%
Both Directions	68	7261	1276	88	301	260	29	175	274	52	0	0	6	16	0	1113	9806	11.35%
% of Total Volume	0.69%	74.05%	13.01%	0.90%	3.07%	2.65%	0.30%	1.78%	2.79%	0.53%	0.00%	0.00%	0.06%	0.16%	0.00%			

Friday	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	65	4985	866	47	170	181	32	183	226	35	0	0	13	24	0	864	6827	12.66%
W	25	4622	876	74	219	116	11	78	82	22	0	0	5	16	0	549	6146	8.93%
Both Directions	90	9607	1742	121	389	297	43	261	308	57	0	0	18	40	0	1413	12973	10.89%
% of Total Volume	0.69%	74.05%	13.43%	0.93%	3.00%	2.29%	0.33%	2.01%	2.37%	0.44%	0.00%	0.00%	0.14%	0.31%	0.00%			

Saturday	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	29	5564	978	103	165	98	42	151	61	17	0	0	3	26	0	563	7237	7.78%
W	27	5741	893	160	231	158	9	125	44	16	0	0	5	54	0	642	7463	8.60%
Both Directions	56	11305	1871	263	396	256	51	276	105	33	0	0	8	80	0	1205	14700	8.20%
% of Total Volume	0.38%	76.90%	12.73%	1.79%	2.69%	1.74%	0.35%	1.88%	0.71%	0.22%	0.00%	0.00%	0.05%	0.54%	0.00%			

Sunday	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	30	4220	779	89	115	83	10	71	35	11	0	0	2	7	0	334	5452	6.13%
W	24	4306	709	96	187	71	3	54	21	4	0	0	2	3	0	345	5480	6.30%
Both Directions	54	8526	1488	185	302	154	13	125	56	15	0	0	4	10	0	679	10932	6.21%
% of Total Volume	0.49%	77.99%	13.61%	1.69%	2.76%	1.41%	0.12%	1.14%	0.51%	0.14%	0.00%	0.00%	0.04%	0.09%	0.00%			

2014 Port Boulevard, East of Biscayne Boulevard-2014 Port Miami Bridge

Weekday Average	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	50	4309	711	43	156	164	25	139	218	36	0	0	9	16	0	763	5876	12.99%
W	22	3738	741	62	186	76	9	53	100	17	0	0	3	9	0	453	5016	9.04%
Both Directions	72	8046	1452	105	342	241	35	192	318	53	0	0	12	25	0	1217	10892	11.17%
% of Total Volume	0.66%	73.88%	13.33%	0.96%	3.14%	2.21%	0.32%	1.76%	2.92%	0.49%	0.00%	0.00%	0.11%	0.23%	0.00%			

Weekend Average	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	30	4892	879	96	140	91	26	111	48	14	0	0	3	17	0	449	6345	7.07%
W	26	5024	801	128	209	115	6	90	33	10	0	0	4	29	0	494	6472	7.63%
Both Directions	55	9916	1680	224	349	205	32	201	81	24	0	0	6	45	0	942	12816	7.35%
% of Total Volume	0.43%	77.37%	13.10%	1.75%	2.72%	1.60%	0.25%	1.56%	0.63%	0.19%	0.00%	0.00%	0.05%	0.35%	0.00%			

Weekly Average	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	40	4600	795	69	148	127	26	125	133	25	0	0	6	16	0	606	6110	9.92%
W	24	4381	771	95	198	95	8	71	66	14	0	0	3	19	0	473	5744	8.24%
Both Directions	64	8981	1566	164	345	223	33	196	199	39	0	0	9	35	0	1079	11854	9.11%
% of Total Volume	0.54%	75.76%	13.21%	1.39%	2.91%	1.88%	0.28%	1.65%	1.68%	0.32%	0.00%	0.00%	0.07%	0.30%	0.00%			

2014 - 2013 Port Boulevard, East of Biscayne Boulevard (2014-2013 Port Miami Bridge)

Monday	**2013**																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	261	3381	1197	131	344	508	22	429	1032	270	0	0	106	605	0	3316	8286	40.02%
W	216	4405	944	117	221	583	52	293	1326	236	0	0	63	281	0	3055	8737	34.97%
Both Directions	477	7786	2141	248	565	1091	74	722	2358	506	0	0	169	886	0	6371	17023	37.43%
Monday	**2014**																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	48	4955	862	62	184	167	32	160	184	29	0	0	8	21	0	785	6712	11.70%
W	17	4571	908	68	206	79	10	66	103	14	0	0	2	10	0	490	6054	8.09%
Both Directions	65	9526	1770	130	390	246	42	226	287	43	0	0	10	31	0	1275	12766	9.99%
Diff (East) 2014-2013	-213	1574	-335	-69	-160	-341	10	-269	-848	-241	0	0	-98	-584	0	-2531	-1574	-76.33%
Diff (West) 2014-2013	-199	166	-36	-49	-15	-504	-42	-227	-1223	-222	0	0	-61	-271	0	-2565	-2683	-83.96%
Both Directions Diff 2014-2013	-412	1740	-371	-118	-175	-845	-32	-496	-2071	-463	0	0	-159	-855	0	-5096	-4257	-79.99%

Tuesday	**2013**																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	224	2971	1159	141	328	375	32	351	1023	225	0	0	112	463	0	2909	7404	39.29%
W	193	4585	1024	125	245	741	54	281	682	113	0	0	43	172	0	2331	8258	28.23%
Both Directions	417	7556	2183	266	573	1116	86	632	1705	338	0	0	155	635	0	5240	15662	33.46%
Tuesday	**2014**																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	57	4002	596	52	154	167	26	120	350	53	0	0	18	17	1	906	5613	16.14%
W	21	3222	638	55	171	52	6	39	115	13	0	0	1	12	1	410	4346	9.43%
Both Directions	78	7224	1234	107	325	219	32	159	465	66	0	0	19	29	2	1316	9959	13.21%
Diff (East) 2014-2013	-167	1031	-563	-89	-174	-208	-6	-231	-673	-172	0	0	-94	-446	1	-2003	-1791	-68.86%
Diff (West) 2014-2013	-172	-1363	-386	-70	-74	-689	-48	-242	-567	-100	0	0	-42	-160	1	-1921	-3912	-82.41%
Both Directions Diff 2014-2013	-339	-332	-949	-159	-248	-897	-54	-473	-1240	-272	0	0	-136	-606	2	-3924	-5703	-74.89%

Wednesday	**2013**																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	316	2985	1557	210	598	615	43	416	843	241	0	0	118	516	0	3390	8458	40.08%
W	219	6422	1235	180	280	792	27	439	1167	200	0	0	58	303	0	3266	11322	28.85%
Both Directions	535	9407	2792	390	878	1407	70	855	2010	441	0	0	176	819	0	6656	19780	33.65%
Wednesday	**2014**																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	36	3666	591	25	134	130	16	102	165	28	0	0	1	5	0	581	4899	11.86%
W	23	2948	646	53	170	52	11	35	89	19	1	0	4	4	0	385	4055	9.49%
Both Directions	59	6614	1237	78	304	182	27	137	254	47	1	0	5	9	0	966	8954	10.79%
Diff (East) 2014-2013	-280	681	-966	-185	-464	-485	-27	-314	-678	-213	0	0	-117	-511	0	-2809	-3559	-82.86%
Diff (West) 2014-2013	-196	-3474	-589	-127	-110	-740	-16	-404	-1078	-181	1	0	-54	-299	0	-2881	-7267	-88.21%
Both Directions Diff 2014-2013	-476	-2793	-1555	-312	-574	-1225	-43	-718	-1756	-394	1	0	-171	-810	0	-5690	-10826	-85.49%

2014 - 2013 Port Boulevard, East of Biscayne Boulevard (2014-2013 Port Miami Bridge)

Thursday	**2013**																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	342	4609	1316	357	540	590	36	528	814	270	2	0	127	716	0	3623	10247	35.36%
W	134	6784	1447	264	282	558	13	481	380	80	1	0	20	211	0	2026	10655	19.01%
Both Directions	476	11393	2763	621	822	1148	49	1009	1194	350	3	0	147	927	0	5649	20902	27.03%
Thursday	**2014**																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	45	3935	640	28	137	177	21	129	165	35	0	0	4	13	0	681	5329	12.78%
W	23	3326	636	60	164	83	8	46	109	17	0	0	2	3	0	432	4477	9.65%
Both Directions	68	7261	1276	88	301	260	29	175	274	52	0	0	6	16	0	1113	9806	11.35%
Diff (East) 2014-2013	-297	-674	-676	-329	-403	-413	-15	-399	-649	-235	-2	0	-123	-703	0	-2942	-4918	-81.20%
Diff (West) 2014-2013	-111	-3458	-811	-204	-118	-475	-5	-435	-271	-63	-1	0	-18	-208	0	-1594	-6178	-78.68%
Both Directions Diff 2014-2013	-408	-4132	-1487	-533	-521	-888	-20	-834	-920	-298	-3	0	-141	-911	0	-4536	-11096	-80.30%

Friday	**2013**																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	359	5829	1598	276	391	604	44	566	980	283	1	0	133	815	0	3817	11879	32.13%
W	87	5906	1257	188	186	425	9	373	133	50	1	0	16	162	0	1355	8793	15.41%
Both Directions	446	11735	2855	464	577	1029	53	939	1113	333	2	0	149	977	0	5172	20672	25.02%
Friday	**2014**																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	65	4985	866	47	170	181	32	183	226	35	0	0	13	24	0	864	6827	12.66%
W	25	4622	876	74	219	116	11	78	82	22	0	0	5	16	0	549	6146	8.93%
Both Directions	90	9607	1742	121	389	297	43	261	308	57	0	0	18	40	0	1373	12973	10.58%
Diff (East) 2014-2013	-294	-844	-732	-229	-221	-423	-12	-383	-754	-248	-1	0	-120	-791	0	-2953	-5052	-77.36%
Diff (West) 2014-2013	-62	-1284	-381	-114	33	-309	2	-295	-51	-28	-1	0	-11	-146	0	-806	-2647	-59.48%
Both Directions Diff 2014-2013	-356	-2128	-1113	-343	-188	-732	-10	-678	-805	-276	-2	0	-131	-937	0	-3759	-7699	-72.68%

Saturday	**2013**																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	76	4511	1817	231	374	478	36	339	235	131	0	0	52	445	0	2090	8725	23.95%
W	154	5986	1276	151	260	475	27	312	1040	176	0	0	37	248	0	2575	10142	25.39%
Both Directions	230	10497	3093	382	634	953	63	651	1275	307	0	0	89	693	0	4665	18867	24.73%
Saturday	**2014**																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	29	5564	978	103	165	98	42	151	61	17	0	0	3	26	0	563	7237	7.78%
W	27	5741	893	160	231	158	9	125	44	16	0	0	5	54	0	642	7463	8.60%
Both Directions	56	11305	1871	263	396	256	51	276	105	33	0	0	8	80	0	1205	14700	8.20%
Diff (East) 2014-2013	-47	1053	-839	-128	-209	-380	6	-188	-174	-114	0	0	-49	-419	0	-1527	-1488	-73.06%
Diff (West) 2014-2013	-127	-245	-383	9	-29	-317	-18	-187	-996	-160	0	0	-32	-194	0	-1933	-2679	-75.07%
Both Directions Diff 2014-2013	-174	808	-1222	-119	-238	-697	-12	-375	-1170	-274	0	0	-81	-613	0	-3460	-4167	-74.17%

2014 - 2013 Port Boulevard, East of Biscayne Boulevard (2014-2013 Port Miami Bridge)

Sunday	**2013**																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	68	2601	2531	171	592	437	21	320	235	117	0	1	51	326	0	2100	7471	28.11%
W	191	5244	1198	140	289	577	30	282	1416	207	0	0	40	169	0	3010	9783	30.77%
Both Directions	259	7845	3729	311	881	1014	51	602	1651	324	0	1	91	495	0	5110	17254	29.62%
Sunday	**2014**																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	30	4220	779	89	115	83	10	71	35	11	0	0	2	7	0	334	5452	6.13%
W	24	4306	709	96	187	71	3	54	21	4	0	0	2	3	0	345	5480	6.30%
Both Directions	54	8526	1488	185	302	154	13	125	56	15	0	0	4	10	0	679	10932	6.21%
Diff (East) 2014-2013	-38	1619	-1752	-82	-477	-354	-11	-249	-200	-106	0	-1	-49	-319	0	-1766	-2019	-84.10%
Diff (West) 2014-2013	-167	-938	-489	-44	-102	-506	-27	-228	-1395	-203	0	0	-38	-166	0	-2665	-4303	-88.54%
Both Directions Diff 2014-2013	-205	681	-2241	-126	-579	-860	-38	-477	-1595	-309	0	-1	-87	-485	0	-4431	-6322	-86.71%

Weekday Average Diff	**2014**																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	-250	354	-654	-180	-284	-374	-10	-319	-720	-222	-1	0	-110	-607	0	-2648	-3379	78.36%
W	-148	-1883	-441	-113	-57	-543	-22	-321	-638	-119	0	0	-37	-217	0	-1953	-4537	43.05%
Both Directions	-398	-1529	-1095	-293	-341	-917	-32	-640	-1358	-341	-1	0	-148	-824	0	-4601	-7916	58.12%
Diff %	-85%	-16%	-43%	-74%	-50%	-79%	-48%	-77%	-81%	-87%	-80%	0%	-93%	-97%	0%	-79%	-42%	

Weekend Average Diff	**2014**																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	-43	1336	-1296	-105	-343	-367	-3	-219	-187	-110	0	-1	-49	-369	0	-1647	-1754	93.90%
W	-147	-592	-436	-18	-66	-412	-23	-208	-1196	-182	0	0	-35	-180	0	-2299	-3491	65.86%
Both Directions	-190	745	-1732	-123	-409	-779	-25	-426	-1383	-292	0	-1	-84	-549	0	-3946	-5245	75.23%
Diff %	-78%	8%	-51%	-35%	-54%	-79%	-44%	-68%	-94%	-92%	0%	-100%	-93%	-92%	0%	-81%	-29%	

Weekly Average Diff	**2014**																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	-146	845	-975	-143	-314	-371	-6	-269	-454	-166	0	0	-80	-488	0	-2147	-2566	83.67%
W	-148	-1237	-438	-65	-61	-477	-22	-264	-917	-150	0	0	-36	-198	0	-2126	-4014	52.97%
Both Directions	-294	-392	-1413	-208	-375	-848	-28	-533	-1370	-316	0	0	-116	-686	0	-4273	-6580	64.94%
Diff %	-72%	-4%	-51%	-54%	-53%	-77%	-45%	-69%	-85%	-85%	-56%	-175%	-83%	-88%	0%	-77%	-35%	

2014 Port Miami Tunnel

Monday	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	169	2450	451	108	218	158	13	61	1005	94	0	2	10	0	27	1588	4766	33.32%
W	914	2314	324	23	144	272	217	4	640	493	2	12	34	0	411	2229	5804	38.40%
Both Directions:	1083	4764	775	131	362	430	230	65	1645	587	2	14	44	0	438	3817	10570	36.11%
% of Total Volume	10.25%	45.07%	7.33%	1.24%	3.42%	4.07%	2.18%	0.61%	15.56%	5.55%	0.02%	0.13%	0.42%	0.00%	4.14%			

Tuesday	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	119	1877	344	62	162	145	26	55	1034	116	0	0	6	0	16	1560	3962	39.37%
W	667	1723	256	36	109	213	161	2	575	497	0	19	35	0	322	1933	4615	41.89%
Both Directions:	786	3600	600	98	271	358	187	57	1609	613	0	19	41	0	338	3493	8577	40.73%
% of Total Volume	9.16%	41.97%	7.00%	1.14%	3.16%	4.17%	2.18%	0.66%	18.76%	7.15%	0.00%	0.22%	0.48%	0.00%	3.94%			

Wednesday	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	123	1742	364	47	134	138	14	38	1080	125	0	1	6	0	19	1555	3831	40.59%
W	569	1490	256	16	109	224	137	5	607	503	0	13	41	0	301	1940	4271	45.42%
Both Directions:	692	3232	620	63	243	362	151	43	1687	628	0	14	47	0	320	3495	8102	43.14%
% of Total Volume	8.54%	39.89%	7.65%	0.78%	3.00%	4.47%	1.86%	0.53%	20.82%	7.75%	0.00%	0.17%	0.58%	0.00%	3.95%			

Thursday	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	52	2194	402	76	160	136	34	64	1283	145	0	2	7	0	20	1851	4575	40.46%
W	1069	1617	236	28	106	244	295	3	526	606	0	16	49	0	391	2236	5186	43.12%
Both Directions:	1121	3811	638	104	266	380	329	67	1809	751	0	18	56	0	411	4087	9761	41.87%
% of Total Volume	11.48%	39.04%	6.54%	1.07%	2.73%	3.89%	3.37%	0.69%	18.53%	7.69%	0.00%	0.18%	0.57%	0.00%	4.21%			

Friday	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	103	3131	526	99	227	72	13	59	1295	135	0	0	11	0	23	1835	5694	32.23%
W	1108	2191	326	18	143	453	263	1	549	533	0	22	41	0	437	2442	6085	40.13%
Both Directions:	1211	5322	852	117	370	525	276	60	1844	668	0	22	52	0	460	4277	11779	36.31%
% of Total Volume	10.28%	45.18%	7.23%	0.99%	3.14%	4.46%	2.34%	0.51%	15.65%	5.67%	0.00%	0.19%	0.44%	0.00%	3.91%			

Saturday	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	122	5159	767	239	367	37	9	25	117	2	2	0	4	0	36	599	6886	8.70%
W	1917	3130	334	48	131	393	283	3	105	70	3	9	7	0	630	1634	7063	23.13%
Both Directions:	2039	8289	1101	287	498	430	292	28	222	72	5	9	11	0	666	2233	13949	16.01%
% of Total Volume	14.62%	59.42%	7.89%	2.06%	3.57%	3.08%	2.09%	0.20%	1.59%	0.52%	0.04%	0.06%	0.08%	0.00%	4.77%			

Sunday	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	295	3447	621	198	271	27	6	16	67	0	2	0	0	0	38	427	4988	8.56%
W	1026	2248	292	41	101	269	176	5	66	50	2	9	1	0	310	989	4596	21.52%
Both Directions:	1321	5695	913	239	372	296	182	21	133	50	4	9	1	0	348	1416	9584	14.77%
% of Total Volume	13.78%	59.42%	9.53%	2.49%	3.88%	3.09%	1.90%	0.22%	1.39%	0.52%	0.04%	0.09%	0.01%	0.00%	3.63%			

2014 Port Miami Tunnel

Weekday Average	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	113	2279	417	78	180	130	20	55	1139	123	0	1	8	0	21	1678	4566	36.75%
W	865	1867	280	24	122	281	215	3	579	526	0	16	40	0	372	2156	5192	41.52%
Both Directions	979	4146	697	103	302	411	235	58	1719	649	0	17	48	0	393	3834	9758	39.29%
% of Total Volume	10.03%	42.49%	7.14%	1.05%	3.10%	4.21%	2.40%	0.60%	17.61%	6.66%	0.00%	0.18%	0.49%	0.00%	4.03%			

Weekend Average	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	209	4303	694	219	319	32	8	21	92	1	2	0	2	0	37	513	5937	8.64%
W	1472	2689	313	45	116	331	230	4	86	60	3	9	4	0	470	1312	5830	22.50%
Both Directions	1680	6992	1007	263	435	363	237	25	178	61	5	9	6	0	507	1825	11767	15.51%
% of Total Volume	14.28%	59.42%	8.56%	2.24%	3.70%	3.09%	2.01%	0.21%	1.51%	0.52%	0.04%	0.08%	0.05%	0.00%	4.31%			

Weekly Average	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	161	3291	556	148	250	81	14	38	616	62	1	1	5	0	29	1095	5251	20.86%
W	1168	2278	296	34	119	306	222	4	332	293	1	13	22	0	421	1734	5511	31.46%
Both Directions	1329	5569	852	183	369	387	236	41	948	355	2	13	27	0	450	2829	10762	26.29%
% of Total Volume	12.35%	51.75%	7.92%	1.70%	3.43%	3.60%	2.19%	0.39%	8.81%	3.30%	0.02%	0.12%	0.25%	0.00%	4.18%			

2014 Tunnel + Biscayne Boulevard/Port Miami Bridge (2014 Port Miami)

Monday	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	217	7405	1313	170	402	325	45	221	1189	123	0	2	18	21	27	2373	11478	20.67%
W	931	6885	1232	91	350	351	227	70	743	507	2	12	36	10	411	2719	11858	22.93%
Both Directions	1148	14290	2545	261	752	676	272	291	1932	630	2	14	54	31	438	5092	23336	21.82%
% of Total Volume	4.92%	61.24%	10.91%	1.12%	3.22%	2.90%	1.17%	1.25%	8.28%	2.70%	0.01%	0.06%	0.23%	0.13%	1.88%			

Tuesday	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	176	5879	940	114	316	312	52	175	1384	169	0	0	24	17	17	2466	9575	25.75%
W	688	4945	894	91	280	265	167	41	690	510	0	19	36	12	323	2343	8961	26.15%
Both Directions	864	10824	1834	205	596	577	219	216	2074	679	0	19	60	29	340	4809	18536	25.94%
% of Total Volume	4.66%	58.39%	9.89%	1.11%	3.22%	3.11%	1.18%	1.17%	11.19%	3.66%	0.00%	0.10%	0.32%	0.16%	1.83%			

Wednesday	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	159	5408	955	72	268	268	30	140	1245	153	0	1	7	5	19	2136	8730	24.47%
W	592	4438	902	69	279	276	148	40	696	522	1	13	45	4	301	2325	8326	27.92%
Both Directions	751	9846	1857	141	547	544	178	180	1941	675	1	14	52	9	320	4461	17056	26.16%
% of Total Volume	4.40%	57.73%	10.89%	0.83%	3.21%	3.19%	1.04%	1.06%	11.38%	3.96%	0.01%	0.08%	0.30%	0.05%	1.88%			

Thursday	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	97	6129	1042	104	297	313	55	193	1448	180	0	2	11	13	20	2532	9904	25.57%
W	1092	4943	872	88	270	327	303	49	635	623	0	16	51	3	391	2668	9663	27.61%
Both Directions	1189	11072	1914	192	567	640	358	242	2083	803	0	18	62	16	411	5200	19567	26.58%
% of Total Volume	6.08%	56.59%	9.78%	0.98%	2.90%	3.27%	1.83%	1.24%	10.65%	4.10%	0.00%	0.09%	0.32%	0.08%	2.10%			

Friday	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	168	8116	1392	146	397	253	45	242	1521	170	0	0	24	24	23	2699	12521	21.56%
W	1133	6813	1202	92	362	569	274	79	631	555	0	22	46	16	437	2991	12231	24.45%
Both Directions	1301	14929	2594	238	759	822	319	321	2152	725	0	22	70	40	460	5690	24752	22.99%
% of Total Volume	5.26%	60.31%	10.48%	0.96%	3.07%	3.32%	1.29%	1.30%	8.69%	2.93%	0.00%	0.09%	0.28%	0.16%	1.86%			

Saturday	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	151	10723	1745	342	532	135	51	176	178	19	2	0	7	26	36	1162	14123	8.23%
W	1944	8871	1227	208	362	551	292	128	149	86	3	9	12	54	630	2276	14526	15.67%
Both Directions	2095	19594	2972	550	894	686	343	304	327	105	5	9	19	80	666	3438	28649	12.00%
% of Total Volume	7.31%	68.39%	10.37%	1.92%	3.12%	2.39%	1.20%	1.06%	1.14%	0.37%	0.02%	0.03%	0.07%	0.28%	2.32%			

Sunday	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	325	7667	1400	287	386	110	16	87	102	11	2	0	2	7	38	761	10440	7.29%
W	1050	6554	1001	137	288	340	179	59	87	54	2	9	3	3	310	1334	10076	13.24%
Both Directions	1375	14221	2401	424	674	450	195	146	189	65	4	9	5	10	348	2095	20516	10.21%
% of Total Volume	6.70%	69.32%	11.70%	2.07%	3.29%	2.19%	0.95%	0.71%	0.92%	0.32%	0.02%	0.04%	0.02%	0.05%	1.70%			

2014 Tunnel + Biscayne Boulevard/Port Miami Bridge (2014 Port Miami)

Weekday Average	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	163	6587	1128	121	336	294	45	194	1357	159	0	1	17	16	21	2441	10442	23.38%
W	887	5605	1020	86	308	358	224	56	679	543	1	16	43	9	373	2609	10208	25.56%
Both Directions	1051	12192	2149	207	644	652	269	250	2036	702	1	17	60	25	394	5050	20649	24.46%
% of Total Volume	5.09%	59.04%	10.41%	1.00%	3.12%	3.16%	1.30%	1.21%	9.86%	3.40%	0.00%	0.08%	0.29%	0.12%	1.91%			

Weekend Average	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	238	9195	1573	315	459	123	34	132	140	15	2	0	5	17	37	962	12282	7.83%
W	1497	7713	1114	173	325	446	236	94	118	70	3	9	8	29	470	1805	12301	14.67%
Both Directions	1735	16908	2687	487	784	568	269	225	258	85	5	9	12	45	507	2767	24583	11.25%
% of Total Volume	7.06%	68.78%	10.93%	1.98%	3.19%	2.31%	1.09%	0.92%	1.05%	0.35%	0.02%	0.04%	0.05%	0.18%	2.06%			

Weekly Average	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Trk %
E	201	7891	1350	218	398	208	39	163	749	87	1	1	11	16	29	1701	11362	14.97%
W	1192	6659	1067	129	317	402	230	75	399	307	2	13	25	19	421	2207	11254	19.61%
Both Directions	1393	14550	2418	347	714	610	269	238	1147	394	3	13	36	35	450	3908	22616	17.28%
% of Total Volume	6.16%	64.33%	10.69%	1.54%	3.16%	2.70%	1.19%	1.05%	5.07%	1.74%	0.01%	0.06%	0.16%	0.15%	1.99%			

2014-2013 Port Miami

Monday	2014																		
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Vol% in ref to 2013	T% in ref to 2013
E	-44	4024	116	39	58	-183	23	-208	157	-147	0	2	-88	-584	27	-943	3192	38.52%	-28.44%
W	715	2480	288	-26	129	-232	175	-223	-583	271	2	12	-27	-271	411	-336	3121	35.72%	-11.00%
Both Directions	671	6504	404	13	187	-415	198	-431	-426	124	2	14	-115	-855	438	-1279	6313	37.09%	-20.08%

Tuesday	2014																		
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Vol% in ref to 2013	T% in ref to 2013
E	-48	2908	-219	-27	-12	-63	20	-176	361	-56	0	0	-88	-446	17	-443	2171	29.32%	-15.23%
W	495	360	-130	-34	35	-476	113	-240	8	397	0	19	-7	-160	323	12	703	8.51%	0.51%
Both Directions	447	3268	-349	-61	23	-539	133	-416	369	341	0	19	-95	-606	340	-431	2874	18.35%	-8.23%

Wednesday	2014																		
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Vol% in ref to 2013	T% in ref to 2013
E	-157	2423	-602	-138	-330	-347	-13	-276	402	-88	0	1	-111	-511	19	-1254	272	3.22%	-36.99%
W	373	-1984	-333	-111	-1	-516	121	-399	-471	322	1	13	-13	-299	301	-941	-2996	-26.46%	-28.81%
Both Directions	216	439	-935	-249	-331	-863	108	-675	-69	234	1	14	-124	-810	320	-2195	-2724	-13.77%	-32.98%

Thursday	2014																		
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Vol% in ref to 2013	T% in ref to 2013
E	-245	1520	-274	-253	-243	-277	19	-335	634	-90	-2	2	-116	-703	20	-1091	-343	-3.35%	-30.11%
W	958	-1841	-575	-176	-12	-231	290	-432	255	543	-1	16	31	-208	391	642	-992	-9.31%	31.69%
Both Directions	713	-321	-849	-429	-255	-508	309	-767	889	453	-3	18	-85	-911	411	-449	-1335	-6.39%	-7.95%

Friday	2014																		
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Vol% in ref to 2013	T% in ref to 2013
E	-191	2287	-206	-130	6	-351	1	-324	541	-113	-1	0	-109	-791	23	-1118	642	5.40%	-29.29%
W	1046	907	-55	-96	176	144	265	-294	498	505	-1	22	30	-146	437	1636	3438	39.10%	253.73%
Both Directions	855	3194	-261	-226	182	-207	266	-618	1039	392	-2	22	-79	-937	460	518	4080	19.74%	10.02%

Saturday	2014																		
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Vol% in ref to 2013	T% in ref to 2013
E	75	6212	-72	111	158	-343	15	-163	-57	-112	2	0	-45	-419	36	-928	5398	61.87%	-44.40%
W	1790	2885	-49	57	102	76	265	-184	-891	-90	3	9	-25	-194	630	-299	4384	43.23%	-11.61%
Both Directions	1865	9097	-121	168	260	-267	280	-347	-948	-202	5	9	-70	-613	666	-1227	9782	51.85%	-26.30%

Sunday	2014																		
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Vol% in ref to 2013	T% in ref to 2013
E	257	5066	-1131	116	-206	-327	-5	-233	-133	-106	2	-1	-49	-319	38	-1339	2969	39.74%	-63.76%
W	859	1310	-197	-3	-1	-237	149	-223	-1329	-153	2	9	-37	-166	310	-1676	293	2.99%	-55.68%
Both Directions	1116	6376	-1328	113	-207	-564	144	-456	-1462	-259	4	8	-86	-485	348	-3015	3262	18.91%	-59.00%

Weekday Average	2014																		
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Vol% in ref to 2013	T% in ref to 2013
E	-137	2632	-237	-102	-104	-244	10	-264	419	-99	-1	1	-102	-607	21	-970	1187	12.82%	-28.43%
W	717	-16	-161	-89	65	-262	193	-318	-59	408	0	16	3	-217	373	203	655	6.85%	8.42%
Both Directions	580	2617	-398	-190	-39	-506	203	-581	360	309	0	17	-100	-824	394	-767	1842	9.79%	-13.19%

2014-2013 Port Miami

Weekend Average	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Vol% in ref to 2013	T% in ref to 2013
E	166	5639	-602	114	-24	-335	5	-198	-95	-109	2	-1	-47	-369	37	-1134	4184	51.66%	-27.09%
W	1325	2098	-123	27	51	-81	207	-204	-1110	-122	3	9	-31	-180	470	-988	2339	23.47%	-42.23%
Both Directions	1491	7737	-725	141	27	-416	212	-402	-1205	-231	5	9	-78	-549	507	-2121	6522	36.11%	-43.40%

Weekly Average	2014																	
Categories	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol	Vol% in ref to 2013	T% in ref to 2013
E	15	4136	-419	6	-64	-290	8	-231	162	-104	1	0	-75	-488	29	-1052	2685	30.95%	-38.20%
W	1021	1041	-142	-31	58	-171	200	-261	-584	143	1	13	-14	-198	421	-392	1497	15.34%	-15.10%
Both Directions	1035	5177	-561	-25	-6	-461	207	-491	-422	39	2	13	-89	-686	450	-1444	4182	22.69%	-26.98%

MEMORANDUM No. 2

DATE: January 21st, 2014

TO: Hugo Llamas, E.I.
Project Manager
Intermodal Systems Planning Office
Florida Department of Transportation, District Six
Adam Leigh Cann Building
1000 NW 111th Avenue, Room 6111A
Miami, FL 33172

FROM: Juan S. Calderon, P.E., PTOE, Project Manager

C.C: Neil Lyn, E.I. FDOT District DSA.

SUBJECT: Port Miami Traffic Data Collection-Port of Miami Tunnel and Port Blvd Bridge

1.0 Objective:

The purpose of this second memorandum is to summarize a detailed analysis of the truck traffic data for the Port of Miami Tunnel. As part of this analysis, the peak hours of truck traffic data between 7:00-9:00 AM and 4:00-6:00 PM were documented and reviewed against a customized truck classification in different categories to those typically documented by the Florida Highway Administration (FHWA) scheme 13 (See Appendix A). All data reported under this study was documented in the appropriate format and tabulated per 15-minute intervals.

2.0 Traffic Data collection Process:

As mentioned in the previous memorandum, CALTRAN Engineering Group, Inc. collected traffic data within the Port Miami at two different locations, Port Boulevard/Port Bridge (Sta. 870001) and Port of Miami Tunnel (Sta. 870002). The data was collected from November 3rd through November 9th of 2014 with the purpose of acquiring the vehicles classification as per the FHWA scheme 13. The classification stations were placed at; the entrance and exit of the tunnel, and at Port Boulevard near the Port main access bridge for both bounds. Appendix B shows the raw data collected along the Port Miami Tunnel at the Station 870002 between 7:00-9:00 AM and 4:00-6:00 PM.

A second evaluation to the Port Tunnel data was performed during the same AM and PM peak hour periods considering a customized classification of trucks using the video collected.

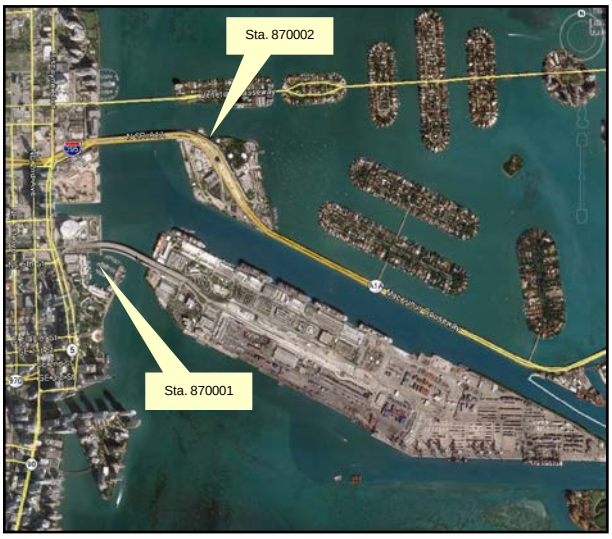


Figure 1. Station Locations

3.0 Traffic Data Analysis:

Traffic data analysis focuses on data validation of the machine counts collected at Station 870002 in reference to the data obtained through the video-observations at the same location. Based on the data collected, the following information can be established regarding the tunnel truck traffic:

- Video Data Evaluation: A video data evaluation was performed to review the correlation between the video observations and the machine counts. Two consecutive days were selected for this evaluation that included Thursday November 6, 2014 and Friday November 7, 2014 during the AM and PM peak periods (7:00 - 9:00 AM and 4:00 - 6:00 PM). The overall analysis is included in Appendix C.

  For the correlation analysis class 4 to class 15 was used from FHWA scheme 13. The analysis shows that total volume observed in the video appeared to have relative small differences in some of the 15-minutes intervals. It is noticed that the average differential per day for total volume between machine and video is ranging between 1% and 3% for the overall data collected. On the other hand, although in several intervals the difference of truck traffic collected between the video observations and the machine classification data is almost negligible, the majority of the intervals present substantial variations.

  This analysis also included a separate evaluation of videos-observations between the total truck traffic, and the customized classification per 15-minute intervals which concluded that those differences between both separate video-observations were nominal.

  As noted in the first memorandum the machine counts concluded that as per FHWA scheme 13, trucks categorized as class 9 are the most common type of trucks entering and exiting the Port Miami through the new tunnel.

- 2014 Port of Miami Tunnel Customized Truck Category: Table 1 presents a summary of the weekday traffic data on a customized categorization of truckstraveling in and out of Port Miami through the tunnel.

Table 1. Truck Traffic Weekly Average Customized Category

M - F	20 Ft Trucks		40 Ft Trucks		Trucks w/ chassis		Dump Trucks		Fuel Tank Trucks		Trucks w/brake bulk cargo		Busses		Total		
AM	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	Both
7:00-7:15	11	1	58	34	88	2	3	9	1	0	3	1	6	2	170	49	219
7:15-7:30	14	10	47	60	73	6	6	12	0	0	3	4	15	0	158	92	250
7:30-7:45	12	11	42	58	41	3	0	7	0	0	3	4	12	3	110	86	196
7:45-8:00	12	12	38	81	47	10	1	9	0	0	0	3	8	7	106	122	228
8:00-8:15	12	10	47	91	53	4	2	5	0	1	2	3	10	3	126	117	243
8:15-8:30	19	14	44	87	29	13	4	4	0	1	5	5	16	9	117	133	250
8:30-8:45	11	24	58	101	31	21	2	16	1	3	1	4	7	6	111	175	286
8:45-9:00	18	24	54	87	40	11	3	17	0	1	1	5	4	17	120	162	282
Total AM	109	106	388	599	402	70	21	79	2	6	18	29	78	47	1018	936	1954
%	10.71%	11.32%	38.11%	64.00%	39.49%	7.48%	2.06%	8.44%	0.20%	0.64%	1.77%	2.85%	7.66%	5.02%			
PM	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	Both
4:00-4:15	17	22	54	121	25	40	0	0	0	0	3	5	0	1	99	189	288
4:15-4:30	13	27	47	127	5	37	1	3	0	0	1	2	0	0	67	196	263
4:30-4:45	5	31	31	123	6	50	1	0	0	0	0	4	0	0	43	208	251
4:45-5:00	5	29	32	107	14	39	0	3	0	0	0	2	1	3	52	183	235
5:00-5:15	6	27	31	124	8	24	0	0	0	0	2	0	2	1	49	176	225
5:15-5:30	6	19	28	106	5	21	0	0	0	2	0	3	0	0	39	151	190
5:30-5:45	2	20	25	78	7	20	0	0	0	1	0	0	0	1	34	120	154
5:45-6:00	0	7	25	60	7	26	0	0	0	0	0	0	0	0	32	93	125
Total PM	54	182	273	846	77	257	2	6	0	3	6	16	3	6	415	1316	1731
%	13.01%	13.83%	65.78%	64.29%	61.93%	19.53%	0.48%	0.46%	0.00%	0.23%	1.45%	1.22%	0.72%	0.46%			

The table above includes seven different classifications of the trucks which were observed in the video. Trucks were classified as: 20ft container trucks, 40ft container trucks, trucks with chassis/flat beds, dump trucks, fuel tank trucks, trucks with break bulk cargo, and buses. All data reported was documented, and processed in the appropriate format and tabulated per 15-minute intervals.

The table shows the highest volume of trucks during the AM and PM peak hours are the 40ft container trucks and trucks with chassis/flat beds. In addition, the traffic of dump trucks, fuel tanks and busses is an average of 14.32% for the AM and 2.50% for the PM. The raw data is presented in Appendix D. A review of the customized classification and the FHWA 13-category scheme shows certain similarities in percentage of truck category class 9 that those recorder as 40ft containers trucks and trucks with chassis.

4.0 Conclusions:

- As mentioned in the first memorandum, the 2014 Port Miami Tunnel traffic data concludes that categories 14 and 15 should be part of the tunnel truck traffic analysis even though these categories are classified by the FHWA as unknown.

- The analysis of comparison between the video-observations and the machine counts concluded that for total volumes the difference between both methods appeared to be very similar; however, the truck classification presented large deviations.

- The analysis of the video-observation customized classification show a significant number of vehicles for 40ft containers truck and trucks with chassis/flat beds that appears to presented similar proportions to the class 9 as per FHWA.

- Last, even though dump trucks, fuel tanks, trucks with break bulk cargo and buses have the lowest traffic volume the Port Miami tunnel those types of vehicles accounted for over 14% of the weekly average traffic during the AM peak period in particular.

Appendix

Appendix A

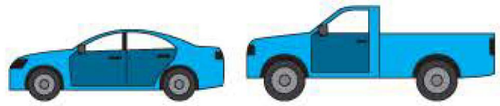
FHWA Classification Table

FHWA Vehicle Classifications

1. Motorcycles
2 axles, 2 or 3 tires



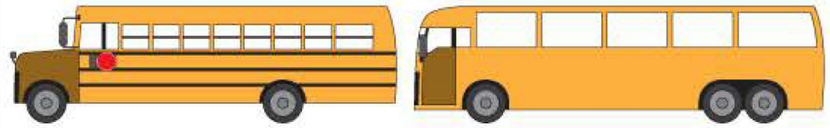
2. Passenger Cars
2 axles, can have 1- or 2-axle trailers



3. Pickups, Panels, Vans
2 axles, 4-tire single units
Can have 1 or 2 axle trailers



4. Buses
2 or 3 axles, full length



5. Single Unit 2-Axle Trucks
2 axles, 6 tires (dual rear tires), single-unit



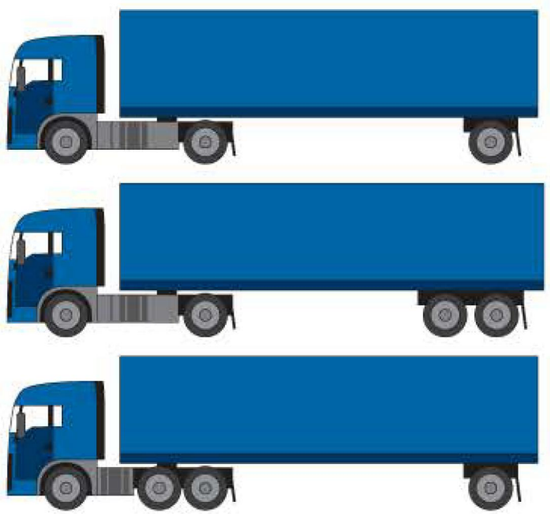
6. Single Unit 3-Axle Trucks
3 axles, single unit



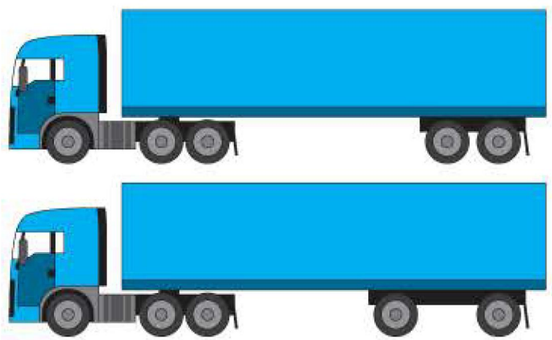
7. Single Unit 4 or More-Axle Trucks
4 or more axles, single unit



8. Single Trailer 3- or 4-Axle Trucks
3 or 4 axles, single trailer



9. Single Trailer 5-Axle Trucks
5 axles, single trailer



10. Single Trailer 6 or More-Axle Trucks
6 or more axles, single trailer



11. Multi-Trailer 5 or Less-Axle Trucks
5 or less axles, multiple trailers



12. Multi-Trailer 6-Axle Trucks
6 axles, multiple trailers



13. Multi-Trailer 7 or More-Axle Trucks
7 or more axles, multiple trailers



Appendix B

Station 870002 Data

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total	
	87	2	11/3/2014	E	1	15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	87	2	11/3/2014	E	1	30	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
	87	2	11/3/2014	E	1	45	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
	87	2	11/3/2014	E	1	100	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	87	2	11/3/2014	E	1	115	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	87	2	11/3/2014	E	1	130	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	87	2	11/3/2014	E	1	145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	87	2	11/3/2014	E	1	200	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	87	2	11/3/2014	E	1	215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	2	11/3/2014	E	1	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	2	11/3/2014	E	1	245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	2	11/3/2014	E	1	300	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	87	2	11/3/2014	E	1	315	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
	87	2	11/3/2014	E	1	330	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
	87	2	11/3/2014	E	1	345	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
	87	2	11/3/2014	E	1	400	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
	87	2	11/3/2014	E	1	415	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
	87	2	11/3/2014	E	1	430	0	2	1	0	0	0	0	1	4	0	0	0	0	0	0	8
	87	2	11/3/2014	E	1	445	0	2	2	0	0	0	0	2	1	0	0	0	0	0	0	7
	87	2	11/3/2014	E	1	500	0	5	1	0	0	0	0	1	8	1	0	0	0	0	0	16
	87	2	11/3/2014	E	1	515	1	4	2	0	0	0	0	0	7	0	0	0	0	0	0	14
	87	2	11/3/2014	E	1	530	0	7	0	0	0	1	0	0	6	0	0	0	0	0	0	14
	87	2	11/3/2014	E	1	545	0	10	2	0	0	0	0	1	9	3	0	0	0	0	0	25
	87	2	11/3/2014	E	1	600	0	12	5	0	0	1	0	0	7	1	0	0	0	0	0	26
	87	2	11/3/2014	E	1	615	0	19	1	0	0	1	0	1	5	0	0	0	0	0	0	27
	87	2	11/3/2014	E	1	630	0	11	3	1	3	2	1	0	8	1	0	0	0	0	0	30
	87	2	11/3/2014	E	1	645	0	24	3	0	1	4	0	0	10	1	0	0	0	0	0	43
	87	2	11/3/2014	E	1	700	0	21	3	0	1	9	0	0	20	1	0	0	0	0	1	56
	87	2	11/3/2014	E	1	715	0	13	0	0	3	10	0	0	21	0	0	0	0	0	0	47
	87	2	11/3/2014	E	1	730	0	13	4	2	1	9	0	2	20	1	0	0	0	0	0	52
	87	2	11/3/2014	E	1	745	0	16	4	0	5	7	0	0	9	1	0	0	0	0	0	42
	87	2	11/3/2014	E	1	800	1	13	2	0	2	5	0	1	26	1	0	0	0	0	0	51
	87	2	11/3/2014	E	1	815	0	13	4	1	3	7	0	0	18	1	0	0	0	0	0	47
	87	2	11/3/2014	E	1	830	1	26	4	0	1	1	0	0	20	1	0	0	0	0	0	54
	87	2	11/3/2014	E	1	845	0	23	3	0	2	5	1	1	21	2	0	0	0	0	0	58
	87	2	11/3/2014	E	1	900	0	13	0	0	2	0	1	1	17	2	0	0	0	0	0	36
	87	2	11/3/2014	E	1	915	0	14	1	1	2	0	0	1	15	0	0	0	0	0	0	34
	87	2	11/3/2014	E	1	930	0	11	3	0	4	5	0	5	15	1	0	0	0	0	1	45
	87	2	11/3/2014	E	1	945	0	16	2	0	0	0	0	1	26	1	0	0	0	1	1	48
	87	2	11/3/2014	E	1	1000	0	19	4	1	1	5	1	0	18	3	0	0	1	0	0	53
	87	2	11/3/2014	E	1	1015	0	29	3	0	3	2	1	0	38	7	0	0	0	0	1	84
	87	2	11/3/2014	E	1	1030	0	20	5	0	0	1	0	2	29	6	0	0	0	0	1	64
	87	2	11/3/2014	E	1	1045	1	22	6	0	5	2	0	1	23	4	0	0	0	0	0	64
	87	2	11/3/2014	E	1	1100	0	18	5	0	4	3	1	0	22	3	0	0	2	0	0	58
	87	2	11/3/2014	E	1	1115	1	14	4	0	1	1	0	1	29	1	0	0	0	0	1	53
	87	2	11/3/2014	E	1	1130	0	23	1	0	1	4	0	1	24	1	0	0	0	0	0	55
	87	2	11/3/2014	E	1	1145	0	3	0	0	0	2	0	0	3	1	0	0	0	0	0	9
	87	2	11/3/2014	E	1	1200	0	9	1	1	2	0	1	1	13	0	0	0	0	0	0	28
	87	2	11/3/2014	E	1	1215	0	15	2	0	2	4	0	2	17	2	0	0	0	0	0	44
	87	2	11/3/2014	E	1	1230	0	12	0	0	1	2	1	1	19	0	0	0	0	0	2	38
	87	2	11/3/2014	E	1	1245	0	19	4	1	1	7	0	0	23	3	0	0	0	0	0	58
	87	2	11/3/2014	E	1	1300	1	20	2	2	3	2	0	1	20	3	0	0	1	0	2	57
	87	2	11/3/2014	E	1	1315	1	16	0	0	0	1	0	1	17	2	0	1	0	0	0	39
	87	2	11/3/2014	E	1	1330	1	10	7	0	1	2	0	0	23	3	0	0	0	0	0	47
	87	2	11/3/2014	E	1	1345	2	17	3	0	1	2	0	1	18	1	0	0	0	0	0	45
	87	2	11/3/2014	E	1	1400	0	9	2	1	2	1	0	0	28	2	0	0	0	0	1	46
	87	2	11/3/2014	E	1	1415	0	14	3	0	1	3	2	0	14	4	0	0	0	0	0	41
	87	2	11/3/2014	E	1	1430	0	10	0	0	1	1	0	5	15	0	0	0	0	0	0	32
	87	2	11/3/2014	E	1	1445	0	9	1	0	1	2	0	0	17	2	0	0	0	0	2	34
	87	2	11/3/2014	E	1	1500	0	6	1	0	1	1	1	0	20	1	0	0	0	0	0	31
	87	2	11/3/2014	E	1	1515	0	6	0	0	0	2	0	1	19	3	0	0	0	0	0	31
	87	2	11/3/2014	E	1	1530	0	5	0	0	0	2	0	0	18	1	0	0	0	0	0	26
	87	2	11/3/2014	E	1	1545	0	7	1	0	0	0	0	1	11	4	0	0	0	0	0	24
	87	2	11/3/2014	E	1	1600	0	2	1	0	0	2	0	1	21	3	0	0	0	0	0	30
	87	2	11/3/2014	E	1	1615	0	2	0	0	1	0	0	0	10	2	0	0	0	0	0	15
	87	2	11/3/2014	E	1	1630	0	4	0	0	1	0	0	0	7	0	0	0	0	0	0	12
	87	2	11/3/2014	E	1	1645	0	4	0	0	0	0	0	1	7	0	0	0	0	0	0	12
	87	2	11/3/2014	E	1	1700	0	2	0	0	1	0	0	1	6	0	0	0	0	0	0	10
	87	2	11/3/2014	E	1	1715	0	4	1	0	0	1	0	0	5	0	0	0	0	0	0	11
	87	2	11/3/2014	E	1	1730	0	3	0	0	0	1	0	0	4	0	0	0	0	0	0	8
	87	2	11/3/2014	E	1	1745	0	1	0	0	0	0	0	0	4	0	0	0	0	0	0	5
	87	2	11/3/2014	E	1	1800	1	4	0	0	0	1	0	0	2	0	0	0	0	0	0	8
	87	2	11/3/2014	E	1	1815	0	2	0	0	0	0	0	0	3	0	0	0	0	0	1	6
	87	2	11/3/2014	E	1	1830	0	3	0	0	0	1	0	0	3	0	0	0	0	0	0	7
	87	2	11/3/2014	E	1	1845	0	4	0	0	0	0	0	0	2	0	0	0	0	0	0	6

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total	
	87	2	11/3/2014	E	1	1900	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6
	87	2	11/3/2014	E	1	1915	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5
	87	2	11/3/2014	E	1	1930	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	87	2	11/3/2014	E	1	1945	0	4	0	0	1	0	0	0	1	0	0	0	0	0	0	6
	87	2	11/3/2014	E	1	2000	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
	87	2	11/3/2014	E	1	2015	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	87	2	11/3/2014	E	1	2030	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	87	2	11/3/2014	E	1	2045	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	87	2	11/3/2014	E	1	2100	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	87	2	11/3/2014	E	1	2115	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
	87	2	11/3/2014	E	1	2130	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	87	2	11/3/2014	E	1	2145	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	87	2	11/3/2014	E	1	2200	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	87	2	11/3/2014	E	1	2215	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
	87	2	11/3/2014	E	1	2230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	87	2	11/3/2014	E	1	2245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	87	2	11/3/2014	E	1	2300	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	87	2	11/3/2014	E	1	2315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	87	2	11/3/2014	E	1	2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	2	11/3/2014	E	1	2345	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	87	2	11/3/2014	E	1	2400	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
	87	2	11/3/2014	E	2	15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	87	2	11/3/2014	E	2	30	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	87	2	11/3/2014	E	2	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	2	11/3/2014	E	2	100	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	87	2	11/3/2014	E	2	115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	87	2	11/3/2014	E	2	130	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	87	2	11/3/2014	E	2	145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	2	11/3/2014	E	2	200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	87	2	11/3/2014	E	2	215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	2	11/3/2014	E	2	230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	87	2	11/3/2014	E	2	245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	2	11/3/2014	E	2	300	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	87	2	11/3/2014	E	2	315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	2	11/3/2014	E	2	330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	2	11/3/2014	E	2	345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	87	2	11/3/2014	E	2	400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	87	2	11/3/2014	E	2	415	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	87	2	11/3/2014	E	2	430	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	87	2	11/3/2014	E	2	445	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	87	2	11/3/2014	E	2	500	2	3	2	0	1	0	0	0	0	0	0	0	0	0	0	8
	87	2	11/3/2014	E	2	515	0	11	3	0	1	0	0	0	2	0	0	0	0	0	0	17
	87	2	11/3/2014	E	2	530	3	11	1	1	1	0	0	0	0	0	0	0	0	0	0	17
	87	2	11/3/2014	E	2	545	9	21	9	1	1	0	0	0	0	0	0	0	0	0	0	41
	87	2	11/3/2014	E	2	600	11	30	4	1	0	0	0	0	2	0	0	0	0	0	0	48
	87	2	11/3/2014	E	2	615	6	20	3	0	2	0	0	2	1	0	0	0	0	0	0	34
	87	2	11/3/2014	E	2	630	5	22	5	3	3	0	0	0	1	0	0	0	0	0	0	39
	87	2	11/3/2014	E	2	645	11	31	7	0	2	0	0	0	3	0	0	0	0	0	1	55
	87	2	11/3/2014	E	2	700	15	34	4	2	6	3	0	2	3	0	0	0	1	0	1	71
	87	2	11/3/2014	E	2	715	16	26	10	5	4	4	0	0	4	0	0	0	0	0	0	69
	87	2	11/3/2014	E	2	730	7	29	9	3	2	1	0	1	2	0	0	0	0	0	0	54
	87	2	11/3/2014	E	2	745	11	45	11	3	4	1	0	1	5	0	0	0	0	0	0	81
	87	2	11/3/2014	E	2	800	6	58	6	0	2	0	0	0	3	0	0	0	0	0	0	75
	87	2	11/3/2014	E	2	815	9	46	4	3	3	4	0	0	4	0	0	0	0	0	1	74
	87	2	11/3/2014	E	2	830	9	64	11	1	4	1	0	0	7	2	0	0	1	0	0	100
	87	2	11/3/2014	E	2	845	5	46	12	1	2	0	0	0	3	0	0	0	0	0	0	69
	87	2	11/3/2014	E	2	900	5	55	6	5	4	1	0	1	4	0	0	0	0	0	0	81
	87	2	11/3/2014	E	2	915	1	41	6	1	5	0	0	1	5	0	0	0	0	0	1	61
	87	2	11/3/2014	E	2	930	0	49	11	1	4	1	0	1	4	0	0	0	0	0	0	71
	87	2	11/3/2014	E	2	945	0	62	13	7	5	2	0	1	2	0	0	0	0	0	0	92
	87	2	11/3/2014	E	2	1000	0	58	9	3	5	2	0	0	3	1	0	0	0	0	1	82
	87	2	11/3/2014	E	2	1015	1	63	14	1	3	0	0	2	7	2	0	0	1	0	1	95
	87	2	11/3/2014	E	2	1030	0	52	8	5	6	0	0	1	8	0	0	0	0	0	1	81
	87	2	11/3/2014	E	2	1045	0	45	10	1	9	1	0	1	4	1	0	0	2	0	1	75
	87	2	11/3/2014	E	2	1100	0	59	12	6	6	0	0	0	6	0	0	0	0	0	0	89
	87	2	11/3/2014	E	2	1115	0	48	10	4	6	0	0	1	9	1	0	0	0	0	0	79
	87	2	11/3/2014	E	2	1130	0	51	11	4	6	3	0	1	1	0	0	0	0	0	0	77
	87	2	11/3/2014	E	2	1145	0	8	7	1	2	0	0	0	0	0	0	0	0	0	1	19
	87	2	11/3/2014	E	2	1200	0	27	3	0	5	0	0	0	1	0	0	0	0	0	0	36
	87	2	11/3/2014	E	2	1215	0	46	13	4	7	2	0	0	1	0	0	0	0	0	0	73
	87	2	11/3/2014	E	2	1230	0	46	12	3	4	0	0	0	0	0	0	1	0	0	0	66
	87	2	11/3/2014	E	2	1245	0	59	8	4	6	0	0	1	4	0	0	0	0	0	0	82
	87	2	11/3/2014	E	2	1300	0	46	9	2	5	0	0	0	5	0	0	0	0	0	0	67
	87	2	11/3/2014	E	2	1315	1	35	4	6	2	2	0	2	3	0	0	0	0	0	0	55
	87	2	11/3/2014	E	2	1330	1	41	12	2	1	2	0	1	6	0	0	0	0	0	0	66

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
87	2	11/3/2014	E	2	1345	0	27	8	1	2	0	0	0	4	0	0	0	0	0	0	42
87	2	11/3/2014	E	2	1400	0	38	8	5	3	0	0	1	1	0	0	0	0	0	0	56
87	2	11/3/2014	E	2	1415	0	27	5	2	2	1	0	0	4	0	0	0	0	0	1	42
87	2	11/3/2014	E	2	1430	0	26	5	1	4	0	0	0	6	0	0	0	0	0	1	43
87	2	11/3/2014	E	2	1445	0	20	2	2	1	0	1	0	1	0	0	0	0	0	1	28
87	2	11/3/2014	E	2	1500	0	12	3	1	1	0	0	0	4	0	0	0	0	0	0	21
87	2	11/3/2014	E	2	1515	0	10	4	0	2	0	0	0	1	0	0	0	0	0	0	17
87	2	11/3/2014	E	2	1530	0	16	3	0	0	1	0	0	4	0	0	0	0	0	0	24
87	2	11/3/2014	E	2	1545	0	10	2	0	0	0	1	0	3	0	0	0	0	0	0	16
87	2	11/3/2014	E	2	1600	1	9	2	0	0	0	0	0	1	0	0	0	0	0	0	13
87	2	11/3/2014	E	2	1615	0	13	0	0	1	0	0	0	1	0	0	0	0	0	0	15
87	2	11/3/2014	E	2	1630	0	8	1	0	1	0	0	0	0	1	0	0	0	0	0	11
87	2	11/3/2014	E	2	1645	1	6	1	0	0	0	0	0	1	0	0	0	0	0	0	9
87	2	11/3/2014	E	2	1700	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/3/2014	E	2	1715	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/3/2014	E	2	1730	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	7
87	2	11/3/2014	E	2	1745	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/3/2014	E	2	1800	2	9	0	0	0	0	0	0	1	0	0	0	0	0	0	12
87	2	11/3/2014	E	2	1815	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
87	2	11/3/2014	E	2	1830	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
87	2	11/3/2014	E	2	1845	1	5	1	0	0	0	0	0	1	0	0	0	0	0	0	8
87	2	11/3/2014	E	2	1900	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	5
87	2	11/3/2014	E	2	1915	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	8
87	2	11/3/2014	E	2	1930	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	7
87	2	11/3/2014	E	2	1945	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/3/2014	E	2	2000	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/3/2014	E	2	2015	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/3/2014	E	2	2030	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/3/2014	E	2	2045	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/3/2014	E	2	2100	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/3/2014	E	2	2115	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/3/2014	E	2	2130	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/3/2014	E	2	2145	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/3/2014	E	2	2200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/3/2014	E	2	2215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/3/2014	E	2	2230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/3/2014	E	2	2245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/3/2014	E	2	2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/3/2014	E	2	2315	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/3/2014	E	2	2330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/3/2014	E	2	2345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/3/2014	E	2	2400	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/3/2014	W	1	15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/3/2014	W	1	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	1	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	1	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	1	115	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
87	2	11/3/2014	W	1	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	1	145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	1	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	1	215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	1	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	1	245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	1	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	1	315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	1	330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	1	345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/3/2014	W	1	400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	1	415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	1	430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	1	445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	1	500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	1	515	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/3/2014	W	1	530	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/3/2014	W	1	545	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/3/2014	W	1	600	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	6
87	2	11/3/2014	W	1	615	0	4	2	0	0	1	0	0	0	0	0	0	0	0	0	7
87	2	11/3/2014	W	1	630	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/3/2014	W	1	645	0	4	0	0	0	0	0	0	1	1	0	0	1	0	0	7
87	2	11/3/2014	W	1	700	0	5	1	0	0	0	0	0	7	6	0	0	0	0	1	20
87	2	11/3/2014	W	1	715	0	3	0	0	3	1	0	0	16	6	0	0	0	0	2	31
87	2	11/3/2014	W	1	730	0	1	1	0	3	1	0	0	16	2	0	0	0	0	2	26
87	2	11/3/2014	W	1	745	4	5	1	1	6	1	0	0	10	8	0	0	0	0	0	36
87	2	11/3/2014	W	1	800	0	3	1	0	2	1	0	0	10	5	0	0	1	0	1	24
87	2	11/3/2014	W	1	815	1	6	4	0	0	1	0	0	11	10	0	0	0	0	1	34

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
87	2	11/3/2014	W	1	830	2	9	1	0	2	0	0	0	12	6	0	0	0	0	1	33
87	2	11/3/2014	W	1	845	0	1	2	0	3	1	2	0	14	13	0	0	1	0	1	38
87	2	11/3/2014	W	1	900	2	4	4	0	3	1	2	0	18	10	0	1	1	0	0	46
87	2	11/3/2014	W	1	915	0	7	1	0	4	3	0	0	11	13	0	0	0	0	2	41
87	2	11/3/2014	W	1	930	2	3	0	0	0	1	1	0	4	6	0	0	0	0	5	22
87	2	11/3/2014	W	1	945	2	3	0	0	3	2	1	0	3	5	0	1	0	0	2	22
87	2	11/3/2014	W	1	1000	2	3	0	0	2	1	0	0	5	14	0	0	0	0	2	29
87	2	11/3/2014	W	1	1015	2	1	3	0	2	1	2	0	12	9	0	0	0	0	1	33
87	2	11/3/2014	W	1	1030	0	2	1	0	1	1	2	1	14	11	0	0	0	0	2	35
87	2	11/3/2014	W	1	1045	2	2	3	0	2	8	1	0	5	11	1	0	0	0	5	40
87	2	11/3/2014	W	1	1100	11	1	1	0	2	0	4	0	10	17	0	0	0	0	3	49
87	2	11/3/2014	W	1	1115	6	3	4	0	2	3	3	1	7	13	0	1	0	0	3	46
87	2	11/3/2014	W	1	1130	11	4	1	0	2	0	5	0	13	9	0	0	0	0	3	48
87	2	11/3/2014	W	1	1145	4	6	2	1	2	5	2	0	11	13	0	0	0	0	2	48
87	2	11/3/2014	W	1	1200	1	6	6	0	1	1	1	1	14	9	0	1	1	0	3	45
87	2	11/3/2014	W	1	1215	2	12	9	0	2	2	2	0	16	10	0	0	1	0	7	63
87	2	11/3/2014	W	1	1230	0	6	3	0	0	2	0	0	16	8	0	0	2	0	0	37
87	2	11/3/2014	W	1	1245	5	3	3	0	2	2	3	0	8	16	0	0	0	0	3	45
87	2	11/3/2014	W	1	1300	2	4	1	0	1	0	1	0	11	5	0	0	0	0	1	26
87	2	11/3/2014	W	1	1315	3	3	2	0	3	1	3	0	16	11	0	1	1	0	4	48
87	2	11/3/2014	W	1	1330	0	13	1	0	1	2	0	0	15	9	0	0	2	0	6	49
87	2	11/3/2014	W	1	1345	4	8	4	0	2	0	2	0	25	12	0	0	2	0	3	62
87	2	11/3/2014	W	1	1400	2	8	4	0	3	1	3	0	13	20	0	0	0	0	3	57
87	2	11/3/2014	W	1	1415	8	8	4	0	4	5	5	0	14	23	0	2	1	0	2	76
87	2	11/3/2014	W	1	1430	6	8	2	0	2	1	3	0	15	13	0	0	3	0	6	59
87	2	11/3/2014	W	1	1445	7	12	7	0	3	2	2	0	19	16	0	0	2	0	6	76
87	2	11/3/2014	W	1	1500	4	12	2	0	2	3	0	0	16	11	0	0	1	0	2	53
87	2	11/3/2014	W	1	1515	5	14	5	0	1	3	1	0	13	10	0	0	1	0	5	58
87	2	11/3/2014	W	1	1530	5	4	3	0	2	2	3	0	19	10	0	0	0	0	3	51
87	2	11/3/2014	W	1	1545	0	6	3	0	0	0	0	0	17	7	0	0	1	0	3	37
87	2	11/3/2014	W	1	1600	2	16	3	0	3	2	0	0	11	11	0	0	0	0	4	52
87	2	11/3/2014	W	1	1615	5	19	2	1	2	0	2	0	28	5	0	0	2	0	3	69
87	2	11/3/2014	W	1	1630	0	10	3	1	2	2	0	0	18	15	0	0	1	0	4	56
87	2	11/3/2014	W	1	1645	3	15	6	1	2	2	0	0	30	12	0	0	1	0	1	73
87	2	11/3/2014	W	1	1700	8	26	11	0	0	4	1	0	16	10	0	0	0	0	5	81
87	2	11/3/2014	W	1	1715	1	28	11	0	5	8	1	0	12	12	0	0	1	0	7	86
87	2	11/3/2014	W	1	1730	0	7	6	0	0	3	1	0	12	9	0	0	2	0	2	42
87	2	11/3/2014	W	1	1745	0	8	3	0	0	5	0	0	10	6	0	0	1	0	0	33
87	2	11/3/2014	W	1	1800	7	12	2	1	1	4	2	1	11	6	0	0	1	0	3	51
87	2	11/3/2014	W	1	1815	0	18	5	0	1	5	0	0	2	1	0	0	0	0	0	32
87	2	11/3/2014	W	1	1830	0	21	2	0	1	3	0	0	2	1	0	0	0	0	0	30
87	2	11/3/2014	W	1	1845	2	10	0	0	0	2	1	0	2	0	0	0	0	0	0	17
87	2	11/3/2014	W	1	1900	0	10	0	0	0	3	1	0	1	0	0	0	0	0	0	15
87	2	11/3/2014	W	1	1915	0	3	2	0	0	1	0	0	2	0	0	0	0	0	0	8
87	2	11/3/2014	W	1	1930	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0	4
87	2	11/3/2014	W	1	1945	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1	4
87	2	11/3/2014	W	1	2000	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
87	2	11/3/2014	W	1	2015	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
87	2	11/3/2014	W	1	2030	0	9	1	0	0	0	1	0	0	0	0	0	0	0	0	11
87	2	11/3/2014	W	1	2045	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/3/2014	W	1	2100	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
87	2	11/3/2014	W	1	2115	2	1	6	0	0	0	0	0	0	0	0	0	0	0	0	9
87	2	11/3/2014	W	1	2130	0	6	1	0	0	1	0	0	0	0	0	0	0	0	0	8
87	2	11/3/2014	W	1	2145	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	5
87	2	11/3/2014	W	1	2200	0	3	1	0	0	0	0	0	0	0	0	0	0	0	1	5
87	2	11/3/2014	W	1	2215	2	11	2	0	0	3	0	0	0	0	0	0	0	0	0	18
87	2	11/3/2014	W	1	2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	1	2245	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
87	2	11/3/2014	W	1	2300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/3/2014	W	1	2315	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/3/2014	W	1	2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	1	2345	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
87	2	11/3/2014	W	1	2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	2	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
87	2	11/3/2014	W	2	30	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	10
87	2	11/3/2014	W	2	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	2	100	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/3/2014	W	2	115	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/3/2014	W	2	130	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/3/2014	W	2	145	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/3/2014	W	2	200	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/3/2014	W	2	215	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/3/2014	W	2	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	2	245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	2	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total	
87	2	11/3/2014	W	2	315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/3/2014	W	2	330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	2	345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	2	400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	2	415	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
87	2	11/3/2014	W	2	430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	2	445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
87	2	11/3/2014	W	2	500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	2	515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	2	530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/3/2014	W	2	545	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/3/2014	W	2	600	2	6	0	0	0	0	0	1	0	0	0	0	0	0	0	1	10
87	2	11/3/2014	W	2	615	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
87	2	11/3/2014	W	2	630	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
87	2	11/3/2014	W	2	645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
87	2	11/3/2014	W	2	700	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/3/2014	W	2	715	2	2	2	0	1	0	1	0	0	0	0	0	0	0	0	0	8
87	2	11/3/2014	W	2	730	5	13	0	0	0	1	0	0	0	0	0	0	0	0	0	0	19
87	2	11/3/2014	W	2	745	9	45	2	0	0	0	2	0	0	0	0	0	0	0	0	2	60
87	2	11/3/2014	W	2	800	11	51	7	0	1	4	0	0	0	0	1	0	0	0	0	5	80
87	2	11/3/2014	W	2	815	4	50	10	1	1	1	2	0	0	0	0	0	0	0	0	2	71
87	2	11/3/2014	W	2	830	12	36	5	0	1	2	3	0	0	0	0	0	0	1	0	13	73
87	2	11/3/2014	W	2	845	31	67	2	0	3	4	2	0	0	1	0	0	0	0	0	5	115
87	2	11/3/2014	W	2	900	32	66	8	0	3	8	5	0	1	0	0	0	0	0	0	10	133
87	2	11/3/2014	W	2	915	37	65	3	1	2	5	7	0	2	2	0	1	0	0	0	12	137
87	2	11/3/2014	W	2	930	27	32	1	0	4	5	5	0	1	2	1	0	1	0	0	15	94
87	2	11/3/2014	W	2	945	42	60	7	1	2	11	4	0	3	0	0	1	0	0	0	16	147
87	2	11/3/2014	W	2	1000	37	85	5	0	1	7	7	0	3	2	0	0	1	0	0	11	159
87	2	11/3/2014	W	2	1015	38	60	2	1	0	5	5	0	1	1	0	0	0	0	0	10	123
87	2	11/3/2014	W	2	1030	31	49	6	0	2	8	3	0	1	0	0	0	0	0	0	16	116
87	2	11/3/2014	W	2	1045	45	44	2	3	2	4	1	0	2	2	0	0	0	0	0	6	111
87	2	11/3/2014	W	2	1100	25	30	7	0	1	9	5	0	2	2	0	1	0	0	0	3	85
87	2	11/3/2014	W	2	1115	26	21	2	1	1	8	10	0	1	2	0	0	1	0	0	9	82
87	2	11/3/2014	W	2	1130	26	26	1	0	1	2	8	0	0	1	0	1	0	0	0	5	71
87	2	11/3/2014	W	2	1145	16	22	10	0	2	2	4	0	0	1	0	0	0	0	0	3	60
87	2	11/3/2014	W	2	1200	21	15	2	1	1	4	2	0	0	0	0	0	0	0	0	7	53
87	2	11/3/2014	W	2	1215	13	31	2	0	2	0	4	0	2	0	0	0	0	0	0	8	62
87	2	11/3/2014	W	2	1230	13	31	7	0	1	2	5	0	0	0	0	0	0	0	0	4	63
87	2	11/3/2014	W	2	1245	11	25	5	1	3	5	5	0	0	1	0	0	0	0	0	4	60
87	2	11/3/2014	W	2	1300	14	25	5	1	1	6	7	0	1	0	0	0	0	0	0	6	66
87	2	11/3/2014	W	2	1315	16	25	3	0	0	6	0	0	1	1	0	0	0	0	0	7	59
87	2	11/3/2014	W	2	1330	8	16	2	3	0	3	4	0	0	0	0	0	0	0	0	3	39
87	2	11/3/2014	W	2	1345	14	22	1	0	3	5	4	0	1	0	0	0	0	0	0	8	58
87	2	11/3/2014	W	2	1400	7	32	0	1	1	2	2	0	0	0	0	0	0	0	0	4	49
87	2	11/3/2014	W	2	1415	20	33	4	1	0	7	4	0	0	1	0	0	0	0	0	3	73
87	2	11/3/2014	W	2	1430	20	26	2	0	0	2	6	0	0	1	0	0	0	0	0	6	63
87	2	11/3/2014	W	2	1445	16	22	3	1	3	0	7	0	0	2	0	0	0	0	0	3	57
87	2	11/3/2014	W	2	1500	16	14	7	0	1	4	1	0	1	1	0	0	0	0	0	2	47
87	2	11/3/2014	W	2	1515	16	32	1	0	3	2	2	0	1	0	0	0	0	0	0	4	61
87	2	11/3/2014	W	2	1530	6	32	1	0	0	4	1	0	0	0	0	0	0	0	0	3	47
87	2	11/3/2014	W	2	1545	15	30	2	0	1	0	0	0	0	0	1	0	0	0	0	6	55
87	2	11/3/2014	W	2	1600	3	39	1	0	0	3	1	0	1	0	0	0	0	0	0	5	53
87	2	11/3/2014	W	2	1615	9	28	0	0	0	3	1	0	0	0	0	0	0	0	0	4	45
87	2	11/3/2014	W	2	1630	2	19	2	0	0	3	2	0	0	0	0	0	0	0	0	2	30
87	2	11/3/2014	W	2	1645	8	37	2	0	1	1	1	0	0	0	0	0	0	0	0	8	58
87	2	11/3/2014	W	2	1700	4	23	1	0	0	0	1	0	0	0	0	0	0	0	0	2	31
87	2	11/3/2014	W	2	1715	5	61	5	0	0	2	0	0	1	0	0	0	0	0	0	5	79
87	2	11/3/2014	W	2	1730	7	30	3	0	0	1	2	0	0	0	0	0	0	0	0	2	45
87	2	11/3/2014	W	2	1745	1	27	1	0	0	1	1	0	0	0	0	0	0	0	0	2	33
87	2	11/3/2014	W	2	1800	6	30	3	0	0	0	1	0	0	0	0	0	0	0	0	7	47
87	2	11/3/2014	W	2	1815	6	36	1	0	0	1	1	0	0	0	0	0	0	0	0	5	50
87	2	11/3/2014	W	2	1830	4	46	0	0	0	0	2	0	0	0	0	0	0	0	0	2	54
87	2	11/3/2014	W	2	1845	7	20	1	0	0	1	2	0	0	0	0	0	0	0	0	1	32
87	2	11/3/2014	W	2	1900	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
87	2	11/3/2014	W	2	1915	2	18	1	0	0	0	2	0	0	0	0	0	0	0	0	2	25
87	2	11/3/2014	W	2	1930	0	16	0	0	0	1	1	0	0	0	0	0	0	0	0	1	19
87	2	11/3/2014	W	2	1945	1	16	1	0	0	0	0	0	0	0	0	0	0	0	0	1	19
87	2	11/3/2014	W	2	2000	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	1	21
87	2	11/3/2014	W	2	2015	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
87	2	11/3/2014	W	2	2030	0	7	0	0	0	0	1	0	0	0	0	0	0	0	0	2	10
87	2	11/3/2014	W	2	2045	5	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14
87	2	11/3/2014	W	2	2100	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
87	2	11/3/2014	W	2	2115	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
87	2	11/3/2014	W	2	2130	0	6	0	0	0	0	1	0	0	0	0	0	0	0	0	1	8
87	2	11/3/2014	W	2	2145	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	1	7

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total	
87	2	11/3/2014	W	2	2200	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	4
87	2	11/3/2014	W	2	2215	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
87	2	11/3/2014	W	2	2230	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4
87	2	11/3/2014	W	2	2245	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
87	2	11/3/2014	W	2	2300	4	2	0	0	0	0	1	0	0	0	0	0	0	0	0	1	8
87	2	11/3/2014	W	2	2315	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/3/2014	W	2	2330	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/3/2014	W	2	2345	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
87	2	11/3/2014	W	2	2400	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/4/2014	E	1	15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/4/2014	E	1	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	E	1	45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/4/2014	E	1	100	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/4/2014	E	1	115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	E	1	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	E	1	145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/4/2014	E	1	200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/4/2014	E	1	215	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
87	2	11/4/2014	E	1	230	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
87	2	11/4/2014	E	1	245	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
87	2	11/4/2014	E	1	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	E	1	315	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
87	2	11/4/2014	E	1	330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	E	1	345	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
87	2	11/4/2014	E	1	400	0	1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	4
87	2	11/4/2014	E	1	415	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
87	2	11/4/2014	E	1	430	0	2	0	0	0	0	0	0	5	1	0	0	0	0	0	0	8
87	2	11/4/2014	E	1	445	0	2	1	0	0	0	0	1	3	0	0	0	0	0	0	0	7
87	2	11/4/2014	E	1	500	0	2	0	0	0	0	0	0	5	1	0	0	0	0	0	0	8
87	2	11/4/2014	E	1	515	0	3	2	0	0	0	0	0	4	3	0	0	0	0	0	0	12
87	2	11/4/2014	E	1	530	0	4	0	0	0	0	1	0	0	7	0	0	0	0	0	0	12
87	2	11/4/2014	E	1	545	0	8	0	0	0	1	0	0	1	8	0	0	0	0	0	0	18
87	2	11/4/2014	E	1	600	0	18	2	0	1	2	1	0	6	2	0	0	0	0	0	0	32
87	2	11/4/2014	E	1	615	0	9	1	0	0	1	0	0	8	1	0	0	0	0	0	0	20
87	2	11/4/2014	E	1	630	1	9	3	0	0	6	0	1	24	1	0	0	0	0	0	0	45
87	2	11/4/2014	E	1	645	0	18	3	0	1	7	0	0	16	1	0	0	0	0	0	0	46
87	2	11/4/2014	E	1	700	1	15	7	0	1	9	0	1	9	0	0	0	0	0	0	0	43
87	2	11/4/2014	E	1	715	0	7	4	0	3	16	0	0	16	2	0	0	0	0	0	0	48
87	2	11/4/2014	E	1	730	0	10	2	1	0	12	0	1	15	3	0	0	0	0	0	0	44
87	2	11/4/2014	E	1	745	1	11	3	0	1	4	0	0	14	0	0	0	0	0	0	0	34
87	2	11/4/2014	E	1	800	0	8	3	0	3	7	0	2	9	0	0	0	0	0	0	0	32
87	2	11/4/2014	E	1	815	1	10	5	1	1	2	0	0	12	1	0	0	0	0	0	0	33
87	2	11/4/2014	E	1	830	0	11	1	0	0	2	1	0	15	2	0	0	0	0	0	0	32
87	2	11/4/2014	E	1	845	1	15	4	1	3	2	0	1	22	1	0	0	0	0	0	1	51
87	2	11/4/2014	E	1	900	0	16	1	0	1	3	0	2	21	1	0	0	0	0	0	0	45
87	2	11/4/2014	E	1	915	0	12	1	0	0	3	0	0	23	2	0	0	0	0	0	0	41
87	2	11/4/2014	E	1	930	0	13	0	0	3	1	1	1	34	3	0	0	0	0	0	1	57
87	2	11/4/2014	E	1	945	1	13	6	0	1	0	1	0	25	3	0	0	0	0	0	0	50
87	2	11/4/2014	E	1	1000	0	12	4	0	2	0	1	1	18	1	0	0	0	0	0	0	39
87	2	11/4/2014	E	1	1015	2	11	3	0	4	0	2	1	17	2	0	0	0	0	0	0	42
87	2	11/4/2014	E	1	1030	0	14	4	0	2	1	0	1	33	5	0	0	0	0	0	0	60
87	2	11/4/2014	E	1	1045	0	16	3	0	1	3	0	2	23	1	0	0	0	0	0	0	49
87	2	11/4/2014	E	1	1100	0	8	3	0	1	2	0	1	16	3	0	0	0	0	0	0	34
87	2	11/4/2014	E	1	1115	0	12	1	1	1	2	0	1	17	0	0	0	0	0	0	1	36
87	2	11/4/2014	E	1	1130	1	9	4	0	2	3	1	0	17	0	0	0	0	0	0	0	37
87	2	11/4/2014	E	1	1145	0	15	2	0	3	3	0	2	25	2	0	0	0	0	0	0	52
87	2	11/4/2014	E	1	1200	0	16	0	0	1	2	0	3	21	5	0	0	0	0	0	1	49
87	2	11/4/2014	E	1	1215	0	14	1	1	1	1	1	1	21	2	0	0	0	0	0	1	44
87	2	11/4/2014	E	1	1230	0	14	3	0	2	0	0	0	23	0	0	0	0	0	0	0	42
87	2	11/4/2014	E	1	1245	0	21	2	0	1	1	0	0	29	4	0	0	0	0	0	0	58
87	2	11/4/2014	E	1	1300	0	4	1	0	2	2	1	0	14	4	0	0	0	0	0	0	28
87	2	11/4/2014	E	1	1315	0	9	1	0	1	0	0	0	25	0	0	0	0	1	0	0	37
87	2	11/4/2014	E	1	1330	0	18	3	0	1	0	1	0	18	2	0	0	0	0	0	0	43
87	2	11/4/2014	E	1	1345	0	11	1	1	3	4	1	3	21	4	0	0	0	0	0	0	49
87	2	11/4/2014	E	1	1400	0	14	2	2	0	2	2	1	16	1	0	0	0	0	0	0	40
87	2	11/4/2014	E	1	1415	0	10	2	0	1	1	0	4	25	4	0	0	0	0	0	1	48
87	2	11/4/2014	E	1	1430	0	9	0	0	1	0	1	0	30	3	0	0	0	0	0	0	44
87	2	11/4/2014	E	1	1445	0	12	0	0	2	1	0	0	15	2	0	0	0	1	0	0	33
87	2	11/4/2014	E	1	1500	0	7	2	0	1	1	0	1	17	1	0	0	0	0	0	1	31
87	2	11/4/2014	E	1	1515	0	7	2	0	1	1	0	1	15	2	0	0	0	0	0	0	29
87	2	11/4/2014	E	1	1530	0	7	0	0	3	2	0	0	17	6	0	0	0	0	0	0	35
87	2	11/4/2014	E	1	1545	0	4	0	0	1	0	0	1	12	1	0	0	0	0	0	0	19
87	2	11/4/2014	E	1	1600	0	5	0	0	0	3	0	0	16	1	0	0	0	0	0	1	26
87	2	11/4/2014	E	1	1615	0	4	0	0	0	0	0	0	10	1	0	0	0	0	0	0	15
87	2	11/4/2014	E	1	1630	1	2	0	0	1	0	1	2	13	2	0	0	0	0	0	0	22

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
87	2	11/4/2014	E	1	1645	0	2	0	0	0	0	0	0	1	9	1	0	0	0	0	13
87	2	11/4/2014	E	1	1700	0	2	0	0	0	1	0	0	0	10	0	0	0	0	0	13
87	2	11/4/2014	E	1	1715	0	6	0	0	0	0	0	1	0	3	1	0	0	0	0	11
87	2	11/4/2014	E	1	1730	0	3	0	0	0	2	0	0	0	5	0	0	0	0	0	10
87	2	11/4/2014	E	1	1745	0	1	0	0	0	0	0	0	0	6	0	0	0	0	0	7
87	2	11/4/2014	E	1	1800	0	3	1	0	0	1	0	0	0	2	0	0	0	0	0	7
87	2	11/4/2014	E	1	1815	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0	8
87	2	11/4/2014	E	1	1830	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	4
87	2	11/4/2014	E	1	1845	0	5	0	0	0	0	0	0	0	3	0	0	0	0	0	8
87	2	11/4/2014	E	1	1900	0	2	1	0	0	1	0	0	0	1	0	0	0	0	0	5
87	2	11/4/2014	E	1	1915	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/4/2014	E	1	1930	0	4	0	0	1	0	0	0	0	1	0	0	0	0	0	6
87	2	11/4/2014	E	1	1945	1	7	0	0	0	0	0	0	0	1	0	0	0	0	0	9
87	2	11/4/2014	E	1	2000	0	2	0	0	1	0	0	0	1	0	0	0	0	0	0	4
87	2	11/4/2014	E	1	2015	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/4/2014	E	1	2030	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/4/2014	E	1	2045	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
87	2	11/4/2014	E	1	2100	0	5	0	0	0	0	0	0	0	2	0	0	0	0	0	7
87	2	11/4/2014	E	1	2115	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3
87	2	11/4/2014	E	1	2130	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/4/2014	E	1	2145	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3
87	2	11/4/2014	E	1	2200	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/4/2014	E	1	2215	0	4	0	0	0	0	0	0	0	4	0	0	0	0	0	8
87	2	11/4/2014	E	1	2230	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
87	2	11/4/2014	E	1	2245	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/4/2014	E	1	2300	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
87	2	11/4/2014	E	1	2315	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/4/2014	E	1	2330	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	4
87	2	11/4/2014	E	1	2345	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/4/2014	E	1	2400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
87	2	11/4/2014	E	2	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	E	2	30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/4/2014	E	2	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	E	2	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	E	2	115	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/4/2014	E	2	130	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/4/2014	E	2	145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	E	2	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	E	2	215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	E	2	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	E	2	245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	E	2	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	E	2	315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	E	2	330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	E	2	345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	E	2	400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	E	2	415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	E	2	430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	E	2	445	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/4/2014	E	2	500	2	2	0	0	0	0	0	0	0	1	0	0	0	0	0	5
87	2	11/4/2014	E	2	515	1	3	2	0	0	0	0	0	1	1	0	0	0	0	0	8
87	2	11/4/2014	E	2	530	4	7	4	0	0	1	0	0	0	0	0	0	0	0	0	16
87	2	11/4/2014	E	2	545	2	17	4	0	0	0	0	0	0	0	0	0	0	0	0	23
87	2	11/4/2014	E	2	600	7	23	2	0	1	0	0	0	0	2	0	0	0	0	0	35
87	2	11/4/2014	E	2	615	2	16	10	0	2	0	0	0	0	1	0	0	0	0	0	31
87	2	11/4/2014	E	2	630	5	21	10	1	0	0	0	1	3	0	0	0	0	0	0	41
87	2	11/4/2014	E	2	645	4	29	9	2	5	1	0	0	1	0	0	0	0	0	0	51
87	2	11/4/2014	E	2	700	6	35	10	0	4	1	0	0	2	0	0	0	0	0	0	58
87	2	11/4/2014	E	2	715	10	22	0	2	1	3	0	2	3	0	0	0	0	0	0	43
87	2	11/4/2014	E	2	730	4	27	5	1	2	3	0	0	5	0	0	0	0	0	0	47
87	2	11/4/2014	E	2	745	7	29	7	2	4	0	0	0	3	0	0	0	0	0	0	52
87	2	11/4/2014	E	2	800	7	23	9	2	1	0	0	0	0	0	0	0	0	0	0	42
87	2	11/4/2014	E	2	815	5	33	7	3	3	1	0	0	5	0	0	0	0	0	1	58
87	2	11/4/2014	E	2	830	4	30	5	0	4	1	0	1	4	0	0	0	0	0	0	49
87	2	11/4/2014	E	2	845	1	45	12	2	2	1	2	0	3	2	0	0	0	0	1	71
87	2	11/4/2014	E	2	900	3	44	9	0	1	0	0	0	7	1	0	0	0	0	0	65
87	2	11/4/2014	E	2	915	5	54	5	1	6	2	0	0	7	1	0	0	1	0	0	82
87	2	11/4/2014	E	2	930	7	43	7	1	1	1	0	0	6	1	0	0	0	0	1	68
87	2	11/4/2014	E	2	945	0	51	15	3	5	1	0	0	4	0	0	0	0	0	0	79
87	2	11/4/2014	E	2	1000	1	41	5	3	5	0	0	0	3	2	0	0	0	0	0	60
87	2	11/4/2014	E	2	1015	2	37	5	1	8	0	0	0	6	0	0	0	0	0	0	59
87	2	11/4/2014	E	2	1030	0	36	4	2	3	1	2	0	6	2	0	0	1	0	0	57
87	2	11/4/2014	E	2	1045	0	38	4	1	2	1	0	0	2	0	0	0	0	2	0	50
87	2	11/4/2014	E	2	1100	0	33	6	2	2	1	0	0	3	0	0	0	0	0	0	47
87	2	11/4/2014	E	2	1115	0	24	6	0	2	0	0	0	3	0	0	0	0	0	0	35

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
87	2	11/4/2014	E	2	1130	0	19	4	4	2	0	0	0	1	1	0	0	0	0	0	31
87	2	11/4/2014	E	2	1145	0	30	9	1	4	1	0	0	0	7	2	0	0	0	0	54
87	2	11/4/2014	E	2	1200	0	28	3	4	3	0	0	0	0	2	0	0	0	0	0	40
87	2	11/4/2014	E	2	1215	1	21	5	2	4	1	0	0	2	1	0	0	0	0	0	37
87	2	11/4/2014	E	2	1230	0	34	6	3	2	0	1	0	3	0	0	0	0	0	0	49
87	2	11/4/2014	E	2	1245	1	29	9	1	1	0	0	2	2	1	0	0	0	0	1	47
87	2	11/4/2014	E	2	1300	0	24	5	2	2	1	1	1	0	1	1	0	0	0	0	37
87	2	11/4/2014	E	2	1315	1	18	4	0	2	0	0	0	1	0	0	0	0	0	0	26
87	2	11/4/2014	E	2	1330	1	13	0	1	1	1	0	1	1	2	0	0	0	0	0	21
87	2	11/4/2014	E	2	1345	1	31	3	3	1	0	0	0	2	0	0	0	0	0	0	41
87	2	11/4/2014	E	2	1400	1	15	4	1	3	0	0	1	2	0	0	0	0	0	0	27
87	2	11/4/2014	E	2	1415	0	17	3	1	2	1	1	0	3	2	0	0	0	0	0	30
87	2	11/4/2014	E	2	1430	0	22	3	1	1	0	1	0	0	0	0	0	0	0	0	28
87	2	11/4/2014	E	2	1445	0	18	1	0	1	0	1	0	3	2	0	0	0	0	0	26
87	2	11/4/2014	E	2	1500	0	18	0	1	0	0	0	1	7	1	0	0	0	0	0	28
87	2	11/4/2014	E	2	1515	0	16	4	0	2	1	0	0	3	0	0	0	0	0	0	26
87	2	11/4/2014	E	2	1530	0	10	1	0	0	0	0	0	4	1	0	0	0	0	0	16
87	2	11/4/2014	E	2	1545	0	9	2	0	0	0	0	0	1	1	0	0	0	0	0	13
87	2	11/4/2014	E	2	1600	0	12	2	0	0	0	0	0	5	0	0	0	0	0	0	19
87	2	11/4/2014	E	2	1615	0	10	1	0	0	0	0	0	1	0	0	0	0	0	0	12
87	2	11/4/2014	E	2	1630	0	10	0	0	1	0	0	1	4	0	0	0	0	0	0	16
87	2	11/4/2014	E	2	1645	0	7	1	0	1	0	0	0	0	0	0	0	0	0	1	10
87	2	11/4/2014	E	2	1700	0	6	2	0	0	1	0	2	0	0	0	0	0	0	0	11
87	2	11/4/2014	E	2	1715	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/4/2014	E	2	1730	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6
87	2	11/4/2014	E	2	1745	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/4/2014	E	2	1800	0	2	0	0	0	0	0	0	1	0	0	0	0	0	1	4
87	2	11/4/2014	E	2	1815	0	3	0	0	1	0	0	0	0	0	0	0	0	0	1	5
87	2	11/4/2014	E	2	1830	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
87	2	11/4/2014	E	2	1845	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	10
87	2	11/4/2014	E	2	1900	0	7	1	0	1	0	0	0	0	1	0	0	0	0	0	10
87	2	11/4/2014	E	2	1915	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/4/2014	E	2	1930	1	6	2	0	0	0	0	0	1	0	0	0	0	0	0	10
87	2	11/4/2014	E	2	1945	2	7	1	0	0	0	0	0	0	0	0	0	0	0	0	10
87	2	11/4/2014	E	2	2000	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
87	2	11/4/2014	E	2	2015	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/4/2014	E	2	2030	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/4/2014	E	2	2045	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/4/2014	E	2	2100	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/4/2014	E	2	2115	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/4/2014	E	2	2130	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/4/2014	E	2	2145	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/4/2014	E	2	2200	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/4/2014	E	2	2215	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/4/2014	E	2	2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	E	2	2245	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/4/2014	E	2	2300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/4/2014	E	2	2315	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/4/2014	E	2	2330	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/4/2014	E	2	2345	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/4/2014	E	2	2400	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	3
87	2	11/4/2014	W	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	W	1	30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/4/2014	W	1	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	W	1	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	W	1	115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	W	1	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	W	1	145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	W	1	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	W	1	215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	W	1	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	W	1	245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	W	1	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	W	1	315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	W	1	330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	W	1	345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	W	1	400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	W	1	415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	W	1	430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	W	1	445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	W	1	500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	W	1	515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	W	1	530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	W	1	545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014	W	1	600	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2

County	Station	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
87	2	11/4/2014 W	1	615	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	3
87	2	11/4/2014 W	1	630	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/4/2014 W	1	645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014 W	1	700	0	3	0	0	0	1	0	0	0	0	0	0	0	0	1	5
87	2	11/4/2014 W	1	715	0	4	0	0	0	0	0	0	0	13	4	0	0	0	0	21
87	2	11/4/2014 W	1	730	0	0	1	1	0	1	1	0	0	10	4	0	0	0	1	19
87	2	11/4/2014 W	1	745	1	2	1	0	3	0	0	0	0	11	1	0	0	0	2	21
87	2	11/4/2014 W	1	800	0	2	1	0	0	0	0	0	0	8	4	0	0	0	2	17
87	2	11/4/2014 W	1	815	3	2	1	0	2	1	0	0	0	5	5	0	0	0	6	25
87	2	11/4/2014 W	1	830	0	5	0	0	1	0	0	0	0	8	6	0	1	0	0	21
87	2	11/4/2014 W	1	845	0	2	2	1	1	0	1	0	0	6	3	0	0	0	1	17
87	2	11/4/2014 W	1	900	2	0	0	0	2	0	1	0	0	4	2	0	0	0	1	12
87	2	11/4/2014 W	1	915	0	0	0	0	1	1	0	0	0	8	3	0	1	1	0	15
87	2	11/4/2014 W	1	930	4	1	2	0	3	0	1	0	0	13	10	0	0	1	0	35
87	2	11/4/2014 W	1	945	0	1	0	0	0	1	0	0	0	21	11	0	0	1	0	38
87	2	11/4/2014 W	1	1000	2	0	2	1	0	0	1	0	0	15	10	0	0	0	1	32
87	2	11/4/2014 W	1	1015	0	2	0	0	0	0	1	1	0	17	19	0	1	2	0	44
87	2	11/4/2014 W	1	1030	3	2	2	0	1	3	2	0	0	11	11	0	0	0	1	36
87	2	11/4/2014 W	1	1045	2	0	2	1	2	2	2	0	0	14	8	0	1	1	0	35
87	2	11/4/2014 W	1	1100	1	4	1	0	0	3	2	0	0	14	17	0	1	0	2	45
87	2	11/4/2014 W	1	1115	2	0	0	0	4	4	1	0	0	19	18	0	2	0	1	51
87	2	11/4/2014 W	1	1130	10	2	3	0	2	2	5	0	0	16	11	0	1	0	0	4	56
87	2	11/4/2014 W	1	1145	8	3	1	0	2	2	4	0	0	8	9	0	0	1	0	4	42
87	2	11/4/2014 W	1	1200	8	3	0	0	0	1	5	0	0	3	16	0	0	2	0	8	46
87	2	11/4/2014 W	1	1215	6	6	3	1	2	5	0	0	0	5	12	0	0	3	0	10	53
87	2	11/4/2014 W	1	1230	6	1	3	1	1	0	1	0	0	8	19	0	2	1	0	2	45
87	2	11/4/2014 W	1	1245	8	3	0	0	1	2	4	0	0	9	6	0	0	1	0	5	39
87	2	11/4/2014 W	1	1300	7	2	0	0	2	2	5	0	0	6	19	0	0	1	0	9	53
87	2	11/4/2014 W	1	1315	2	8	1	1	1	1	3	0	0	13	14	0	0	1	0	2	47
87	2	11/4/2014 W	1	1330	7	1	0	0	2	0	5	0	0	12	11	0	0	1	0	3	42
87	2	11/4/2014 W	1	1345	4	5	5	0	1	1	1	0	0	10	13	0	0	1	0	2	43
87	2	11/4/2014 W	1	1400	3	9	2	0	4	5	0	0	0	21	12	0	0	2	0	4	62
87	2	11/4/2014 W	1	1415	0	11	4	0	4	2	2	0	0	15	17	0	0	1	0	4	60
87	2	11/4/2014 W	1	1430	4	3	4	0	1	1	2	0	0	20	18	0	1	1	0	2	57
87	2	11/4/2014 W	1	1445	2	3	3	1	3	2	1	0	0	22	20	0	0	1	0	3	61
87	2	11/4/2014 W	1	1500	8	13	3	1	0	2	2	0	0	21	17	0	0	1	0	8	76
87	2	11/4/2014 W	1	1515	6	6	3	0	0	3	2	0	0	20	19	0	0	1	0	6	66
87	2	11/4/2014 W	1	1530	0	8	2	0	4	4	3	0	0	16	11	0	0	1	0	7	56
87	2	11/4/2014 W	1	1545	5	7	1	0	2	1	4	0	0	13	8	0	0	0	0	10	51
87	2	11/4/2014 W	1	1600	5	15	2	0	3	2	3	0	0	11	14	0	1	1	0	3	60
87	2	11/4/2014 W	1	1615	4	17	3	0	0	0	1	0	0	16	12	0	0	1	0	2	56
87	2	11/4/2014 W	1	1630	1	8	0	2	1	0	0	0	0	13	11	0	0	2	0	5	43
87	2	11/4/2014 W	1	1645	3	12	7	0	6	1	1	0	0	14	15	0	0	0	0	6	65
87	2	11/4/2014 W	1	1700	4	14	6	0	1	3	1	0	0	14	7	0	0	1	0	5	56
87	2	11/4/2014 W	1	1715	4	31	6	0	1	3	0	0	0	27	11	0	0	0	0	2	85
87	2	11/4/2014 W	1	1730	0	10	2	0	1	1	0	0	0	8	14	0	0	1	0	3	40
87	2	11/4/2014 W	1	1745	2	12	3	0	4	3	1	0	0	14	3	0	0	0	0	1	43
87	2	11/4/2014 W	1	1800	0	20	6	0	0	7	0	0	0	6	3	0	0	1	0	2	45
87	2	11/4/2014 W	1	1815	1	15	6	0	2	8	0	0	0	6	4	0	0	0	0	2	44
87	2	11/4/2014 W	1	1830	0	13	1	0	0	7	0	0	0	0	3	0	0	1	0	1	26
87	2	11/4/2014 W	1	1845	0	10	7	0	0	6	0	0	0	2	1	0	0	0	0	1	27
87	2	11/4/2014 W	1	1900	0	8	3	0	0	2	0	0	0	1	0	0	0	0	0	2	16
87	2	11/4/2014 W	1	1915	4	6	0	0	0	3	0	0	0	0	0	0	0	0	0	0	13
87	2	11/4/2014 W	1	1930	0	8	1	0	0	2	0	0	0	1	0	0	0	0	0	0	12
87	2	11/4/2014 W	1	1945	0	10	0	0	0	0	1	0	0	0	0	0	0	0	0	1	12
87	2	11/4/2014 W	1	2000	0	7	3	0	1	5	0	0	0	0	0	0	0	0	0	1	17
87	2	11/4/2014 W	1	2015	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/4/2014 W	1	2030	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/4/2014 W	1	2045	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/4/2014 W	1	2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014 W	1	2115	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
87	2	11/4/2014 W	1	2130	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
87	2	11/4/2014 W	1	2145	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4
87	2	11/4/2014 W	1	2200	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3
87	2	11/4/2014 W	1	2215	0	16	2	0	0	3	0	0	0	0	0	0	0	0	0	2	23
87	2	11/4/2014 W	1	2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014 W	1	2245	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3
87	2	11/4/2014 W	1	2300	2	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	5
87	2	11/4/2014 W	1	2315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/4/2014 W	1	2330	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
87	2	11/4/2014 W	1	2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014 W	1	2400	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
87	2	11/4/2014 W	2	15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/4/2014 W	2	30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
87	2	11/4/2014 W	2	45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

County	Station	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
87	2	11/4/2014 W	2	100	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/4/2014 W	2	115	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/4/2014 W	2	130	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/4/2014 W	2	145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/4/2014 W	2	200	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/4/2014 W	2	215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014 W	2	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014 W	2	245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014 W	2	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014 W	2	315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014 W	2	330	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/4/2014 W	2	345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014 W	2	400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014 W	2	415	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/4/2014 W	2	430	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/4/2014 W	2	445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014 W	2	500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014 W	2	515	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/4/2014 W	2	530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/4/2014 W	2	545	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/4/2014 W	2	600	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/4/2014 W	2	615	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/4/2014 W	2	630	3	1	1	0	0	1	0	0	0	0	0	0	0	0	0	6
87	2	11/4/2014 W	2	645	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4
87	2	11/4/2014 W	2	700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/4/2014 W	2	715	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	4
87	2	11/4/2014 W	2	730	2	5	1	0	1	1	0	0	0	0	0	0	0	0	0	10
87	2	11/4/2014 W	2	745	5	16	3	0	0	1	1	0	0	0	0	0	0	0	0	26
87	2	11/4/2014 W	2	800	2	16	5	0	1	1	0	0	0	0	0	0	0	0	2	27
87	2	11/4/2014 W	2	815	5	24	2	1	0	1	0	0	0	0	0	0	0	0	1	34
87	2	11/4/2014 W	2	830	3	20	1	0	1	1	1	0	0	0	0	0	0	0	2	29
87	2	11/4/2014 W	2	845	21	26	2	0	2	1	2	0	1	2	0	0	0	0	3	60
87	2	11/4/2014 W	2	900	6	18	2	4	0	7	3	0	0	0	0	2	0	0	3	45
87	2	11/4/2014 W	2	915	10	37	6	1	0	2	0	0	0	0	0	0	0	0	3	59
87	2	11/4/2014 W	2	930	33	27	4	1	3	2	2	0	0	0	0	0	0	0	2	74
87	2	11/4/2014 W	2	945	15	34	5	0	1	4	1	0	0	0	0	0	0	0	6	66
87	2	11/4/2014 W	2	1000	14	31	4	2	1	3	4	0	0	0	0	0	0	0	3	62
87	2	11/4/2014 W	2	1015	11	21	4	0	1	3	1	0	0	0	0	2	0	0	4	47
87	2	11/4/2014 W	2	1030	5	33	8	0	3	2	1	0	0	0	0	0	0	0	8	60
87	2	11/4/2014 W	2	1045	20	20	6	1	3	3	3	0	0	0	1	0	0	0	4	61
87	2	11/4/2014 W	2	1100	9	28	2	2	2	0	2	4	0	1	1	0	0	0	8	57
87	2	11/4/2014 W	2	1115	13	20	1	0	1	3	4	0	0	1	0	0	0	0	3	46
87	2	11/4/2014 W	2	1130	7	16	5	1	2	1	5	0	1	0	0	0	0	0	6	44
87	2	11/4/2014 W	2	1145	24	7	3	1	2	2	1	0	0	1	0	0	0	0	2	43
87	2	11/4/2014 W	2	1200	13	27	3	0	1	4	0	0	0	0	0	0	0	0	7	55
87	2	11/4/2014 W	2	1215	26	23	2	2	1	2	2	0	0	0	0	0	0	0	3	61
87	2	11/4/2014 W	2	1230	10	14	3	0	4	2	1	0	0	0	0	0	1	0	2	37
87	2	11/4/2014 W	2	1245	15	17	2	3	3	3	3	0	0	0	0	1	0	0	7	54
87	2	11/4/2014 W	2	1300	16	22	0	1	0	1	4	0	0	0	0	1	0	0	1	46
87	2	11/4/2014 W	2	1315	14	13	4	2	0	2	1	0	0	0	0	0	0	0	2	38
87	2	11/4/2014 W	2	1330	11	16	4	0	0	1	3	0	0	0	0	0	0	0	2	37
87	2	11/4/2014 W	2	1345	10	12	1	0	0	4	3	0	0	0	0	0	0	0	2	32
87	2	11/4/2014 W	2	1400	7	11	0	2	0	2	4	0	0	0	0	0	0	0	4	30
87	2	11/4/2014 W	2	1415	17	27	4	0	0	1	1	0	0	0	0	0	0	0	3	53
87	2	11/4/2014 W	2	1430	16	22	2	1	2	1	2	0	0	0	0	0	0	0	3	49
87	2	11/4/2014 W	2	1445	4	30	3	0	1	2	4	0	1	0	0	0	0	0	5	50
87	2	11/4/2014 W	2	1500	3	20	5	0	0	0	2	0	1	2	0	0	0	0	1	34
87	2	11/4/2014 W	2	1515	11	25	1	0	0	0	2	0	0	0	0	0	0	0	1	40
87	2	11/4/2014 W	2	1530	9	23	2	0	0	0	1	0	0	0	0	0	0	0	2	37
87	2	11/4/2014 W	2	1545	7	30	2	0	0	5	1	0	0	1	0	0	0	0	4	50
87	2	11/4/2014 W	2	1600	6	17	1	0	0	0	1	0	1	0	0	0	0	0	2	28
87	2	11/4/2014 W	2	1615	12	51	5	0	0	4	0	0	0	1	0	0	0	0	7	80
87	2	11/4/2014 W	2	1630	4	15	0	0	0	0	2	0	0	0	0	0	0	0	2	23
87	2	11/4/2014 W	2	1645	15	21	6	0	1	6	1	0	0	0	0	0	0	0	3	53
87	2	11/4/2014 W	2	1700	4	21	0	0	0	2	1	0	0	0	0	0	0	0	1	29
87	2	11/4/2014 W	2	1715	5	37	1	0	0	1	0	0	0	0	1	0	0	0	4	49
87	2	11/4/2014 W	2	1730	4	27	4	0	0	1	1	0	0	0	0	0	0	0	3	40
87	2	11/4/2014 W	2	1745	1	34	1	0	0	0	2	0	0	0	0	0	0	0	4	42
87	2	11/4/2014 W	2	1800	2	33	4	0	0	1	1	0	0	0	0	0	0	0	2	43
87	2	11/4/2014 W	2	1815	6	40	0	0	0	1	1	0	0	0	0	0	0	0	4	52
87	2	11/4/2014 W	2	1830	7	52	2	0	0	1	1	0	0	0	0	0	0	0	2	65
87	2	11/4/2014 W	2	1845	8	35	3	0	1	1	0	0	0	0	0	0	0	0	3	51
87	2	11/4/2014 W	2	1900	5	35	3	0	0	1	1	0	0	0	0	0	0	0	2	47
87	2	11/4/2014 W	2	1915	9	18	0	0	0	1	0	0	0	0	0	0	0	0	2	30
87	2	11/4/2014 W	2	1930	2	20	0	0	0	0	0	0	0	0	0	1	0	0	2	25

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
87	2	11/4/2014	W	2	1945	2	13	1	0	0	0	0	0	0	0	0	0	0	0	2	18
87	2	11/4/2014	W	2	2000	4	10	1	0	0	0	0	0	0	0	0	0	0	0	0	15
87	2	11/4/2014	W	2	2015	2	10	2	0	0	0	2	0	0	0	0	0	0	0	1	17
87	2	11/4/2014	W	2	2030	2	10	1	0	0	0	1	0	0	0	0	0	0	0	0	14
87	2	11/4/2014	W	2	2045	2	4	1	0	1	0	0	0	0	0	0	0	0	0	0	8
87	2	11/4/2014	W	2	2100	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	5
87	2	11/4/2014	W	2	2115	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	4
87	2	11/4/2014	W	2	2130	3	4	0	0	0	0	1	0	0	0	0	0	0	0	0	8
87	2	11/4/2014	W	2	2145	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	10
87	2	11/4/2014	W	2	2200	2	2	0	0	0	0	1	0	0	0	0	0	0	0	0	5
87	2	11/4/2014	W	2	2215	6	12	1	0	0	0	0	0	0	0	0	0	0	0	1	20
87	2	11/4/2014	W	2	2230	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	5
87	2	11/4/2014	W	2	2245	2	7	0	0	0	1	0	0	0	0	0	0	0	0	0	10
87	2	11/4/2014	W	2	2300	1	4	0	0	0	0	1	0	0	0	0	0	0	0	1	7
87	2	11/4/2014	W	2	2315	0	13	0	0	0	0	0	0	0	1	0	0	0	0	1	15
87	2	11/4/2014	W	2	2330	2	4	0	0	0	0	0	0	0	0	0	0	0	0	1	7
87	2	11/4/2014	W	2	2345	2	3	0	0	0	2	1	0	0	0	0	0	0	0	1	9
87	2	11/4/2014	W	2	2400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/5/2014	E	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	E	1	30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/5/2014	E	1	45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
87	2	11/5/2014	E	1	100	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
87	2	11/5/2014	E	1	115	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
87	2	11/5/2014	E	1	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	E	1	145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	E	1	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	E	1	215	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3
87	2	11/5/2014	E	1	230	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3
87	2	11/5/2014	E	1	245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	E	1	300	0	1	0	0	0	0	0	0	0	2	1	0	0	0	0	4
87	2	11/5/2014	E	1	315	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
87	2	11/5/2014	E	1	330	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
87	2	11/5/2014	E	1	345	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3
87	2	11/5/2014	E	1	400	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
87	2	11/5/2014	E	1	415	0	1	0	0	0	0	0	0	0	4	1	0	0	0	0	6
87	2	11/5/2014	E	1	430	0	3	0	0	0	0	0	0	0	2	1	0	0	0	0	6
87	2	11/5/2014	E	1	445	0	1	2	0	1	0	0	0	0	12	1	0	0	0	0	17
87	2	11/5/2014	E	1	500	0	3	2	0	0	1	0	2	0	8	3	0	0	0	0	19
87	2	11/5/2014	E	1	515	0	3	2	0	0	1	0	0	0	6	3	0	0	0	0	15
87	2	11/5/2014	E	1	530	0	6	3	0	1	0	0	0	0	12	0	0	0	0	0	22
87	2	11/5/2014	E	1	545	0	16	2	0	0	0	0	0	0	6	1	0	0	0	0	25
87	2	11/5/2014	E	1	600	0	10	2	0	1	1	0	0	0	14	4	0	0	0	0	32
87	2	11/5/2014	E	1	615	0	11	1	0	1	4	0	1	0	7	0	0	0	0	0	25
87	2	11/5/2014	E	1	630	0	9	6	0	1	3	0	0	0	23	1	0	0	0	0	43
87	2	11/5/2014	E	1	645	0	27	6	2	1	11	0	0	0	16	4	0	0	1	0	68
87	2	11/5/2014	E	1	700	0	13	5	0	1	10	0	0	0	20	2	0	0	0	0	51
87	2	11/5/2014	E	1	715	0	14	3	0	1	11	0	0	0	18	0	0	0	0	0	47
87	2	11/5/2014	E	1	730	0	13	3	1	0	11	0	1	0	9	0	0	0	0	0	38
87	2	11/5/2014	E	1	745	0	12	1	0	2	4	0	0	0	13	2	0	0	0	0	34
87	2	11/5/2014	E	1	800	0	12	4	0	1	4	3	1	0	10	1	0	0	0	0	36
87	2	11/5/2014	E	1	815	0	9	1	1	0	9	0	0	0	19	1	0	0	0	0	40
87	2	11/5/2014	E	1	830	0	10	2	0	1	7	0	0	0	14	2	0	0	0	0	36
87	2	11/5/2014	E	1	845	0	6	4	0	3	2	0	0	0	14	1	0	0	0	0	30
87	2	11/5/2014	E	1	900	0	11	1	0	0	2	0	0	0	11	0	0	0	0	0	25
87	2	11/5/2014	E	1	915	1	12	1	2	0	2	1	0	0	12	0	0	0	0	0	31
87	2	11/5/2014	E	1	930	0	9	1	0	0	3	1	0	0	30	0	0	0	0	0	44
87	2	11/5/2014	E	1	945	0	5	2	0	4	0	0	0	0	28	3	0	0	0	0	42
87	2	11/5/2014	E	1	1000	1	6	0	1	1	1	0	0	0	15	6	0	0	0	1	32
87	2	11/5/2014	E	1	1015	0	11	1	0	0	1	0	0	0	26	5	0	0	0	0	44
87	2	11/5/2014	E	1	1030	0	11	2	0	1	1	0	0	0	23	6	0	0	0	0	44
87	2	11/5/2014	E	1	1045	0	8	2	0	2	3	1	0	0	26	2	0	0	0	0	44
87	2	11/5/2014	E	1	1100	0	8	1	0	3	2	1	0	0	29	1	0	0	0	0	45
87	2	11/5/2014	E	1	1115	0	10	1	1	1	4	0	0	0	21	2	0	0	1	0	41
87	2	11/5/2014	E	1	1130	1	11	1	0	0	3	0	0	0	22	4	0	0	0	0	42
87	2	11/5/2014	E	1	1145	0	11	1	0	0	2	0	0	0	24	2	0	0	0	0	40
87	2	11/5/2014	E	1	1200	0	9	3	0	1	1	1	2	0	25	2	0	0	0	0	44
87	2	11/5/2014	E	1	1215	0	16	4	0	1	3	0	0	0	24	2	0	0	0	0	50
87	2	11/5/2014	E	1	1230	0	9	5	0	0	2	0	0	0	22	2	0	0	0	0	40
87	2	11/5/2014	E	1	1245	0	19	4	0	1	1	0	0	0	27	4	0	0	0	1	57
87	2	11/5/2014	E	1	1300	0	11	3	0	3	0	2	1	0	19	2	0	0	0	0	41
87	2	11/5/2014	E	1	1315	0	5	1	0	2	2	1	0	0	23	4	0	0	0	0	38
87	2	11/5/2014	E	1	1330	0	10	1	0	0	0	0	0	1	19	4	0	0	0	0	35
87	2	11/5/2014	E	1	1345	0	6	2	0	3	0	2	1	1	13	2	0	0	0	0	29
87	2	11/5/2014	E	1	1400	0	9	2	0	0	1	0	1	0	34	0	0	0	0	0	47
87	2	11/5/2014	E	1	1415	0	3	3	0	0	0	0	2	0	34	5	0	0	0	0	47

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
87	2	11/5/2014	E	1	1430	0	4	1	0	1	0	0	0	0	20	1	0	0	0	0	27
87	2	11/5/2014	E	1	1445	0	6	0	0	0	0	0	0	0	24	2	0	0	0	0	32
87	2	11/5/2014	E	1	1500	0	8	0	0	1	2	0	1	0	18	1	0	0	1	0	32
87	2	11/5/2014	E	1	1515	0	4	3	0	1	0	0	1	0	19	5	0	0	0	0	33
87	2	11/5/2014	E	1	1530	0	9	0	0	1	0	0	1	0	16	1	0	0	0	0	28
87	2	11/5/2014	E	1	1545	0	2	0	0	0	2	0	1	0	12	4	0	0	1	0	22
87	2	11/5/2014	E	1	1600	0	5	1	0	0	0	2	0	0	13	1	0	0	0	0	22
87	2	11/5/2014	E	1	1615	0	6	0	0	0	1	0	1	0	9	1	0	0	0	1	19
87	2	11/5/2014	E	1	1630	0	4	0	0	0	0	0	0	0	6	1	0	0	0	0	11
87	2	11/5/2014	E	1	1645	0	9	0	0	0	0	0	0	0	9	0	0	0	0	0	18
87	2	11/5/2014	E	1	1700	0	3	2	0	0	0	0	0	0	7	0	0	0	0	0	12
87	2	11/5/2014	E	1	1715	0	4	2	0	0	0	0	0	0	10	0	0	0	0	0	16
87	2	11/5/2014	E	1	1730	0	4	0	0	0	0	0	0	0	5	0	0	0	0	0	9
87	2	11/5/2014	E	1	1745	0	2	1	0	0	0	0	0	0	5	0	0	0	0	0	8
87	2	11/5/2014	E	1	1800	0	1	1	0	0	0	0	1	1	5	0	0	0	0	0	9
87	2	11/5/2014	E	1	1815	1	7	1	0	1	0	0	0	0	9	1	0	0	0	0	20
87	2	11/5/2014	E	1	1830	0	6	0	0	0	1	0	0	0	3	0	0	0	0	0	10
87	2	11/5/2014	E	1	1845	0	8	2	0	1	0	0	0	0	3	0	0	0	0	0	14
87	2	11/5/2014	E	1	1900	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/5/2014	E	1	1915	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/5/2014	E	1	1930	0	5	0	0	0	0	0	0	0	5	0	0	0	0	0	10
87	2	11/5/2014	E	1	1945	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/5/2014	E	1	2000	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	3
87	2	11/5/2014	E	1	2015	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/5/2014	E	1	2030	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/5/2014	E	1	2045	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/5/2014	E	1	2100	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
87	2	11/5/2014	E	1	2115	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/5/2014	E	1	2130	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	4
87	2	11/5/2014	E	1	2145	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/5/2014	E	1	2200	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
87	2	11/5/2014	E	1	2215	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/5/2014	E	1	2230	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/5/2014	E	1	2245	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
87	2	11/5/2014	E	1	2300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/5/2014	E	1	2315	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/5/2014	E	1	2330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
87	2	11/5/2014	E	1	2345	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	5
87	2	11/5/2014	E	1	2400	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
87	2	11/5/2014	E	2	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	E	2	30	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
87	2	11/5/2014	E	2	45	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	3
87	2	11/5/2014	E	2	100	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/5/2014	E	2	115	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/5/2014	E	2	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	E	2	145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	E	2	200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/5/2014	E	2	215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	E	2	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	E	2	245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	E	2	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	E	2	315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	E	2	330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	E	2	345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	E	2	400	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/5/2014	E	2	415	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
87	2	11/5/2014	E	2	430	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/5/2014	E	2	445	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/5/2014	E	2	500	1	8	4	1	0	0	0	0	1	0	1	0	0	0	0	16
87	2	11/5/2014	E	2	515	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
87	2	11/5/2014	E	2	530	1	12	3	0	1	0	0	0	0	0	0	0	0	0	0	17
87	2	11/5/2014	E	2	545	2	9	3	0	0	0	0	0	1	0	0	0	0	0	0	15
87	2	11/5/2014	E	2	600	2	27	11	0	0	0	0	0	0	0	0	0	0	0	0	40
87	2	11/5/2014	E	2	615	2	22	8	0	3	0	0	0	0	2	0	0	0	0	0	37
87	2	11/5/2014	E	2	630	6	28	10	0	2	0	0	1	0	0	0	0	0	0	0	47
87	2	11/5/2014	E	2	645	2	35	9	0	3	2	0	0	0	2	0	0	0	0	0	53
87	2	11/5/2014	E	2	700	0	34	10	1	1	0	0	0	0	7	0	0	0	0	0	53
87	2	11/5/2014	E	2	715	8	26	7	0	0	1	0	0	0	3	0	0	0	0	3	48
87	2	11/5/2014	E	2	730	4	28	6	1	1	1	0	0	1	0	0	0	0	0	1	43
87	2	11/5/2014	E	2	745	8	29	2	1	3	0	0	0	0	2	0	0	0	0	0	45
87	2	11/5/2014	E	2	800	5	35	7	1	3	1	0	0	0	2	0	0	0	0	1	55
87	2	11/5/2014	E	2	815	4	30	4	2	0	1	0	0	0	3	0	0	0	0	0	44
87	2	11/5/2014	E	2	830	4	34	5	0	3	0	0	0	0	5	0	0	0	1	0	52
87	2	11/5/2014	E	2	845	5	39	4	1	2	1	0	0	0	6	0	0	0	0	1	59
87	2	11/5/2014	E	2	900	5	31	2	1	0	0	0	0	0	1	0	0	0	0	0	40

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
87	2	11/5/2014	E	2	915	3	39	7	1	1	1	0	1	2	1	0	0	0	0	0	56
87	2	11/5/2014	E	2	930	0	38	9	0	3	1	0	0	5	1	0	0	0	0	1	58
87	2	11/5/2014	E	2	945	1	32	8	2	2	0	0	0	5	0	0	0	0	0	1	51
87	2	11/5/2014	E	2	1000	0	24	8	2	3	0	0	0	4	0	0	0	0	0	0	41
87	2	11/5/2014	E	2	1015	1	22	7	0	3	1	0	0	6	1	0	0	0	0	0	41
87	2	11/5/2014	E	2	1030	3	27	1	1	4	1	0	0	3	0	0	0	1	0	2	43
87	2	11/5/2014	E	2	1045	0	17	4	1	2	1	0	2	7	0	0	0	0	0	1	35
87	2	11/5/2014	E	2	1100	1	17	9	0	7	0	0	0	5	1	0	0	0	0	1	41
87	2	11/5/2014	E	2	1115	0	9	5	4	2	1	0	1	7	0	0	0	0	0	1	30
87	2	11/5/2014	E	2	1130	1	27	4	0	7	0	0	0	7	0	0	0	0	0	0	46
87	2	11/5/2014	E	2	1145	1	23	7	3	3	1	0	0	3	0	0	0	0	0	0	41
87	2	11/5/2014	E	2	1200	0	24	10	1	3	0	0	2	5	0	0	0	0	0	0	45
87	2	11/5/2014	E	2	1215	2	23	9	1	4	0	0	0	2	1	0	0	0	0	0	42
87	2	11/5/2014	E	2	1230	0	24	8	1	0	0	0	0	1	0	0	0	0	0	0	34
87	2	11/5/2014	E	2	1245	0	39	4	2	5	0	0	0	4	1	0	0	0	0	0	55
87	2	11/5/2014	E	2	1300	0	23	3	2	1	0	0	0	2	0	0	0	0	0	0	31
87	2	11/5/2014	E	2	1315	0	17	4	0	1	0	0	1	3	0	0	0	0	0	1	27
87	2	11/5/2014	E	2	1330	0	19	3	0	0	1	0	1	2	1	0	0	0	0	0	27
87	2	11/5/2014	E	2	1345	1	18	3	2	2	1	0	1	3	0	0	0	0	0	0	31
87	2	11/5/2014	E	2	1400	1	27	7	2	1	0	0	1	4	1	0	0	0	0	0	44
87	2	11/5/2014	E	2	1415	0	19	2	0	1	0	0	0	3	2	0	1	0	0	0	28
87	2	11/5/2014	E	2	1430	0	25	4	1	1	0	0	0	1	1	0	0	0	0	0	33
87	2	11/5/2014	E	2	1445	0	25	3	1	1	0	0	0	3	0	0	0	0	0	0	33
87	2	11/5/2014	E	2	1500	1	22	4	0	3	0	0	1	1	0	0	0	0	0	0	32
87	2	11/5/2014	E	2	1515	0	9	2	0	0	0	0	0	1	0	0	0	0	0	0	12
87	2	11/5/2014	E	2	1530	0	10	0	0	1	0	0	0	1	0	0	0	0	0	0	12
87	2	11/5/2014	E	2	1545	1	10	3	0	1	0	0	1	0	1	0	0	0	0	0	17
87	2	11/5/2014	E	2	1600	0	10	0	0	1	0	0	0	2	2	0	0	0	0	0	15
87	2	11/5/2014	E	2	1615	0	7	3	0	0	0	0	0	0	1	0	0	0	0	0	11
87	2	11/5/2014	E	2	1630	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
87	2	11/5/2014	E	2	1645	1	9	1	0	0	0	0	0	2	0	0	0	0	0	0	13
87	2	11/5/2014	E	2	1700	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/5/2014	E	2	1715	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/5/2014	E	2	1730	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/5/2014	E	2	1745	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	7
87	2	11/5/2014	E	2	1800	1	4	2	0	1	0	0	0	0	0	0	0	0	0	0	8
87	2	11/5/2014	E	2	1815	3	8	2	0	1	0	0	0	1	0	0	0	0	0	0	15
87	2	11/5/2014	E	2	1830	2	13	1	0	0	0	0	0	1	0	0	0	0	0	0	17
87	2	11/5/2014	E	2	1845	5	8	0	0	0	0	0	0	0	0	0	0	0	0	1	14
87	2	11/5/2014	E	2	1900	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/5/2014	E	2	1915	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/5/2014	E	2	1930	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	10
87	2	11/5/2014	E	2	1945	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
87	2	11/5/2014	E	2	2000	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/5/2014	E	2	2015	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	7
87	2	11/5/2014	E	2	2030	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/5/2014	E	2	2045	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/5/2014	E	2	2100	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/5/2014	E	2	2115	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/5/2014	E	2	2130	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7
87	2	11/5/2014	E	2	2145	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/5/2014	E	2	2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/5/2014	E	2	2215	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/5/2014	E	2	2230	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/5/2014	E	2	2245	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/5/2014	E	2	2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/5/2014	E	2	2315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/5/2014	E	2	2330	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/5/2014	E	2	2345	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/5/2014	E	2	2400	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/5/2014	W	1	15	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
87	2	11/5/2014	W	1	30	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	3
87	2	11/5/2014	W	1	45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/5/2014	W	1	100	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/5/2014	W	1	115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	W	1	130	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/5/2014	W	1	145	1	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
87	2	11/5/2014	W	1	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	W	1	215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	W	1	230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/5/2014	W	1	245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
87	2	11/5/2014	W	1	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	W	1	315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	W	1	330	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
87	2	11/5/2014	W	1	345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
87	2	11/5/2014	W	1	400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	W	1	415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	W	1	430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	W	1	445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	W	1	500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	W	1	515	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/5/2014	W	1	530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	W	1	545	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/5/2014	W	1	600	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	3
87	2	11/5/2014	W	1	615	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/5/2014	W	1	630	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/5/2014	W	1	645	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	4
87	2	11/5/2014	W	1	700	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/5/2014	W	1	715	0	3	0	1	1	2	0	0	0	0	0	0	0	0	0	7
87	2	11/5/2014	W	1	730	0	2	1	0	4	2	0	0	18	9	0	0	0	0	0	36
87	2	11/5/2014	W	1	745	2	3	0	0	1	1	0	0	9	10	0	0	0	0	1	27
87	2	11/5/2014	W	1	800	5	1	1	1	0	2	2	0	16	8	0	0	0	1	0	38
87	2	11/5/2014	W	1	815	0	1	0	0	1	3	1	0	24	10	0	0	0	0	0	40
87	2	11/5/2014	W	1	830	2	4	2	0	1	1	1	0	26	6	0	0	0	1	0	47
87	2	11/5/2014	W	1	845	0	3	0	0	1	1	0	0	14	10	0	0	0	0	1	30
87	2	11/5/2014	W	1	900	0	5	0	0	1	1	0	0	25	10	0	2	0	0	0	47
87	2	11/5/2014	W	1	915	2	4	2	0	1	1	1	0	15	15	0	0	0	0	0	41
87	2	11/5/2014	W	1	930	9	2	1	0	2	3	7	0	5	10	0	0	0	0	2	41
87	2	11/5/2014	W	1	945	0	4	4	0	2	2	0	1	6	14	0	1	0	0	3	37
87	2	11/5/2014	W	1	1000	2	0	5	0	2	0	3	0	12	9	0	0	0	0	3	36
87	2	11/5/2014	W	1	1015	4	2	0	0	2	1	3	0	9	11	0	0	0	0	1	33
87	2	11/5/2014	W	1	1030	3	2	2	0	1	2	2	0	6	4	0	0	0	0	1	23
87	2	11/5/2014	W	1	1045	2	4	1	1	0	0	2	0	14	12	0	0	1	0	2	39
87	2	11/5/2014	W	1	1100	4	4	1	0	2	1	2	0	24	6	0	0	1	0	2	47
87	2	11/5/2014	W	1	1115	2	6	2	0	2	4	1	0	19	16	0	0	1	0	5	58
87	2	11/5/2014	W	1	1130	0	4	2	0	0	1	1	1	0	12	13	0	0	0	2	39
87	2	11/5/2014	W	1	1145	6	5	1	0	3	1	5	1	21	16	0	0	0	0	3	62
87	2	11/5/2014	W	1	1200	1	2	3	0	1	5	0	0	12	13	0	0	0	0	5	42
87	2	11/5/2014	W	1	1215	0	13	6	1	3	2	1	0	16	9	0	0	1	0	7	59
87	2	11/5/2014	W	1	1230	2	1	5	0	0	1	1	0	13	9	0	0	1	0	1	34
87	2	11/5/2014	W	1	1245	2	6	1	0	1	1	1	0	13	16	0	0	5	0	2	48
87	2	11/5/2014	W	1	1300	6	7	2	0	1	3	2	0	12	15	0	0	1	0	4	53
87	2	11/5/2014	W	1	1315	0	9	5	0	0	3	0	0	21	11	0	0	0	0	3	52
87	2	11/5/2014	W	1	1330	0	4	2	1	2	4	0	1	14	11	0	1	0	0	2	42
87	2	11/5/2014	W	1	1345	2	0	1	0	0	0	1	0	13	11	0	2	2	0	2	34
87	2	11/5/2014	W	1	1400	6	5	1	0	3	2	2	0	18	16	0	0	0	0	3	56
87	2	11/5/2014	W	1	1415	0	8	0	0	2	5	1	0	14	11	0	1	1	0	10	53
87	2	11/5/2014	W	1	1430	2	4	3	0	2	2	3	0	8	13	0	2	1	0	3	43
87	2	11/5/2014	W	1	1445	3	5	5	0	1	7	0	0	16	18	0	0	3	0	6	64
87	2	11/5/2014	W	1	1500	8	28	2	1	1	3	2	0	15	12	0	0	3	0	10	85
87	2	11/5/2014	W	1	1515	0	16	7	0	5	2	2	0	14	18	0	0	0	0	6	70
87	2	11/5/2014	W	1	1530	4	11	4	0	0	3	2	0	7	8	0	0	1	0	4	44
87	2	11/5/2014	W	1	1545	2	7	3	0	1	2	0	0	12	24	0	0	1	0	2	54
87	2	11/5/2014	W	1	1600	1	10	2	0	2	2	0	1	18	11	0	0	2	0	5	54
87	2	11/5/2014	W	1	1615	1	17	6	0	2	4	1	0	15	9	0	0	1	0	6	62
87	2	11/5/2014	W	1	1630	3	12	3	0	2	4	2	0	16	12	0	1	1	0	3	59
87	2	11/5/2014	W	1	1645	3	12	9	1	3	3	2	0	13	13	0	0	0	0	9	68
87	2	11/5/2014	W	1	1700	8	23	13	1	3	5	1	0	8	10	0	0	3	0	5	80
87	2	11/5/2014	W	1	1715	1	19	5	0	2	4	0	0	5	11	0	0	3	0	3	53
87	2	11/5/2014	W	1	1730	1	21	5	0	3	2	2	0	8	13	0	0	2	0	2	59
87	2	11/5/2014	W	1	1745	2	10	1	0	1	2	0	0	8	4	0	0	0	0	0	28
87	2	11/5/2014	W	1	1800	3	11	4	0	1	0	3	0	7	3	0	0	0	0	6	38
87	2	11/5/2014	W	1	1815	3	19	6	0	0	5	1	0	0	2	0	0	0	0	6	42
87	2	11/5/2014	W	1	1830	0	14	3	0	1	6	2	0	1	1	0	0	0	0	0	28
87	2	11/5/2014	W	1	1845	0	5	1	1	0	6	0	0	0	1	0	0	0	0	2	16
87	2	11/5/2014	W	1	1900	2	6	0	0	0	5	0	0	1	1	0	0	0	0	0	15
87	2	11/5/2014	W	1	1915	2	16	2	0	1	4	0	0	0	2	0	0	1	0	1	29
87	2	11/5/2014	W	1	1930	0	3	1	0	0	3	0	0	0	0	0	0	0	0	0	7
87	2	11/5/2014	W	1	1945	0	2	1	0	0	2	0	0	2	0	0	0	0	0	0	7
87	2	11/5/2014	W	1	2000	0	5	1	0	0	2	0	0	0	0	0	0	0	0	1	9
87	2	11/5/2014	W	1	2015	2	7	2	0	0	2	0	0	0	0	0	0	0	0	1	14
87	2	11/5/2014	W	1	2030	2	13	3	0	0	2	0	0	0	0	0	0	0	0	0	20
87	2	11/5/2014	W	1	2045	0	2	1	0	0	1	0	0	0	0	0	0	0	0	1	5
87	2	11/5/2014	W	1	2100	0	9	2	0	0	0	0	0	0	0	0	0	0	0	1	12
87	2	11/5/2014	W	1	2115	0	5	3	0	0	1	0	0	0	0	0	0	0	0	0	9
87	2	11/5/2014	W	1	2130	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	7
87	2	11/5/2014	W	1	2145	0	1	1	0	0	3	0	0	0	0	0	0	0	0	1	6
87	2	11/5/2014	W	1	2200	0	7	1	0	0	0	1	0	0	0	0	0	0	0	0	9
87	2	11/5/2014	W	1	2215	0	4	2	0	0	3	0	0	0	0	0	0	0	0	1	10
87	2	11/5/2014	W	1	2230	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	6

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
87	2	11/5/2014	W	1	2245	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
87	2	11/5/2014	W	1	2300	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/5/2014	W	1	2315	0	2	1	0	0	1	0	0	0	0	0	0	0	0	1	5
87	2	11/5/2014	W	1	2330	0	5	3	0	1	1	0	0	0	0	0	0	0	0	0	10
87	2	11/5/2014	W	1	2345	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
87	2	11/5/2014	W	1	2400	0	6	3	0	1	3	0	0	0	0	0	0	0	0	1	14
87	2	11/5/2014	W	2	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/5/2014	W	2	30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/5/2014	W	2	45	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4
87	2	11/5/2014	W	2	100	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/5/2014	W	2	115	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/5/2014	W	2	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	W	2	145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	W	2	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	W	2	215	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/5/2014	W	2	230	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3
87	2	11/5/2014	W	2	245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	W	2	300	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/5/2014	W	2	315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	W	2	330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	W	2	345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	W	2	400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	W	2	415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	W	2	430	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/5/2014	W	2	445	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/5/2014	W	2	500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	W	2	515	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/5/2014	W	2	530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/5/2014	W	2	545	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/5/2014	W	2	600	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	5
87	2	11/5/2014	W	2	615	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/5/2014	W	2	630	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/5/2014	W	2	645	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/5/2014	W	2	700	0	2	1	0	0	0	0	2	0	0	0	0	0	0	1	6
87	2	11/5/2014	W	2	715	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
87	2	11/5/2014	W	2	730	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	9
87	2	11/5/2014	W	2	745	15	8	1	0	0	2	0	0	0	0	0	0	0	0	1	27
87	2	11/5/2014	W	2	800	2	16	0	0	0	1	3	0	0	0	0	0	0	0	3	25
87	2	11/5/2014	W	2	815	8	18	2	0	0	0	0	0	1	0	0	0	0	0	3	32
87	2	11/5/2014	W	2	830	13	10	1	0	0	2	2	0	0	0	0	0	0	0	3	31
87	2	11/5/2014	W	2	845	18	12	1	0	1	1	1	0	1	0	0	0	0	0	4	39
87	2	11/5/2014	W	2	900	17	15	1	0	1	1	3	0	0	0	0	1	0	0	3	42
87	2	11/5/2014	W	2	915	19	14	1	1	1	3	1	0	0	0	0	0	0	0	3	43
87	2	11/5/2014	W	2	930	12	14	0	0	1	2	2	0	0	0	0	0	0	0	4	35
87	2	11/5/2014	W	2	945	25	14	2	0	1	1	4	0	0	0	0	0	0	0	7	54
87	2	11/5/2014	W	2	1000	33	17	1	0	1	2	1	0	1	0	0	0	0	0	5	61
87	2	11/5/2014	W	2	1015	20	12	1	0	1	1	3	0	0	0	0	0	0	0	5	43
87	2	11/5/2014	W	2	1030	6	11	4	0	0	3	3	0	0	0	0	0	0	0	2	29
87	2	11/5/2014	W	2	1045	8	10	2	1	0	1	4	0	0	0	0	0	0	0	2	28
87	2	11/5/2014	W	2	1100	4	10	2	1	0	3	1	0	2	0	0	0	0	0	6	29
87	2	11/5/2014	W	2	1115	7	5	6	0	4	2	3	0	0	2	0	0	0	0	1	30
87	2	11/5/2014	W	2	1130	4	4	0	1	4	1	0	0	1	1	0	0	0	0	1	17
87	2	11/5/2014	W	2	1145	6	11	0	0	1	1	2	0	0	0	0	0	0	0	2	23
87	2	11/5/2014	W	2	1200	4	9	3	0	0	1	2	0	0	0	0	0	0	0	0	19
87	2	11/5/2014	W	2	1215	7	8	4	1	1	4	1	0	1	0	0	0	0	0	3	30
87	2	11/5/2014	W	2	1230	15	7	0	0	0	2	2	0	1	0	0	0	0	0	3	30
87	2	11/5/2014	W	2	1245	7	14	2	0	1	1	2	0	0	0	0	0	0	0	5	32
87	2	11/5/2014	W	2	1300	6	13	2	1	1	2	3	0	0	0	0	0	0	0	2	30
87	2	11/5/2014	W	2	1315	6	4	1	0	0	1	1	0	1	0	0	0	0	0	2	16
87	2	11/5/2014	W	2	1330	7	12	0	0	1	0	1	0	0	0	0	0	0	0	2	23
87	2	11/5/2014	W	2	1345	7	10	0	0	0	2	2	0	0	0	0	0	0	1	1	23
87	2	11/5/2014	W	2	1400	0	8	1	0	0	1	0	0	0	0	0	0	0	0	6	16
87	2	11/5/2014	W	2	1415	13	21	2	1	0	3	2	0	0	0	0	1	0	0	6	49
87	2	11/5/2014	W	2	1430	19	14	2	0	0	1	1	0	0	0	0	0	0	0	2	39
87	2	11/5/2014	W	2	1445	10	12	2	0	2	2	1	0	0	0	0	0	0	0	3	32
87	2	11/5/2014	W	2	1500	12	22	4	0	1	0	4	0	1	1	0	0	0	0	8	53
87	2	11/5/2014	W	2	1515	4	14	1	0	1	2	1	0	0	2	0	0	0	0	1	26
87	2	11/5/2014	W	2	1530	3	14	1	0	0	0	1	0	0	0	0	0	0	0	2	21
87	2	11/5/2014	W	2	1545	18	16	4	0	2	2	2	0	0	0	0	0	0	0	1	45
87	2	11/5/2014	W	2	1600	8	14	2	0	0	0	0	0	0	0	0	0	0	0	1	25
87	2	11/5/2014	W	2	1615	3	36	2	0	2	1	0	0	0	0	0	0	0	0	3	47
87	2	11/5/2014	W	2	1630	8	13	0	0	0	0	1	0	0	0	0	0	0	0	4	26
87	2	11/5/2014	W	2	1645	6	33	4	0	0	1	0	0	0	0	0	0	0	0	2	46
87	2	11/5/2014	W	2	1700	5	20	6	0	0	1	0	0	0	0	0	0	0	0	3	35
87	2	11/5/2014	W	2	1715	8	50	7	0	0	0	0	0	0	0	0	0	0	0	0	65

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
87	2	11/5/2014	W	2	1730	3	36	1	0	1	1	0	0	0	0	0	0	0	0	2	44
87	2	11/5/2014	W	2	1745	5	31	0	0	0	1	1	0	0	0	0	0	0	0	0	37
87	2	11/5/2014	W	2	1800	2	34	0	0	0	0	2	0	0	0	0	0	0	0	1	39
87	2	11/5/2014	W	2	1815	4	41	1	0	0	0	1	0	0	0	0	0	0	0	3	50
87	2	11/5/2014	W	2	1830	6	33	2	0	0	4	3	0	0	0	0	1	0	0	3	52
87	2	11/5/2014	W	2	1845	6	29	0	0	0	1	0	0	0	0	0	0	0	0	4	40
87	2	11/5/2014	W	2	1900	2	34	1	0	0	0	0	0	0	0	0	0	0	0	1	38
87	2	11/5/2014	W	2	1915	0	25	0	0	0	0	1	0	0	0	0	0	0	0	1	27
87	2	11/5/2014	W	2	1930	0	25	0	0	0	0	0	0	0	1	0	0	0	0	0	26
87	2	11/5/2014	W	2	1945	4	13	0	0	0	1	0	0	0	0	0	0	0	0	0	18
87	2	11/5/2014	W	2	2000	1	11	0	0	0	0	1	0	0	0	0	0	0	0	0	13
87	2	11/5/2014	W	2	2015	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
87	2	11/5/2014	W	2	2030	2	11	1	0	0	0	0	0	0	0	0	0	0	0	1	15
87	2	11/5/2014	W	2	2045	2	6	0	0	1	0	0	0	0	0	0	0	0	0	0	9
87	2	11/5/2014	W	2	2100	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	7
87	2	11/5/2014	W	2	2115	4	9	0	0	1	0	0	0	0	0	0	0	0	0	0	14
87	2	11/5/2014	W	2	2130	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
87	2	11/5/2014	W	2	2145	1	11	2	0	0	0	0	0	0	0	0	0	0	0	0	14
87	2	11/5/2014	W	2	2200	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	7
87	2	11/5/2014	W	2	2215	1	5	0	0	0	0	0	0	0	0	0	0	0	0	1	7
87	2	11/5/2014	W	2	2230	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/5/2014	W	2	2245	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/5/2014	W	2	2300	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	8
87	2	11/5/2014	W	2	2315	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	6
87	2	11/5/2014	W	2	2330	0	5	0	0	0	0	1	0	0	0	0	0	0	0	1	7
87	2	11/5/2014	W	2	2345	2	6	0	0	0	1	0	0	0	0	0	0	0	0	0	9
87	2	11/5/2014	W	2	2400	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	3
87	2	11/6/2014	E	1	15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/6/2014	E	1	30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/6/2014	E	1	45	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	4
87	2	11/6/2014	E	1	100	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/6/2014	E	1	115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/6/2014	E	1	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/6/2014	E	1	145	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/6/2014	E	1	200	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
87	2	11/6/2014	E	1	215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/6/2014	E	1	230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/6/2014	E	1	245	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
87	2	11/6/2014	E	1	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/6/2014	E	1	315	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
87	2	11/6/2014	E	1	330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/6/2014	E	1	345	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	3
87	2	11/6/2014	E	1	400	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4
87	2	11/6/2014	E	1	415	0	2	0	0	0	1	0	0	0	5	3	0	0	0	0	11
87	2	11/6/2014	E	1	430	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	4
87	2	11/6/2014	E	1	445	0	1	1	0	0	0	0	0	0	7	1	0	0	0	0	10
87	2	11/6/2014	E	1	500	0	2	0	0	0	0	0	0	0	17	4	0	0	0	0	23
87	2	11/6/2014	E	1	515	0	6	1	1	0	0	0	1	0	9	4	0	0	0	0	22
87	2	11/6/2014	E	1	530	0	5	0	0	0	0	0	0	0	11	2	0	0	0	0	18
87	2	11/6/2014	E	1	545	0	13	2	0	0	2	0	0	0	6	1	0	0	0	0	24
87	2	11/6/2014	E	1	600	0	14	3	0	0	0	0	0	0	16	5	0	0	0	0	38
87	2	11/6/2014	E	1	615	0	14	3	0	0	0	0	1	0	17	2	0	0	0	0	37
87	2	11/6/2014	E	1	630	0	10	7	1	3	5	0	0	0	18	1	0	0	0	0	45
87	2	11/6/2014	E	1	645	0	21	4	0	4	3	1	1	0	22	3	0	0	0	0	59
87	2	11/6/2014	E	1	700	0	13	2	0	2	11	0	1	0	15	0	0	0	0	0	44
87	2	11/6/2014	E	1	715	0	16	1	0	1	4	0	1	0	20	1	0	0	0	0	45
87	2	11/6/2014	E	1	730	0	11	2	1	1	8	1	2	0	18	1	0	0	0	0	45
87	2	11/6/2014	E	1	745	0	12	3	0	1	4	0	0	0	15	2	0	0	0	0	37
87	2	11/6/2014	E	1	800	0	13	2	0	2	8	0	0	0	13	0	0	0	0	0	38
87	2	11/6/2014	E	1	815	0	14	1	0	2	6	0	0	0	14	0	0	0	0	0	37
87	2	11/6/2014	E	1	830	1	8	2	0	2	3	1	1	1	11	1	0	0	0	1	31
87	2	11/6/2014	E	1	845	0	12	2	0	0	3	1	0	1	17	1	0	0	0	0	36
87	2	11/6/2014	E	1	900	0	11	0	0	0	2	1	0	1	14	3	0	0	0	0	31
87	2	11/6/2014	E	1	915	0	17	2	0	0	4	1	1	0	20	3	0	0	0	0	48
87	2	11/6/2014	E	1	930	0	15	1	0	0	3	0	0	0	28	1	0	0	1	0	49
87	2	11/6/2014	E	1	945	0	11	2	0	1	1	1	2	0	27	2	0	0	1	0	48
87	2	11/6/2014	E	1	1000	0	11	5	1	2	1	0	1	0	26	1	0	0	0	0	48
87	2	11/6/2014	E	1	1015	0	10	3	0	0	1	2	1	0	26	4	0	1	1	0	50
87	2	11/6/2014	E	1	1030	1	7	3	1	0	0	1	1	1	22	3	0	0	0	0	39
87	2	11/6/2014	E	1	1045	0	13	2	0	0	1	0	1	1	22	3	0	0	0	0	42
87	2	11/6/2014	E	1	1100	0	10	2	0	4	3	1	2	1	14	2	0	0	0	0	38
87	2	11/6/2014	E	1	1115	0	18	1	0	1	0	0	0	0	26	1	0	0	0	0	47
87	2	11/6/2014	E	1	1130	0	13	0	0	1	3	0	2	0	28	2	0	0	0	1	50
87	2	11/6/2014	E	1	1145	0	14	1	0	2	2	0	0	0	30	3	0	0	0	0	52
87	2	11/6/2014	E	1	1200	0	15	3	0	1	2	0	0	0	32	2	0	0	1	0	56

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
87	2	11/6/2014	E	1	1215	0	15	1	0	1	1	0	1	27	3	0	0	0	0	0	49
87	2	11/6/2014	E	1	1230	0	9	1	0	0	3	0	1	21	0	0	0	0	0	0	35
87	2	11/6/2014	E	1	1245	0	12	3	0	1	0	0	0	15	2	0	0	0	0	0	33
87	2	11/6/2014	E	1	1300	0	19	4	1	1	2	0	1	22	2	0	0	0	0	0	52
87	2	11/6/2014	E	1	1315	0	10	0	0	2	2	1	1	21	3	0	0	0	0	1	41
87	2	11/6/2014	E	1	1330	0	9	3	0	1	1	0	0	29	4	0	0	1	0	0	48
87	2	11/6/2014	E	1	1345	0	7	1	0	0	2	0	0	22	2	0	0	0	0	0	34
87	2	11/6/2014	E	1	1400	0	17	2	0	0	0	0	0	25	1	0	0	0	0	0	45
87	2	11/6/2014	E	1	1415	2	16	0	1	0	1	0	3	31	4	0	0	0	0	0	58
87	2	11/6/2014	E	1	1430	0	17	0	0	1	1	0	2	22	5	0	0	0	0	1	49
87	2	11/6/2014	E	1	1445	0	9	1	0	1	2	0	1	27	4	0	0	0	0	0	45
87	2	11/6/2014	E	1	1500	0	8	1	0	1	0	0	1	25	4	0	0	0	0	0	40
87	2	11/6/2014	E	1	1515	0	8	0	0	0	0	0	1	28	4	0	0	0	0	1	42
87	2	11/6/2014	E	1	1530	0	5	3	0	0	5	0	2	19	5	0	0	0	0	0	39
87	2	11/6/2014	E	1	1545	0	2	0	0	2	0	1	2	21	2	0	0	0	0	0	30
87	2	11/6/2014	E	1	1600	0	7	1	0	0	2	0	3	17	2	0	0	0	0	0	32
87	2	11/6/2014	E	1	1615	0	7	0	0	1	3	0	1	9	3	0	0	0	0	0	24
87	2	11/6/2014	E	1	1630	0	3	1	0	0	2	0	0	10	0	0	0	0	0	0	16
87	2	11/6/2014	E	1	1645	0	3	0	0	1	0	1	0	12	1	0	0	0	0	0	18
87	2	11/6/2014	E	1	1700	0	2	1	0	1	1	0	1	9	0	0	0	0	0	0	15
87	2	11/6/2014	E	1	1715	0	1	1	0	0	1	0	1	5	0	0	0	0	0	0	9
87	2	11/6/2014	E	1	1730	0	6	0	0	0	0	0	0	7	0	0	0	0	0	0	13
87	2	11/6/2014	E	1	1745	0	1	0	0	1	1	0	0	6	0	0	0	0	0	0	9
87	2	11/6/2014	E	1	1800	0	1	1	0	0	2	0	0	7	0	0	0	0	0	0	11
87	2	11/6/2014	E	1	1815	0	2	0	0	0	1	0	0	8	0	0	0	0	1	0	13
87	2	11/6/2014	E	1	1830	0	6	0	0	0	0	0	1	14	0	0	0	0	0	0	21
87	2	11/6/2014	E	1	1845	0	3	1	0	0	0	0	0	8	0	0	0	0	0	0	12
87	2	11/6/2014	E	1	1900	0	8	0	0	0	0	0	0	6	0	0	0	0	0	0	14
87	2	11/6/2014	E	1	1915	0	5	0	0	0	0	0	0	3	0	0	0	0	0	0	8
87	2	11/6/2014	E	1	1930	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
87	2	11/6/2014	E	1	1945	0	3	0	0	0	0	0	1	7	0	0	0	0	0	0	11
87	2	11/6/2014	E	1	2000	0	3	1	0	0	0	0	0	4	0	0	0	0	0	0	8
87	2	11/6/2014	E	1	2015	0	2	0	0	0	0	0	0	14	1	0	0	0	0	0	17
87	2	11/6/2014	E	1	2030	0	5	1	0	1	0	0	0	6	0	0	0	0	0	0	13
87	2	11/6/2014	E	1	2045	0	9	0	0	0	0	0	1	1	0	0	0	0	0	0	11
87	2	11/6/2014	E	1	2100	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	5
87	2	11/6/2014	E	1	2115	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/6/2014	E	1	2130	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	8
87	2	11/6/2014	E	1	2145	0	2	0	1	0	0	0	0	0	0	0	0	0	0	1	4
87	2	11/6/2014	E	1	2200	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
87	2	11/6/2014	E	1	2215	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	4
87	2	11/6/2014	E	1	2230	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/6/2014	E	1	2245	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/6/2014	E	1	2300	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/6/2014	E	1	2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/6/2014	E	1	2330	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
87	2	11/6/2014	E	1	2345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/6/2014	E	1	2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/6/2014	E	2	15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
87	2	11/6/2014	E	2	30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/6/2014	E	2	45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/6/2014	E	2	100	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/6/2014	E	2	115	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/6/2014	E	2	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/6/2014	E	2	145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/6/2014	E	2	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/6/2014	E	2	215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/6/2014	E	2	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/6/2014	E	2	245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/6/2014	E	2	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/6/2014	E	2	315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/6/2014	E	2	330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/6/2014	E	2	345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/6/2014	E	2	400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/6/2014	E	2	415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/6/2014	E	2	430	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/6/2014	E	2	445	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/6/2014	E	2	500	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/6/2014	E	2	515	2	5	0	0	0	0	0	0	2	0	0	0	0	0	0	9
87	2	11/6/2014	E	2	530	2	11	3	0	0	0	0	0	1	0	0	0	0	0	0	17
87	2	11/6/2014	E	2	545	3	27	7	0	1	0	0	0	0	2	0	0	0	0	0	40
87	2	11/6/2014	E	2	600	3	31	8	0	1	0	0	0	1	0	0	0	0	0	0	44
87	2	11/6/2014	E	2	615	3	15	9	0	0	1	0	0	1	1	0	0	0	0	0	29
87	2	11/6/2014	E	2	630	1	27	14	2	1	0	0	0	2	0	0	0	0	0	1	48
87	2	11/6/2014	E	2	645	2	41	10	2	4	1	0	1	3	0	0	0	0	0	0	64

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
87	2	11/6/2014	E	2	700	4	49	7	2	2	2	1	0	4	0	0	0	0	0	1	72
87	2	11/6/2014	E	2	715	0	31	7	0	2	4	1	0	3	0	0	0	0	0	0	48
87	2	11/6/2014	E	2	730	2	30	11	1	3	0	0	0	5	1	0	0	0	0	0	53
87	2	11/6/2014	E	2	745	2	39	10	1	2	0	0	0	4	0	0	0	0	0	1	59
87	2	11/6/2014	E	2	800	1	46	4	2	3	3	0	1	3	0	0	0	0	0	0	63
87	2	11/6/2014	E	2	815	0	40	8	1	0	1	0	1	2	1	0	0	0	0	0	54
87	2	11/6/2014	E	2	830	1	40	7	0	4	0	0	0	4	0	0	0	0	0	1	57
87	2	11/6/2014	E	2	845	0	39	5	0	3	1	0	0	5	0	0	0	0	0	0	53
87	2	11/6/2014	E	2	900	0	51	3	1	1	0	0	0	3	1	0	0	0	0	0	60
87	2	11/6/2014	E	2	915	1	31	4	0	1	0	1	0	3	0	0	0	0	0	1	42
87	2	11/6/2014	E	2	930	0	43	7	1	4	1	1	2	4	0	0	0	0	0	0	63
87	2	11/6/2014	E	2	945	0	30	8	0	3	1	0	0	10	0	0	0	0	0	1	53
87	2	11/6/2014	E	2	1000	0	42	10	4	4	0	1	0	6	3	0	0	0	0	0	70
87	2	11/6/2014	E	2	1015	0	44	12	1	4	1	1	0	7	2	0	0	0	0	0	72
87	2	11/6/2014	E	2	1030	0	30	3	5	1	1	0	0	8	1	0	0	0	0	0	49
87	2	11/6/2014	E	2	1045	0	35	6	1	4	0	1	0	4	0	0	0	0	0	0	51
87	2	11/6/2014	E	2	1100	0	29	6	1	4	0	0	1	3	4	0	0	0	0	0	48
87	2	11/6/2014	E	2	1115	0	48	7	2	2	0	0	3	4	2	0	1	0	0	0	69
87	2	11/6/2014	E	2	1130	0	30	13	2	2	2	1	1	2	2	0	0	0	0	0	55
87	2	11/6/2014	E	2	1145	0	43	14	4	6	0	2	0	2	0	0	0	0	0	0	71
87	2	11/6/2014	E	2	1200	1	48	8	2	1	0	1	0	4	0	0	0	0	0	0	65
87	2	11/6/2014	E	2	1215	0	32	13	2	7	1	0	0	5	0	0	0	0	0	1	61
87	2	11/6/2014	E	2	1230	1	38	3	3	6	0	0	1	7	1	0	0	0	0	0	60
87	2	11/6/2014	E	2	1245	0	34	6	3	1	0	0	0	7	1	0	0	0	0	1	53
87	2	11/6/2014	E	2	1300	0	40	13	5	3	1	0	1	4	1	0	0	0	0	0	68
87	2	11/6/2014	E	2	1315	0	27	4	0	2	1	1	1	3	1	0	0	0	0	0	40
87	2	11/6/2014	E	2	1330	0	28	4	2	4	0	0	0	6	1	0	0	0	0	0	45
87	2	11/6/2014	E	2	1345	0	34	6	1	0	0	0	1	3	1	0	0	0	0	0	46
87	2	11/6/2014	E	2	1400	0	41	6	2	3	0	2	0	4	0	0	0	0	0	0	58
87	2	11/6/2014	E	2	1415	1	19	0	4	3	0	0	0	3	0	0	0	1	0	0	31
87	2	11/6/2014	E	2	1430	0	31	4	1	3	1	0	0	4	1	0	0	0	0	0	45
87	2	11/6/2014	E	2	1445	0	19	1	3	4	0	1	0	5	0	0	0	0	0	0	33
87	2	11/6/2014	E	2	1500	0	9	7	3	3	0	1	1	3	1	0	0	0	0	0	28
87	2	11/6/2014	E	2	1515	0	18	0	2	0	0	0	2	6	1	0	0	0	0	0	29
87	2	11/6/2014	E	2	1530	0	5	0	0	2	0	0	1	5	0	0	0	0	0	0	13
87	2	11/6/2014	E	2	1545	0	8	0	1	0	0	0	0	5	1	0	0	0	0	0	15
87	2	11/6/2014	E	2	1600	0	10	1	0	1	0	0	1	1	0	0	0	0	0	0	14
87	2	11/6/2014	E	2	1615	0	11	1	0	1	0	0	0	2	0	0	0	0	0	0	15
87	2	11/6/2014	E	2	1630	0	8	2	0	1	0	0	0	3	0	0	0	0	0	0	14
87	2	11/6/2014	E	2	1645	0	6	2	0	0	0	0	0	3	0	0	0	0	0	0	11
87	2	11/6/2014	E	2	1700	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	6
87	2	11/6/2014	E	2	1715	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
87	2	11/6/2014	E	2	1730	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/6/2014	E	2	1745	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	4
87	2	11/6/2014	E	2	1800	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
87	2	11/6/2014	E	2	1815	0	8	1	0	0	0	0	0	1	0	0	0	0	0	0	10
87	2	11/6/2014	E	2	1830	0	4	0	0	1	0	0	0	2	0	0	0	0	0	0	7
87	2	11/6/2014	E	2	1845	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	9
87	2	11/6/2014	E	2	1900	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	8
87	2	11/6/2014	E	2	1915	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	9
87	2	11/6/2014	E	2	1930	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7
87	2	11/6/2014	E	2	1945	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	9
87	2	11/6/2014	E	2	2000	1	4	3	0	0	0	0	0	1	0	0	0	0	0	1	10
87	2	11/6/2014	E	2	2015	1	6	1	0	0	0	0	0	0	0	0	0	0	0	2	10
87	2	11/6/2014	E	2	2030	1	9	1	0	1	0	0	0	0	0	0	0	0	0	0	12
87	2	11/6/2014	E	2	2045	2	9	2	0	0	0	0	0	0	0	0	0	0	0	0	13
87	2	11/6/2014	E	2	2100	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
87	2	11/6/2014	E	2	2115	0	8	2	0	0	0	0	0	1	0	0	0	0	0	0	11
87	2	11/6/2014	E	2	2130	1	3	1	0	0	0	0	0	2	0	0	0	0	0	0	7
87	2	11/6/2014	E	2	2145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/6/2014	E	2	2200	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/6/2014	E	2	2215	0	6	0	0	0	0	1	0	0	0	0	0	0	0	0	7
87	2	11/6/2014	E	2	2230	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
87	2	11/6/2014	E	2	2245	0	6	1	0	1	0	0	0	1	0	0	0	0	0	0	9
87	2	11/6/2014	E	2	2300	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/6/2014	E	2	2315	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/6/2014	E	2	2330	5	4	0	0	0	0	2	0	0	0	0	0	0	0	0	11
87	2	11/6/2014	E	2	2345	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/6/2014	E	2	2400	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/6/2014	W	1	15	0	5	3	0	0	0	0	0	0	0	0	0	0	0	1	9
87	2	11/6/2014	W	1	30	2	1	2	0	1	0	0	0	0	0	0	0	0	0	0	6
87	2	11/6/2014	W	1	45	0	3	3	0	0	1	0	0	0	0	0	0	0	0	0	7
87	2	11/6/2014	W	1	100	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	3
87	2	11/6/2014	W	1	115	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
87	2	11/6/2014	W	1	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total	
	87	2	11/6/2014	W	1	145	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	87	2	11/6/2014	W	1	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	2	11/6/2014	W	1	215	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
	87	2	11/6/2014	W	1	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	2	11/6/2014	W	1	245	0	11	3	0	1	0	0	0	0	0	0	0	0	0	0	15
	87	2	11/6/2014	W	1	300	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	87	2	11/6/2014	W	1	315	0	3	1	0	1	2	0	0	0	0	0	0	0	0	0	7
	87	2	11/6/2014	W	1	330	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
	87	2	11/6/2014	W	1	345	0	6	0	0	0	1	0	0	0	0	0	0	0	0	1	8
	87	2	11/6/2014	W	1	400	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
	87	2	11/6/2014	W	1	415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	2	11/6/2014	W	1	430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	2	11/6/2014	W	1	445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	2	11/6/2014	W	1	500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	2	11/6/2014	W	1	515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	87	2	11/6/2014	W	1	530	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	87	2	11/6/2014	W	1	545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	87	2	11/6/2014	W	1	600	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	87	2	11/6/2014	W	1	615	0	3	0	0	1	1	0	0	0	0	0	0	0	0	0	5
	87	2	11/6/2014	W	1	630	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	87	2	11/6/2014	W	1	645	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	4
	87	2	11/6/2014	W	1	700	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
	87	2	11/6/2014	W	1	715	0	3	0	0	0	0	0	0	13	4	0	0	0	0	0	20
	87	2	11/6/2014	W	1	730	0	0	0	0	1	0	1	0	6	4	0	0	0	0	0	12
	87	2	11/6/2014	W	1	745	2	2	1	0	3	0	2	0	16	6	0	0	1	0	0	33
	87	2	11/6/2014	W	1	800	0	0	0	0	0	0	0	0	14	9	0	0	1	0	4	28
	87	2	11/6/2014	W	1	815	1	3	4	1	2	0	0	0	12	6	0	0	1	0	1	31
	87	2	11/6/2014	W	1	830	0	4	0	0	1	0	0	0	12	5	0	0	1	0	1	24
	87	2	11/6/2014	W	1	845	2	2	0	1	1	1	0	0	15	9	0	0	2	0	1	34
	87	2	11/6/2014	W	1	900	8	3	0	0	2	1	6	0	13	10	0	0	3	0	1	47
	87	2	11/6/2014	W	1	915	2	3	2	1	1	0	2	0	15	11	0	1	0	0	4	42
	87	2	11/6/2014	W	1	930	2	1	0	0	2	1	2	0	15	11	0	2	1	0	2	39
	87	2	11/6/2014	W	1	945	12	1	2	0	0	0	5	0	12	13	0	1	1	0	5	52
	87	2	11/6/2014	W	1	1000	3	6	2	0	1	1	1	0	9	23	0	0	1	0	3	50
	87	2	11/6/2014	W	1	1015	3	3	1	0	1	1	3	0	7	14	0	0	0	0	3	36
	87	2	11/6/2014	W	1	1030	4	3	1	1	1	1	0	0	8	10	0	1	0	0	6	36
	87	2	11/6/2014	W	1	1045	6	3	1	0	1	3	3	0	6	13	0	0	0	0	4	40
	87	2	11/6/2014	W	1	1100	9	1	1	1	1	0	3	0	9	26	0	1	1	0	2	55
	87	2	11/6/2014	W	1	1115	19	4	0	1	1	0	7	0	12	23	0	0	3	0	3	73
	87	2	11/6/2014	W	1	1130	15	2	1	0	2	2	6	0	13	19	0	0	0	0	5	65
	87	2	11/6/2014	W	1	1145	13	3	1	0	3	1	6	0	4	16	0	0	1	0	9	57
	87	2	11/6/2014	W	1	1200	17	3	1	0	2	2	6	0	7	14	0	1	0	0	5	58
	87	2	11/6/2014	W	1	1215	7	10	3	0	1	2	1	0	9	13	0	0	1	0	10	57
	87	2	11/6/2014	W	1	1230	8	4	1	0	2	2	5	0	16	22	0	1	0	0	3	64
	87	2	11/6/2014	W	1	1245	9	5	1	2	4	1	5	0	8	23	0	0	5	0	2	65
	87	2	11/6/2014	W	1	1300	4	5	3	0	4	0	5	1	8	13	0	0	2	0	7	52
	87	2	11/6/2014	W	1	1315	4	7	2	0	1	1	1	0	7	16	0	0	1	0	4	44
	87	2	11/6/2014	W	1	1330	15	4	0	1	1	1	6	1	5	9	0	0	0	0	5	48
	87	2	11/6/2014	W	1	1345	8	4	0	1	3	1	0	0	7	19	0	0	0	0	6	49
	87	2	11/6/2014	W	1	1400	11	8	2	0	1	1	5	0	13	16	0	0	2	0	3	62
	87	2	11/6/2014	W	1	1415	20	14	4	1	2	5	9	0	10	20	0	2	2	0	7	96
	87	2	11/6/2014	W	1	1430	10	5	0	0	3	3	5	0	10	19	0	0	0	0	5	60
	87	2	11/6/2014	W	1	1445	13	3	1	1	1	1	6	0	8	16	0	1	1	0	6	58
	87	2	11/6/2014	W	1	1500	18	19	4	1	0	3	10	0	10	15	0	1	3	0	4	88
	87	2	11/6/2014	W	1	1515	13	12	5	1	0	5	3	0	7	24	0	0	2	0	3	75
	87	2	11/6/2014	W	1	1530	10	6	6	1	1	2	4	0	15	12	0	1	3	0	3	64
	87	2	11/6/2014	W	1	1545	10	6	1	0	3	3	6	0	12	11	0	2	0	0	5	59
	87	2	11/6/2014	W	1	1600	13	4	5	1	0	0	3	0	21	11	0	0	1	0	2	61
	87	2	11/6/2014	W	1	1615	10	12	3	0	1	2	5	0	16	18	0	0	1	0	1	69
	87	2	11/6/2014	W	1	1630	3	10	2	0	0	1	3	0	13	11	0	0	1	0	1	45
	87	2	11/6/2014	W	1	1645	9	12	4	0	4	1	4	0	9	14	0	0	3	0	6	66
	87	2	11/6/2014	W	1	1700	7	11	5	0	1	4	2	0	12	16	0	0	1	0	5	64
	87	2	11/6/2014	W	1	1715	2	23	10	0	2	4	1	0	15	10	0	0	1	0	7	75
	87	2	11/6/2014	W	1	1730	0	23	8	0	4	5	0	0	10	8	0	0	1	0	1	60
	87	2	11/6/2014	W	1	1745	0	15	3	0	1	0	0	0	6	2	0	0	0	0	0	27
	87	2	11/6/2014	W	1	1800	1	8	3	0	1	1	1	0	4	4	0	0	0	0	1	24
	87	2	11/6/2014	W	1	1815	0	12	2	0	0	0	0	0	9	0	0	0	0	0	0	23
	87	2	11/6/2014	W	1	1830	0	12	1	0	0	1	0	0	6	0	0	0	0	0	0	20
	87	2	11/6/2014	W	1	1845	1	6	2	0	2	5	0	0	4	2	0	0	0	0	1	23
	87	2	11/6/2014	W	1	1900	0	7	0	0	0	6	2	0	7	0	0	0	0	0	0	22
	87	2	11/6/2014	W	1	1915	0	10	0	0	0	6	0	0	2	0	0	0	0	0	1	19
	87	2	11/6/2014	W	1	1930	0	14	2	0	0	2	1	0	8	1	0	0	0	0	0	28
	87	2	11/6/2014	W	1	1945	2	5	0	1	1	5	0	0	4	1	0	0	0	0	0	19
	87	2	11/6/2014	W	1	2000	0	8	1	0	0	10	0	0	0	1	0	0	0	0	1	21
	87	2	11/6/2014	W	1	2015	0	7	1	0	0	0	1	0	1	0	0	0	0	0	0	10

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total	
	87	2	11/6/2014	W	1	2030	0	2	1	0	0	13	2	0	0	0	0	0	0	0	18	
	87	2	11/6/2014	W	1	2045	0	4	0	0	0	11	5	0	2	0	0	0	0	0	22	
	87	2	11/6/2014	W	1	2100	2	9	1	0	0	10	0	0	0	0	0	0	0	0	22	
	87	2	11/6/2014	W	1	2115	0	4	1	1	0	3	0	0	0	0	0	0	0	0	9	
	87	2	11/6/2014	W	1	2130	0	8	0	0	0	1	0	0	0	0	0	0	0	0	9	
	87	2	11/6/2014	W	1	2145	0	2	0	0	0	5	0	0	1	0	0	0	0	0	8	
	87	2	11/6/2014	W	1	2200	0	3	3	1	0	1	1	0	0	0	0	0	0	0	9	
	87	2	11/6/2014	W	1	2215	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	3
	87	2	11/6/2014	W	1	2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	2	11/6/2014	W	1	2245	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	4
	87	2	11/6/2014	W	1	2300	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	87	2	11/6/2014	W	1	2315	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
	87	2	11/6/2014	W	1	2330	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	87	2	11/6/2014	W	1	2345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	87	2	11/6/2014	W	1	2400	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
	87	2	11/6/2014	W	2	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
	87	2	11/6/2014	W	2	30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	87	2	11/6/2014	W	2	45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4
	87	2	11/6/2014	W	2	100	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	87	2	11/6/2014	W	2	115	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	87	2	11/6/2014	W	2	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	2	11/6/2014	W	2	145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	2	11/6/2014	W	2	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	2	11/6/2014	W	2	215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	87	2	11/6/2014	W	2	230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	87	2	11/6/2014	W	2	245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	87	2	11/6/2014	W	2	300	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	87	2	11/6/2014	W	2	315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	2	11/6/2014	W	2	330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	2	11/6/2014	W	2	345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	2	11/6/2014	W	2	400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	2	11/6/2014	W	2	415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	2	11/6/2014	W	2	430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	2	11/6/2014	W	2	445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	2	11/6/2014	W	2	500	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	87	2	11/6/2014	W	2	515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	2	11/6/2014	W	2	530	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	87	2	11/6/2014	W	2	545	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	87	2	11/6/2014	W	2	600	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	87	2	11/6/2014	W	2	615	2	5	0	0	0	0	1	0	0	0	0	0	0	0	1	9
	87	2	11/6/2014	W	2	630	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	87	2	11/6/2014	W	2	645	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	6
	87	2	11/6/2014	W	2	700	0	1	0	0	0	0	2	0	0	0	0	0	0	0	1	4
	87	2	11/6/2014	W	2	715	4	3	0	0	0	0	6	0	0	0	0	0	0	0	0	13
	87	2	11/6/2014	W	2	730	2	0	0	0	0	0	1	0	0	0	0	0	0	0	2	5
	87	2	11/6/2014	W	2	745	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	87	2	11/6/2014	W	2	800	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
	87	2	11/6/2014	W	2	815	0	7	1	0	0	0	1	0	0	0	0	0	0	0	0	9
	87	2	11/6/2014	W	2	830	5	11	1	0	0	0	3	0	0	0	0	0	0	0	1	21
	87	2	11/6/2014	W	2	845	11	24	1	0	0	4	7	0	0	0	0	0	0	0	0	47
	87	2	11/6/2014	W	2	900	9	24	1	0	1	1	4	0	0	0	0	0	0	0	4	44
	87	2	11/6/2014	W	2	915	26	17	3	0	0	4	2	1	0	0	0	0	0	0	2	55
	87	2	11/6/2014	W	2	930	20	22	3	2	0	1	4	0	1	0	0	0	0	0	3	56
	87	2	11/6/2014	W	2	945	27	25	2	0	1	2	3	0	0	0	0	0	0	0	11	71
	87	2	11/6/2014	W	2	1000	29	29	1	0	2	2	7	0	0	0	0	0	0	0	3	73
	87	2	11/6/2014	W	2	1015	32	24	2	0	1	7	5	0	1	0	0	0	0	0	8	80
	87	2	11/6/2014	W	2	1030	33	23	4	0	1	4	4	0	0	2	0	0	0	0	7	78
	87	2	11/6/2014	W	2	1045	14	19	1	1	1	5	2	0	0	0	0	0	0	0	12	55
	87	2	11/6/2014	W	2	1100	28	22	6	0	0	2	7	0	1	0	0	0	0	0	3	69
	87	2	11/6/2014	W	2	1115	27	22	4	0	1	2	4	0	0	0	0	0	0	0	9	69
	87	2	11/6/2014	W	2	1130	50	16	3	0	0	5	7	0	0	1	0	0	1	0	8	91
	87	2	11/6/2014	W	2	1145	40	18	8	0	1	6	9	0	1	1	0	0	0	0	14	98
	87	2	11/6/2014	W	2	1200	22	27	4	1	0	1	8	0	1	0	0	0	0	0	14	78
	87	2	11/6/2014	W	2	1215	29	20	6	1	3	3	5	0	1	0	0	0	0	0	7	75
	87	2	11/6/2014	W	2	1230	28	16	0	0	4	0	7	0	0	0	0	0	0	0	5	60
	87	2	11/6/2014	W	2	1245	16	14	0	0	1	2	3	0	0	1	0	0	1	0	5	43
	87	2	11/6/2014	W	2	1300	7	14	3	0	0	1	2	0	1	1	0	0	0	0	6	35
	87	2	11/6/2014	W	2	1315	21	18	4	1	0	5	4	0	0	0	0	0	0	0	2	55
	87	2	11/6/2014	W	2	1330	21	14	0	0	0	1	4	0	0	0	0	0	0	0	5	45
	87	2	11/6/2014	W	2	1345	18	9	2	0	2	0	6	0	0	1	0	0	0	0	8	46
	87	2	11/6/2014	W	2	1400	22	15	4	0	0	1	2	0	1	1	0	0	0	0	5	51
	87	2	11/6/2014	W	2	1415	22	22	2	0	0	3	1	0	0	1	0	0	0	0	10	61
	87	2	11/6/2014	W	2	1430	13	13	3	0	1	2	2	0	0	0	0	0	0	0	2	36
	87	2	11/6/2014	W	2	1445	10	18	1	2	1	6	0	0	0	0	0	0	0	0	5	43
	87	2	11/6/2014	W	2	1500	15	20	3	0	0	2	3	0	0	1	0	0	0	0	5	49

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
87	2	11/6/2014	W	2	1515	18	17	2	0	0	2	3	0	0	0	0	0	0	0	5	47
87	2	11/6/2014	W	2	1530	14	20	2	0	1	0	0	0	0	0	0	0	0	0	4	41
87	2	11/6/2014	W	2	1545	5	20	2	0	0	3	1	0	1	0	0	0	0	0	5	37
87	2	11/6/2014	W	2	1600	8	19	3	1	0	0	1	0	0	0	0	0	0	0	3	35
87	2	11/6/2014	W	2	1615	6	22	5	0	1	0	1	0	1	0	0	0	0	0	3	39
87	2	11/6/2014	W	2	1630	4	23	2	0	0	1	0	0	0	0	0	0	0	0	4	34
87	2	11/6/2014	W	2	1645	7	22	3	0	1	1	1	0	0	1	0	0	0	0	1	37
87	2	11/6/2014	W	2	1700	1	23	2	0	0	1	0	0	0	0	0	0	0	0	1	28
87	2	11/6/2014	W	2	1715	8	60	5	0	0	1	0	0	1	0	0	0	0	0	0	75
87	2	11/6/2014	W	2	1730	4	23	2	0	1	1	0	0	0	1	0	0	0	0	3	35
87	2	11/6/2014	W	2	1745	5	26	1	0	0	0	1	0	0	0	0	0	0	0	4	37
87	2	11/6/2014	W	2	1800	4	35	1	0	0	0	0	0	0	0	0	0	0	0	2	42
87	2	11/6/2014	W	2	1815	5	32	0	0	1	1	0	0	0	0	0	0	0	0	0	39
87	2	11/6/2014	W	2	1830	9	39	0	0	1	0	1	0	0	0	0	0	0	0	2	52
87	2	11/6/2014	W	2	1845	4	21	1	0	1	0	0	0	0	0	0	0	0	0	1	28
87	2	11/6/2014	W	2	1900	2	26	0	0	1	1	0	0	1	0	0	0	0	0	2	33
87	2	11/6/2014	W	2	1915	7	21	1	0	0	1	0	0	0	0	0	0	0	0	2	32
87	2	11/6/2014	W	2	1930	0	12	0	0	0	2	0	0	0	0	0	0	0	0	1	15
87	2	11/6/2014	W	2	1945	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
87	2	11/6/2014	W	2	2000	3	10	0	0	0	0	0	0	0	0	0	0	0	0	0	13
87	2	11/6/2014	W	2	2015	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
87	2	11/6/2014	W	2	2030	0	12	0	0	0	0	0	0	0	0	0	0	0	0	2	14
87	2	11/6/2014	W	2	2045	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
87	2	11/6/2014	W	2	2100	4	17	0	0	0	0	1	0	0	0	0	0	0	0	0	22
87	2	11/6/2014	W	2	2115	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
87	2	11/6/2014	W	2	2130	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/6/2014	W	2	2145	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	9
87	2	11/6/2014	W	2	2200	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	10
87	2	11/6/2014	W	2	2215	2	8	0	0	0	2	0	0	0	0	0	0	0	0	1	13
87	2	11/6/2014	W	2	2230	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	13
87	2	11/6/2014	W	2	2245	4	6	0	0	0	0	0	0	0	0	0	0	0	0	2	12
87	2	11/6/2014	W	2	2300	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	7
87	2	11/6/2014	W	2	2315	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	4
87	2	11/6/2014	W	2	2330	3	6	0	0	0	0	1	0	0	0	1	0	0	0	0	11
87	2	11/6/2014	W	2	2345	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
87	2	11/6/2014	W	2	2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
87	2	11/7/2014	E	1	15	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
87	2	11/7/2014	E	1	30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
87	2	11/7/2014	E	1	45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/7/2014	E	1	100	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/7/2014	E	1	115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/7/2014	E	1	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/7/2014	E	1	145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/7/2014	E	1	200	1	1	0	0	0	0	1	0	0	1	0	0	0	0	0	4
87	2	11/7/2014	E	1	215	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
87	2	11/7/2014	E	1	230	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/7/2014	E	1	245	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/7/2014	E	1	300	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
87	2	11/7/2014	E	1	315	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	4
87	2	11/7/2014	E	1	330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/7/2014	E	1	345	0	1	0	0	0	0	0	0	2	2	0	0	0	0	0	5
87	2	11/7/2014	E	1	400	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	4
87	2	11/7/2014	E	1	415	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
87	2	11/7/2014	E	1	430	0	3	0	0	0	0	0	1	4	0	0	0	0	0	0	8
87	2	11/7/2014	E	1	445	0	1	1	0	0	0	0	0	5	0	0	0	0	0	0	7
87	2	11/7/2014	E	1	500	0	2	0	0	0	0	0	0	6	2	0	0	0	0	0	10
87	2	11/7/2014	E	1	515	0	4	0	0	0	0	0	0	9	3	0	0	0	0	0	16
87	2	11/7/2014	E	1	530	0	3	1	0	0	0	0	0	14	1	0	0	1	0	0	20
87	2	11/7/2014	E	1	545	0	15	2	0	0	0	0	1	7	1	0	0	0	0	0	26
87	2	11/7/2014	E	1	600	0	11	3	0	0	1	0	0	8	1	0	0	0	0	0	24
87	2	11/7/2014	E	1	615	0	10	4	0	0	0	0	0	12	3	0	0	0	0	0	29
87	2	11/7/2014	E	1	630	0	14	5	0	0	2	0	1	18	1	0	0	0	0	0	41
87	2	11/7/2014	E	1	645	0	26	3	0	2	4	0	1	18	5	0	0	2	0	1	62
87	2	11/7/2014	E	1	700	1	14	3	1	2	1	0	2	25	6	0	0	0	0	0	55
87	2	11/7/2014	E	1	715	0	15	3	0	5	5	1	2	23	1	0	0	0	0	0	55
87	2	11/7/2014	E	1	730	1	22	3	1	1	0	1	0	22	2	0	0	0	0	0	53
87	2	11/7/2014	E	1	745	0	19	5	0	1	1	0	1	19	1	0	0	0	0	0	47
87	2	11/7/2014	E	1	800	0	14	5	0	1	3	1	1	18	4	0	0	0	0	0	47
87	2	11/7/2014	E	1	815	0	14	3	1	1	0	1	1	15	3	0	0	0	0	0	39
87	2	11/7/2014	E	1	830	0	20	2	0	1	0	1	0	19	0	0	0	0	0	1	44
87	2	11/7/2014	E	1	845	0	16	3	0	0	0	0	0	24	1	0	0	1	0	0	45
87	2	11/7/2014	E	1	900	0	11	1	0	0	4	0	1	19	2	0	0	0	0	0	38
87	2	11/7/2014	E	1	915	0	13	1	0	0	1	0	0	21	1	0	0	0	0	0	37
87	2	11/7/2014	E	1	930	0	14	3	0	2	2	0	1	18	1	0	0	0	0	0	41
87	2	11/7/2014	E	1	945	0	11	1	0	3	2	2	0	15	2	0	0	0	0	0	36

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
87	2	11/7/2014	E	1	1000	0	17	3	0	1	2	0	1	24	4	0	0	0	0	0	52
87	2	11/7/2014	E	1	1015	0	14	4	0	0	0	0	1	27	3	0	0	0	0	0	49
87	2	11/7/2014	E	1	1030	0	17	0	0	2	3	0	0	26	2	0	0	0	0	1	51
87	2	11/7/2014	E	1	1045	0	12	1	0	2	0	0	2	26	4	0	0	0	0	0	47
87	2	11/7/2014	E	1	1100	0	14	0	0	0	2	0	1	24	1	0	0	0	0	0	42
87	2	11/7/2014	E	1	1115	0	31	3	0	0	1	0	0	18	2	0	0	1	0	0	56
87	2	11/7/2014	E	1	1130	0	18	6	1	0	0	0	0	24	2	0	0	0	0	0	51
87	2	11/7/2014	E	1	1145	0	23	4	0	1	1	0	2	19	3	0	0	0	0	0	53
87	2	11/7/2014	E	1	1200	0	22	5	0	2	0	0	2	18	0	0	0	0	0	0	49
87	2	11/7/2014	E	1	1215	1	17	5	0	0	1	0	0	22	3	0	0	0	0	1	50
87	2	11/7/2014	E	1	1230	0	27	0	0	0	1	0	0	27	2	0	0	1	0	0	58
87	2	11/7/2014	E	1	1245	2	28	4	1	0	1	1	6	24	5	0	0	0	0	0	72
87	2	11/7/2014	E	1	1300	0	8	1	0	1	0	0	2	15	0	0	0	0	0	0	27
87	2	11/7/2014	E	1	1315	0	18	2	0	2	1	2	0	26	1	0	0	0	0	0	52
87	2	11/7/2014	E	1	1330	0	16	4	1	1	0	0	2	5	1	0	0	0	0	0	30
87	2	11/7/2014	E	1	1345	0	12	2	0	0	0	0	0	27	0	0	0	1	0	0	42
87	2	11/7/2014	E	1	1400	0	26	2	0	0	0	1	0	24	2	0	0	0	0	0	56
87	2	11/7/2014	E	1	1415	0	8	1	0	1	1	0	1	18	4	0	0	0	0	0	34
87	2	11/7/2014	E	1	1430	0	19	2	0	2	0	0	1	17	5	0	0	0	0	0	46
87	2	11/7/2014	E	1	1445	0	10	1	0	0	1	0	1	17	0	0	0	1	0	1	32
87	2	11/7/2014	E	1	1500	1	13	1	0	0	2	0	0	17	5	0	0	0	0	0	39
87	2	11/7/2014	E	1	1515	0	8	0	0	1	0	0	1	26	7	0	0	0	0	1	44
87	2	11/7/2014	E	1	1530	0	5	1	0	1	1	1	1	26	2	0	0	0	0	0	38
87	2	11/7/2014	E	1	1545	0	7	0	1	0	0	0	0	15	1	0	0	0	0	0	24
87	2	11/7/2014	E	1	1600	0	3	0	0	0	0	0	0	20	2	0	0	0	0	0	25
87	2	11/7/2014	E	1	1615	0	5	0	0	0	0	0	0	14	0	0	0	0	0	0	19
87	2	11/7/2014	E	1	1630	0	5	1	0	0	0	0	1	16	1	0	0	0	0	0	24
87	2	11/7/2014	E	1	1645	0	6	1	1	0	1	0	0	7	0	0	0	0	0	0	16
87	2	11/7/2014	E	1	1700	0	3	1	0	0	0	0	0	6	0	0	0	0	0	0	10
87	2	11/7/2014	E	1	1715	0	9	0	0	1	1	0	0	15	0	0	0	0	0	1	27
87	2	11/7/2014	E	1	1730	0	1	1	0	1	0	0	0	8	0	0	0	0	0	0	11
87	2	11/7/2014	E	1	1745	0	4	1	0	0	0	0	0	9	0	0	0	0	0	0	14
87	2	11/7/2014	E	1	1800	0	7	0	0	0	0	0	0	16	0	0	0	0	0	0	23
87	2	11/7/2014	E	1	1815	0	9	0	0	1	0	0	0	14	0	0	0	0	0	0	24
87	2	11/7/2014	E	1	1830	0	2	0	0	0	1	0	0	7	0	0	0	0	0	0	10
87	2	11/7/2014	E	1	1845	0	5	1	0	0	0	0	0	5	1	0	0	0	0	0	12
87	2	11/7/2014	E	1	1900	0	3	1	0	0	1	0	0	6	0	0	0	0	0	0	11
87	2	11/7/2014	E	1	1915	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	8
87	2	11/7/2014	E	1	1930	0	8	1	0	1	0	0	0	13	0	0	0	0	0	0	23
87	2	11/7/2014	E	1	1945	0	9	0	0	0	0	0	1	14	0	0	0	0	0	0	24
87	2	11/7/2014	E	1	2000	0	7	0	1	0	0	0	0	8	0	0	0	0	0	0	16
87	2	11/7/2014	E	1	2015	0	4	0	0	0	0	0	0	9	0	0	0	0	0	0	13
87	2	11/7/2014	E	1	2030	0	5	0	0	0	0	0	0	9	0	0	0	0	0	0	14
87	2	11/7/2014	E	1	2045	0	3	0	0	0	0	0	0	5	1	0	0	0	0	0	9
87	2	11/7/2014	E	1	2100	0	8	0	0	0	0	0	0	1	0	0	0	0	0	0	9
87	2	11/7/2014	E	1	2115	0	1	0	0	1	0	0	0	5	0	0	0	0	0	0	7
87	2	11/7/2014	E	1	2130	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	10
87	2	11/7/2014	E	1	2145	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/7/2014	E	1	2200	0	4	0	0	0	0	0	0	3	0	0	0	0	0	0	7
87	2	11/7/2014	E	1	2215	0	6	0	0	0	0	0	0	1	0	0	0	0	0	0	7
87	2	11/7/2014	E	1	2230	0	10	0	0	0	0	0	0	1	0	0	0	0	0	0	11
87	2	11/7/2014	E	1	2245	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
87	2	11/7/2014	E	1	2300	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
87	2	11/7/2014	E	1	2315	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/7/2014	E	1	2330	0	6	0	0	1	0	0	0	1	0	0	0	0	0	0	8
87	2	11/7/2014	E	1	2345	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/7/2014	E	1	2400	0	6	0	0	0	0	0	0	1	0	0	0	0	0	0	7
87	2	11/7/2014	E	2	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/7/2014	E	2	30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	4
87	2	11/7/2014	E	2	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/7/2014	E	2	100	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/7/2014	E	2	115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/7/2014	E	2	130	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/7/2014	E	2	145	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/7/2014	E	2	200	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
87	2	11/7/2014	E	2	215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/7/2014	E	2	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/7/2014	E	2	245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/7/2014	E	2	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/7/2014	E	2	315	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/7/2014	E	2	330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/7/2014	E	2	345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/7/2014	E	2	400	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/7/2014	E	2	415	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/7/2014	E	2	430	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
87	2	11/7/2014	E	2	445	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/7/2014	E	2	500	2	9	2	0	1	0	0	0	0	1	0	0	0	0	0	15
87	2	11/7/2014	E	2	515	1	4	2	4	1	0	0	0	0	0	0	0	0	0	0	12
87	2	11/7/2014	E	2	530	0	11	4	0	2	0	0	0	0	1	0	0	0	0	0	18
87	2	11/7/2014	E	2	545	7	16	8	1	0	0	0	0	0	0	0	0	0	0	0	32
87	2	11/7/2014	E	2	600	9	26	7	0	1	0	0	0	0	2	0	0	0	0	0	45
87	2	11/7/2014	E	2	615	4	18	9	1	2	0	0	1	0	2	1	0	0	0	0	38
87	2	11/7/2014	E	2	630	5	30	6	0	1	0	0	0	0	1	0	0	0	0	1	44
87	2	11/7/2014	E	2	645	7	32	11	0	5	0	0	3	1	0	0	0	0	0	0	59
87	2	11/7/2014	E	2	700	14	51	9	0	5	2	0	0	3	1	0	0	0	0	0	85
87	2	11/7/2014	E	2	715	8	37	13	5	2	0	0	1	1	0	0	0	0	0	1	68
87	2	11/7/2014	E	2	730	4	57	7	1	5	0	0	0	5	0	0	0	0	0	0	79
87	2	11/7/2014	E	2	745	1	67	12	2	7	0	0	0	1	0	0	0	0	0	1	91
87	2	11/7/2014	E	2	800	1	49	14	2	2	0	0	1	1	1	0	0	0	0	1	72
87	2	11/7/2014	E	2	815	3	68	9	6	5	2	0	0	3	0	0	0	0	0	0	96
87	2	11/7/2014	E	2	830	2	54	12	3	6	1	0	0	1	1	0	0	0	0	0	80
87	2	11/7/2014	E	2	845	2	63	16	0	8	0	0	0	8	0	0	0	0	0	0	97
87	2	11/7/2014	E	2	900	0	50	11	1	2	3	0	0	3	0	0	0	0	0	0	70
87	2	11/7/2014	E	2	915	0	45	6	4	3	0	0	0	7	1	0	0	0	0	0	66
87	2	11/7/2014	E	2	930	0	54	12	4	3	1	0	1	3	0	0	0	0	0	0	78
87	2	11/7/2014	E	2	945	0	49	13	4	8	2	1	1	6	0	0	0	1	0	0	85
87	2	11/7/2014	E	2	1000	0	61	11	3	5	1	0	0	3	2	0	0	0	0	0	86
87	2	11/7/2014	E	2	1015	2	61	14	2	7	0	0	0	5	1	0	0	0	0	0	92
87	2	11/7/2014	E	2	1030	0	46	7	2	6	1	0	1	11	0	0	0	0	0	1	75
87	2	11/7/2014	E	2	1045	0	47	8	3	4	1	0	0	3	0	0	0	0	0	1	67
87	2	11/7/2014	E	2	1100	1	54	8	4	5	0	0	0	4	0	0	0	0	0	0	76
87	2	11/7/2014	E	2	1115	0	65	17	1	7	0	0	1	4	1	0	0	0	0	0	96
87	2	11/7/2014	E	2	1130	0	67	11	3	5	0	1	2	6	0	0	0	0	0	1	96
87	2	11/7/2014	E	2	1145	0	62	14	4	5	0	0	1	6	0	0	0	1	0	0	93
87	2	11/7/2014	E	2	1200	0	56	11	2	10	0	0	1	3	1	0	0	0	0	1	85
87	2	11/7/2014	E	2	1215	0	58	11	5	10	0	0	0	16	0	0	0	0	0	0	100
87	2	11/7/2014	E	2	1230	0	74	10	4	4	1	0	0	6	2	0	0	1	0	0	102
87	2	11/7/2014	E	2	1245	0	72	12	2	9	0	0	1	6	2	0	0	0	0	2	106
87	2	11/7/2014	E	2	1300	0	43	11	3	6	0	0	1	3	0	0	0	0	0	0	67
87	2	11/7/2014	E	2	1315	0	61	11	4	4	0	0	0	4	3	0	0	0	0	0	87
87	2	11/7/2014	E	2	1330	0	38	8	1	2	0	0	0	2	0	0	0	0	0	0	51
87	2	11/7/2014	E	2	1345	1	61	8	1	3	0	0	0	11	0	0	0	0	0	0	85
87	2	11/7/2014	E	2	1400	0	48	3	1	6	0	0	0	11	0	0	0	0	0	1	70
87	2	11/7/2014	E	2	1415	0	51	5	2	2	0	0	0	2	1	0	0	0	0	0	63
87	2	11/7/2014	E	2	1430	0	43	3	0	0	1	0	0	3	1	0	0	0	0	0	51
87	2	11/7/2014	E	2	1445	0	42	4	0	1	1	0	0	7	1	0	0	0	0	0	56
87	2	11/7/2014	E	2	1500	0	27	5	2	1	1	0	1	6	1	0	0	0	0	1	45
87	2	11/7/2014	E	2	1515	0	28	6	1	1	0	0	0	4	0	0	0	0	0	0	40
87	2	11/7/2014	E	2	1530	0	19	0	1	1	1	0	0	3	2	0	0	0	0	0	27
87	2	11/7/2014	E	2	1545	1	19	1	0	1	0	0	0	2	1	0	0	0	0	0	25
87	2	11/7/2014	E	2	1600	0	11	2	0	0	0	0	0	1	1	0	0	0	0	0	15
87	2	11/7/2014	E	2	1615	0	11	1	0	0	0	0	0	4	0	0	0	0	0	0	16
87	2	11/7/2014	E	2	1630	0	8	0	0	1	0	0	0	3	0	0	0	0	0	0	12
87	2	11/7/2014	E	2	1645	2	3	2	1	1	1	0	0	0	0	0	0	0	0	0	10
87	2	11/7/2014	E	2	1700	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	8
87	2	11/7/2014	E	2	1715	1	12	0	0	1	0	0	0	1	0	0	0	0	0	0	15
87	2	11/7/2014	E	2	1730	0	8	1	0	2	0	0	0	3	0	0	0	0	0	0	14
87	2	11/7/2014	E	2	1745	0	5	4	0	0	0	0	0	2	0	0	0	0	0	0	11
87	2	11/7/2014	E	2	1800	0	15	0	0	2	1	0	0	1	0	0	0	0	0	0	19
87	2	11/7/2014	E	2	1815	0	10	2	0	0	0	0	0	3	0	0	0	0	0	0	15
87	2	11/7/2014	E	2	1830	0	8	2	0	1	0	0	0	0	0	0	0	0	0	0	11
87	2	11/7/2014	E	2	1845	1	9	1	0	0	0	0	0	1	0	0	0	0	0	0	12
87	2	11/7/2014	E	2	1900	0	9	1	0	0	0	0	0	1	0	0	0	0	0	0	11
87	2	11/7/2014	E	2	1915	2	5	0	0	0	0	0	0	1	0	0	0	0	0	0	8
87	2	11/7/2014	E	2	1930	1	5	2	0	0	0	0	0	1	0	0	0	0	0	0	9
87	2	11/7/2014	E	2	1945	0	15	1	0	0	0	0	2	3	0	0	0	0	0	0	21
87	2	11/7/2014	E	2	2000	1	10	2	0	0	0	0	0	0	0	0	0	0	0	0	13
87	2	11/7/2014	E	2	2015	2	9	1	0	0	0	0	0	0	0	0	0	0	0	0	12
87	2	11/7/2014	E	2	2030	0	7	1	0	0	0	0	0	3	0	0	0	0	0	0	11
87	2	11/7/2014	E	2	2045	2	8	1	0	0	0	0	0	0	0	0	0	0	0	0	11
87	2	11/7/2014	E	2	2100	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
87	2	11/7/2014	E	2	2115	0	9	0	0	0	0	0	0	1	0	0	0	0	0	0	10
87	2	11/7/2014	E	2	2130	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/7/2014	E	2	2145	1	12	0	0	1	0	0	0	0	0	0	0	0	0	0	14
87	2	11/7/2014	E	2	2200	0	12	0	0	1	0	0	0	0	0	0	0	0	0	0	13
87	2	11/7/2014	E	2	2215	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	10
87	2	11/7/2014	E	2	2230	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/7/2014	E	2	2245	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/7/2014	E	2	2300	1	6	0	0	0	0	0	0	1	0	0	0	0	0	3	11
87	2	11/7/2014	E	2	2315	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
87	2	11/7/2014	E	2	2330	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/7/2014	E	2	2345	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/7/2014	E	2	2400	0	10	0	0	0	1	0	0	0	0	0	0	0	0	0	11
87	2	11/7/2014	W	1	15	0	3	2	0	0	2	0	0	0	1	0	0	0	0	0	8
87	2	11/7/2014	W	1	30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/7/2014	W	1	45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
87	2	11/7/2014	W	1	100	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/7/2014	W	1	115	0	3	0	0	0	1	1	0	0	0	0	0	0	0	2	7
87	2	11/7/2014	W	1	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/7/2014	W	1	145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/7/2014	W	1	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/7/2014	W	1	215	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
87	2	11/7/2014	W	1	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
87	2	11/7/2014	W	1	245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/7/2014	W	1	300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/7/2014	W	1	315	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/7/2014	W	1	330	0	6	0	0	0	0	2	0	0	0	0	0	0	0	0	8
87	2	11/7/2014	W	1	345	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/7/2014	W	1	400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/7/2014	W	1	415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/7/2014	W	1	430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/7/2014	W	1	445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/7/2014	W	1	500	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
87	2	11/7/2014	W	1	515	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/7/2014	W	1	530	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/7/2014	W	1	545	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/7/2014	W	1	600	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/7/2014	W	1	615	1	7	1	0	1	0	0	0	0	0	0	0	0	0	1	11
87	2	11/7/2014	W	1	630	0	5	1	0	0	1	0	0	0	0	0	0	0	0	0	7
87	2	11/7/2014	W	1	645	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
87	2	11/7/2014	W	1	700	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	4
87	2	11/7/2014	W	1	715	0	5	1	0	3	1	0	0	0	10	0	0	0	0	0	20
87	2	11/7/2014	W	1	730	0	0	0	0	1	1	0	0	0	14	1	0	0	0	0	17
87	2	11/7/2014	W	1	745	0	3	4	0	0	1	0	0	0	14	3	0	0	0	0	26
87	2	11/7/2014	W	1	800	0	3	2	0	0	0	0	0	0	16	8	0	0	1	0	30
87	2	11/7/2014	W	1	815	1	4	0	0	0	1	1	0	0	20	5	0	0	0	1	33
87	2	11/7/2014	W	1	830	6	4	2	0	0	2	3	0	0	17	11	0	1	0	1	47
87	2	11/7/2014	W	1	845	7	2	0	1	3	0	2	0	0	24	13	0	0	2	0	4	58
87	2	11/7/2014	W	1	900	2	4	2	0	1	1	2	0	0	13	11	0	0	1	0	5	42
87	2	11/7/2014	W	1	915	2	1	1	0	2	2	1	0	0	20	10	0	1	0	0	2	42
87	2	11/7/2014	W	1	930	5	0	0	0	3	1	0	0	0	15	19	0	1	0	0	7	51
87	2	11/7/2014	W	1	945	2	5	1	0	2	0	1	0	0	18	9	0	0	2	0	3	43
87	2	11/7/2014	W	1	1000	6	1	2	0	1	1	3	0	0	7	12	0	0	1	0	0	34
87	2	11/7/2014	W	1	1015	11	4	0	0	0	0	4	0	0	7	11	0	1	2	0	2	42
87	2	11/7/2014	W	1	1030	9	4	1	0	3	4	4	0	0	15	10	0	0	1	0	6	57
87	2	11/7/2014	W	1	1045	10	1	1	1	0	1	4	0	0	12	15	0	1	1	0	2	49
87	2	11/7/2014	W	1	1100	15	4	1	2	2	4	6	0	0	8	23	0	1	1	0	2	69
87	2	11/7/2014	W	1	1115	15	7	4	0	0	3	6	0	0	9	21	0	0	0	0	5	70
87	2	11/7/2014	W	1	1130	16	4	1	0	2	3	9	0	0	10	17	0	1	1	0	11	75
87	2	11/7/2014	W	1	1145	28	10	2	0	0	3	7	0	0	3	20	0	0	2	0	8	83
87	2	11/7/2014	W	1	1200	14	13	0	0	0	1	1	0	0	12	14	0	2	3	0	6	66
87	2	11/7/2014	W	1	1215	25	9	2	0	3	4	3	1	0	8	12	0	0	0	0	8	75
87	2	11/7/2014	W	1	1230	8	2	2	0	3	0	2	0	0	7	15	0	0	0	0	2	41
87	2	11/7/2014	W	1	1245	4	1	0	0	0	0	0	0	0	10	16	0	0	0	0	6	37
87	2	11/7/2014	W	1	1300	0	2	1	0	1	3	2	0	0	7	12	0	0	1	0	7	36
87	2	11/7/2014	W	1	1315	10	1	6	1	2	1	2	0	0	9	9	0	2	1	0	3	47
87	2	11/7/2014	W	1	1330	1	4	2	0	2	1	2	0	0	2	8	0	0	2	0	6	30
87	2	11/7/2014	W	1	1345	4	7	2	0	0	4	2	0	0	9	17	0	0	2	0	9	56
87	2	11/7/2014	W	1	1400	12	9	3	0	1	5	3	0	0	12	23	0	0	1	0	10	79
87	2	11/7/2014	W	1	1415	11	7	1	0	0	2	7	0	0	5	20	0	2	1	0	4	60
87	2	11/7/2014	W	1	1430	6	14	5	0	3	9	5	0	0	9	16	0	0	0	0	7	74
87	2	11/7/2014	W	1	1445	2	6	1	0	0	10	5	0	0	11	12	0	0	2	0	6	55
87	2	11/7/2014	W	1	1500	2	9	9	0	2	6	1	0	0	11	10	0	0	3	0	10	63
87	2	11/7/2014	W	1	1515	6	18	8	0	6	4	3	0	0	5	18	0	0	0	0	3	71
87	2	11/7/2014	W	1	1530	2	9	6	0	2	5	3	0	0	12	10	0	0	1	0	7	57
87	2	11/7/2014	W	1	1545	2	11	1	1	1	5	0	0	0	11	11	0	0	1	0	3	47
87	2	11/7/2014	W	1	1600	8	4	2	2	5	11	4	0	0	14	13	0	0	2	0	6	71
87	2	11/7/2014	W	1	1615	5	13	4	0	1	5	4	0	0	16	10	0	1	2	0	3	64
87	2	11/7/2014	W	1	1630	6	9	9	0	5	6	3	0	0	17	18	0	1	1	0	1	76
87	2	11/7/2014	W	1	1645	3	11	7	0	1	12	1	0	0	15	13	0	0	1	0	1	65
87	2	11/7/2014	W	1	1700	2	30	13	0	4	13	2	0	0	17	4	0	1	1	0	2	89
87	2	11/7/2014	W	1	1715	0	21	6	0	0	7	1	0	0	5	3	0	0	0	0	3	46
87	2	11/7/2014	W	1	1730	0	7	2	0	0	6	0	0	0	4	2	0	0	0	0	1	22
87	2	11/7/2014	W	1	1745	3	13	3	1	5	5	3	0	0	9	1	0	0	0	0	0	43
87	2	11/7/2014	W	1	1800	2	10	3	1	0	6	0	0	0	8	2	0	0	0	0	1	33

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total	
	87	2	11/7/2014	W	1	1815	0	12	3	0	0	9	0	0	5	0	0	0	0	1	30	
	87	2	11/7/2014	W	1	1830	2	5	2	0	2	5	0	0	5	0	0	0	0	0	23	
	87	2	11/7/2014	W	1	1845	2	5	4	0	2	7	1	0	6	1	0	1	0	0	29	
	87	2	11/7/2014	W	1	1900	1	19	4	0	1	6	3	0	5	2	0	0	0	0	42	
	87	2	11/7/2014	W	1	1915	2	13	5	0	0	14	1	0	3	0	0	0	0	0	38	
	87	2	11/7/2014	W	1	1930	0	17	2	0	0	10	0	0	1	0	0	0	0	1	31	
	87	2	11/7/2014	W	1	1945	0	7	0	0	0	8	0	0	1	2	0	0	0	0	18	
	87	2	11/7/2014	W	1	2000	0	3	1	1	1	10	3	0	2	1	0	0	0	0	22	
	87	2	11/7/2014	W	1	2015	0	3	0	1	0	19	1	0	1	0	0	0	0	0	25	
	87	2	11/7/2014	W	1	2030	1	5	0	0	0	11	0	0	1	0	0	0	0	1	19	
	87	2	11/7/2014	W	1	2045	0	8	1	0	0	11	2	0	2	0	0	0	0	0	24	
	87	2	11/7/2014	W	1	2100	0	6	0	0	0	7	1	0	1	0	0	0	0	0	15	
	87	2	11/7/2014	W	1	2115	0	5	1	0	0	4	2	0	0	0	0	0	0	1	13	
	87	2	11/7/2014	W	1	2130	0	9	1	1	0	2	1	0	0	0	0	0	0	2	16	
	87	2	11/7/2014	W	1	2145	0	4	1	0	1	7	1	0	0	0	0	0	0	0	14	
	87	2	11/7/2014	W	1	2200	0	12	2	0	0	2	1	0	0	0	0	0	0	0	17	
	87	2	11/7/2014	W	1	2215	3	19	0	0	0	1	0	0	0	0	0	0	0	0	23	
	87	2	11/7/2014	W	1	2230	0	4	0	0	0	3	0	0	0	0	0	0	0	0	7	
	87	2	11/7/2014	W	1	2245	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10	
	87	2	11/7/2014	W	1	2300	2	5	1	0	0	1	1	0	0	0	0	0	0	0	10	
	87	2	11/7/2014	W	1	2315	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
	87	2	11/7/2014	W	1	2330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
	87	2	11/7/2014	W	1	2345	0	1	0	0	0	1	0	0	0	0	0	0	0	1	3	
	87	2	11/7/2014	W	1	2400	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
	87	2	11/7/2014	W	2	15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
	87	2	11/7/2014	W	2	30	1	2	0	0	0	0	0	0	0	0	0	0	0	1	4	
	87	2	11/7/2014	W	2	45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
	87	2	11/7/2014	W	2	100	2	4	0	0	0	0	0	0	0	0	0	0	0	1	7	
	87	2	11/7/2014	W	2	115	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	87	2	11/7/2014	W	2	130	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
	87	2	11/7/2014	W	2	145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
	87	2	11/7/2014	W	2	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	87	2	11/7/2014	W	2	215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
	87	2	11/7/2014	W	2	230	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3	
	87	2	11/7/2014	W	2	245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	
	87	2	11/7/2014	W	2	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	87	2	11/7/2014	W	2	315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
	87	2	11/7/2014	W	2	330	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
	87	2	11/7/2014	W	2	345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
	87	2	11/7/2014	W	2	400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	87	2	11/7/2014	W	2	415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	87	2	11/7/2014	W	2	430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	87	2	11/7/2014	W	2	445	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	
	87	2	11/7/2014	W	2	500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	87	2	11/7/2014	W	2	515	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	
	87	2	11/7/2014	W	2	530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	87	2	11/7/2014	W	2	545	0	6	1	0	0	0	1	0	0	0	0	0	0	0	8	
	87	2	11/7/2014	W	2	600	2	5	0	0	0	0	0	0	0	0	0	0	0	0	7	
	87	2	11/7/2014	W	2	615	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	
	87	2	11/7/2014	W	2	630	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	
	87	2	11/7/2014	W	2	645	0	4	0	0	0	1	1	0	0	0	0	0	0	1	7	
	87	2	11/7/2014	W	2	700	0	2	1	0	0	0	2	0	0	0	0	0	0	0	5	
	87	2	11/7/2014	W	2	715	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
	87	2	11/7/2014	W	2	730	4	10	2	0	2	0	0	0	1	0	0	0	0	2	21	
	87	2	11/7/2014	W	2	745	2	25	2	0	1	1	2	0	0	0	0	0	0	4	37	
	87	2	11/7/2014	W	2	800	7	35	1	1	2	4	4	0	0	0	0	0	0	2	56	
	87	2	11/7/2014	W	2	815	9	32	3	0	0	4	1	0	0	0	0	0	0	4	53	
	87	2	11/7/2014	W	2	830	12	28	3	0	2	4	3	0	0	0	0	0	0	2	54	
	87	2	11/7/2014	W	2	845	16	36	5	1	0	2	3	0	0	1	0	0	0	4	68	
	87	2	11/7/2014	W	2	900	22	42	5	0	4	2	7	0	1	0	0	0	0	9	92	
	87	2	11/7/2014	W	2	915	30	48	5	0	3	1	5	0	1	0	0	0	0	9	102	
	87	2	11/7/2014	W	2	930	31	37	9	0	1	9	8	0	2	0	0	1	1	2	101	
	87	2	11/7/2014	W	2	945	32	49	5	0	2	6	5	0	1	0	0	0	0	10	110	
	87	2	11/7/2014	W	2	1000	44	52	2	0	4	6	5	0	1	2	0	0	0	12	128	
	87	2	11/7/2014	W	2	1015	41	58	8	1	6	6	6	0	1	0	0	0	0	9	136	
	87	2	11/7/2014	W	2	1030	37	43	5	0	1	12	5	0	0	2	0	0	0	7	112	
	87	2	11/7/2014	W	2	1045	17	34	9	0	1	4	6	0	1	1	0	1	0	9	83	
	87	2	11/7/2014	W	2	1100	30	17	3	1	5	9	11	0	0	2	0	1	0	9	88	
	87	2	11/7/2014	W	2	1115	27	24	2	0	2	3	7	0	0	1	0	0	0	4	70	
	87	2	11/7/2014	W	2	1130	30	20	2	1	2	4	1	0	0	0	0	0	0	3	63	
	87	2	11/7/2014	W	2	1145	30	14	9	0	1	3	2	0	1	0	0	0	0	4	64	
	87	2	11/7/2014	W	2	1200	18	16	4	0	0	2	4	0	0	1	0	0	0	9	54	
	87	2	11/7/2014	W	2	1215	28	18	6	0	4	2	5	0	1	1	0	0	0	11	76	
	87	2	11/7/2014	W	2	1230	31	23	7	0	1	9	6	0	0	1	0	0	0	10	88	
	87	2	11/7/2014	W	2	1245	27	19	2	0	2	2	3	0	1	0	0	0	0	9	65	

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total	
	87	2	11/7/2014	W	2	1300	15	18	3	0	2	1	3	0	0	0	0	0	0	5	47	
	87	2	11/7/2014	W	2	1315	6	17	6	0	2	2	3	0	1	0	0	1	0	0	42	
	87	2	11/7/2014	W	2	1330	14	19	2	0	1	7	5	0	0	0	0	1	0	0	55	
	87	2	11/7/2014	W	2	1345	17	29	2	0	0	2	2	0	0	0	0	0	0	0	56	
	87	2	11/7/2014	W	2	1400	15	28	3	0	1	3	1	0	0	0	0	0	0	0	55	
	87	2	11/7/2014	W	2	1415	17	36	2	0	0	4	1	0	1	0	0	0	0	0	69	
	87	2	11/7/2014	W	2	1430	12	14	3	0	3	1	1	0	0	1	0	0	0	1	36	
	87	2	11/7/2014	W	2	1445	20	26	2	0	0	0	0	0	1	1	0	0	0	0	54	
	87	2	11/7/2014	W	2	1500	20	16	3	0	2	4	1	0	0	2	0	0	0	0	51	
	87	2	11/7/2014	W	2	1515	5	20	3	0	0	4	1	0	0	1	0	0	0	0	37	
	87	2	11/7/2014	W	2	1530	16	18	2	0	1	3	4	0	0	0	0	0	0	0	50	
	87	2	11/7/2014	W	2	1545	18	36	6	0	0	3	1	0	0	0	0	0	0	0	66	
	87	2	11/7/2014	W	2	1600	11	34	1	0	0	0	0	0	0	0	0	0	0	1	47	
	87	2	11/7/2014	W	2	1615	7	41	1	0	1	1	0	0	2	0	0	0	0	3	56	
	87	2	11/7/2014	W	2	1630	6	32	2	0	1	2	0	0	0	0	0	0	0	2	45	
	87	2	11/7/2014	W	2	1645	4	30	2	0	1	1	0	0	0	0	0	0	0	2	40	
	87	2	11/7/2014	W	2	1700	6	25	2	0	1	0	0	0	0	0	0	0	0	4	38	
	87	2	11/7/2014	W	2	1715	5	41	3	0	0	1	0	0	0	0	0	0	0	4	54	
	87	2	11/7/2014	W	2	1730	8	28	2	0	0	2	1	0	0	0	0	0	0	6	47	
	87	2	11/7/2014	W	2	1745	8	36	3	0	0	0	0	0	0	0	0	0	0	0	47	
	87	2	11/7/2014	W	2	1800	3	32	0	0	0	0	0	0	0	0	0	0	0	3	38	
	87	2	11/7/2014	W	2	1815	1	45	0	0	0	1	0	0	0	0	0	0	0	1	48	
	87	2	11/7/2014	W	2	1830	4	29	1	0	0	0	0	0	0	0	0	0	0	1	35	
	87	2	11/7/2014	W	2	1845	0	26	2	0	1	0	0	0	0	0	0	0	0	1	30	
	87	2	11/7/2014	W	2	1900	3	19	1	0	0	1	1	0	0	0	0	0	0	0	25	
	87	2	11/7/2014	W	2	1915	2	24	0	0	0	0	0	0	0	0	0	0	0	1	27	
	87	2	11/7/2014	W	2	1930	3	13	0	0	0	0	1	0	0	0	0	0	0	0	17	
	87	2	11/7/2014	W	2	1945	0	13	1	0	0	1	0	0	0	0	0	0	0	1	16	
	87	2	11/7/2014	W	2	2000	4	9	0	0	1	0	0	0	0	0	0	0	0	0	14	
	87	2	11/7/2014	W	2	2015	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11	
	87	2	11/7/2014	W	2	2030	2	15	0	0	0	0	0	0	0	0	0	0	0	1	18	
	87	2	11/7/2014	W	2	2045	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9	
	87	2	11/7/2014	W	2	2100	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7	
	87	2	11/7/2014	W	2	2115	4	5	0	0	0	0	0	0	0	0	0	0	0	0	9	
	87	2	11/7/2014	W	2	2130	0	8	1	0	0	0	1	0	0	0	0	0	0	0	10	
	87	2	11/7/2014	W	2	2145	4	21	2	0	0	0	0	0	0	0	0	0	0	2	29	
	87	2	11/7/2014	W	2	2200	0	18	0	0	0	0	0	0	0	0	0	0	0	1	19	
	87	2	11/7/2014	W	2	2215	0	28	1	0	1	0	1	0	0	0	0	0	0	0	31	
	87	2	11/7/2014	W	2	2230	4	7	0	0	0	2	0	0	0	0	0	0	0	2	15	
	87	2	11/7/2014	W	2	2245	6	11	1	0	0	0	0	0	0	0	0	0	0	4	22	
	87	2	11/7/2014	W	2	2300	4	16	0	0	0	1	0	0	0	0	0	0	0	3	24	
	87	2	11/7/2014	W	2	2315	2	10	0	0	0	1	0	0	0	0	0	0	0	1	14	
	87	2	11/7/2014	W	2	2330	5	12	0	0	0	0	1	0	0	0	0	0	0	0	18	
	87	2	11/7/2014	W	2	2345	2	5	0	0	0	0	0	0	0	0	0	0	0	0	7	
	87	2	11/7/2014	W	2	2400	2	6	0	0	0	1	0	0	0	0	0	0	0	3	12	
	87	2	11/8/2014	E	1	15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
	87	2	11/8/2014	E	1	30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	
	87	2	11/8/2014	E	1	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	87	2	11/8/2014	E	1	100	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
	87	2	11/8/2014	E	1	115	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
	87	2	11/8/2014	E	1	130	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
	87	2	11/8/2014	E	1	145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
	87	2	11/8/2014	E	1	200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
	87	2	11/8/2014	E	1	215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
	87	2	11/8/2014	E	1	230	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
	87	2	11/8/2014	E	1	245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	87	2	11/8/2014	E	1	300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
	87	2	11/8/2014	E	1	315	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
	87	2	11/8/2014	E	1	330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
	87	2	11/8/2014	E	1	345	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
	87	2	11/8/2014	E	1	400	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7	
	87	2	11/8/2014	E	1	415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	87	2	11/8/2014	E	1	430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	87	2	11/8/2014	E	1	445	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4	
	87	2	11/8/2014	E	1	500	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7	
	87	2	11/8/2014	E	1	515	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	
	87	2	11/8/2014	E	1	530	0	11	0	0	0	0	0	0	1	0	0	0	0	0	12	
	87	2	11/8/2014	E	1	545	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9	
	87	2	11/8/2014	E	1	600	1	23	0	0	1	0	0	0	0	0	0	0	0	0	25	
	87	2	11/8/2014	E	1	615	1	12	1	6	0	0	0	0	1	0	0	0	0	0	21	
	87	2	11/8/2014	E	1	630	0	12	4	1	0	0	0	0	1	0	0	0	0	0	18	
	87	2	11/8/2014	E	1	645	0	22	3	1	1	0	0	0	1	0	0	0	0	0	28	
	87	2	11/8/2014	E	1	700	0	21	9	1	6	1	0	0	1	0	0	0	0	1	40	
	87	2	11/8/2014	E	1	715	1	20	2	1	3	0	0	0	3	0	0	0	0	0	30	
	87	2	11/8/2014	E	1	730	0	30	5	0	1	0	0	0	1	0	0	0	0	0	37	

County	Station	Direction	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
87	2	11/8/2014 E	1	745	0	24	10	0	0	0	0	0	0	2	0	0	0	0	0	36
87	2	11/8/2014 E	1	800	0	18	2	2	6	0	0	0	0	0	0	0	0	0	0	28
87	2	11/8/2014 E	1	815	0	25	3	1	3	0	0	0	0	3	0	0	0	0	0	35
87	2	11/8/2014 E	1	830	0	39	3	0	2	0	0	0	0	2	0	0	0	0	0	46
87	2	11/8/2014 E	1	845	0	25	6	1	1	0	0	0	0	1	0	0	0	0	0	34
87	2	11/8/2014 E	1	900	0	38	3	1	3	0	0	0	0	3	0	0	0	1	0	49
87	2	11/8/2014 E	1	915	0	52	7	1	3	1	0	0	0	6	0	0	0	0	0	70
87	2	11/8/2014 E	1	930	1	47	2	0	2	2	0	0	0	3	1	0	0	1	0	59
87	2	11/8/2014 E	1	945	0	52	5	0	0	0	0	0	0	5	0	0	0	0	0	62
87	2	11/8/2014 E	1	1000	0	33	6	1	0	0	0	0	0	1	0	0	0	0	0	41
87	2	11/8/2014 E	1	1015	1	48	7	3	3	2	0	0	0	0	1	0	0	0	0	65
87	2	11/8/2014 E	1	1030	0	38	2	2	2	1	1	0	0	0	0	0	0	0	1	47
87	2	11/8/2014 E	1	1045	0	79	9	2	6	1	0	0	1	0	0	0	0	0	1	99
87	2	11/8/2014 E	1	1100	0	75	8	3	2	0	0	1	1	0	0	0	0	0	0	90
87	2	11/8/2014 E	1	1115	0	40	7	0	3	1	0	0	3	0	0	0	0	0	0	54
87	2	11/8/2014 E	1	1130	0	60	7	1	3	1	0	0	2	0	0	0	0	0	0	74
87	2	11/8/2014 E	1	1145	0	55	4	0	4	1	0	1	5	0	0	0	0	0	0	70
87	2	11/8/2014 E	1	1200	0	51	6	2	1	2	0	0	3	0	0	0	0	1	0	66
87	2	11/8/2014 E	1	1215	0	54	8	2	4	0	0	2	2	0	0	0	0	0	1	73
87	2	11/8/2014 E	1	1230	0	55	11	0	7	1	0	0	1	0	0	0	0	0	0	75
87	2	11/8/2014 E	1	1245	0	51	9	2	0	0	0	0	1	0	0	0	0	0	2	65
87	2	11/8/2014 E	1	1300	1	49	6	0	2	0	0	0	0	0	0	0	0	0	0	58
87	2	11/8/2014 E	1	1315	0	42	6	2	1	0	0	0	2	0	0	0	0	0	0	53
87	2	11/8/2014 E	1	1330	0	27	4	0	1	0	0	0	0	0	0	0	0	0	0	32
87	2	11/8/2014 E	1	1345	1	44	5	0	1	0	0	0	3	0	0	0	0	0	1	55
87	2	11/8/2014 E	1	1400	0	28	3	0	1	3	0	0	3	0	0	0	0	0	1	39
87	2	11/8/2014 E	1	1415	0	23	1	1	3	0	0	0	0	0	0	0	0	0	0	28
87	2	11/8/2014 E	1	1430	0	26	2	0	1	0	0	0	0	0	0	0	0	0	2	31
87	2	11/8/2014 E	1	1445	0	19	0	0	1	0	0	0	2	0	0	0	0	0	0	22
87	2	11/8/2014 E	1	1500	0	15	1	1	0	0	0	0	1	0	0	0	0	0	1	19
87	2	11/8/2014 E	1	1515	1	15	0	0	0	0	0	0	3	0	0	0	0	0	0	19
87	2	11/8/2014 E	1	1530	0	11	1	0	0	0	0	0	1	0	0	0	0	0	0	13
87	2	11/8/2014 E	1	1545	0	9	1	0	1	1	0	0	0	0	0	0	0	0	0	12
87	2	11/8/2014 E	1	1600	1	8	0	0	1	0	0	0	0	0	0	0	0	0	0	10
87	2	11/8/2014 E	1	1615	0	13	0	0	1	0	0	0	1	0	0	0	0	0	0	15
87	2	11/8/2014 E	1	1630	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
87	2	11/8/2014 E	1	1645	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/8/2014 E	1	1700	0	7	1	0	0	0	0	1	1	0	0	0	0	0	3	13
87	2	11/8/2014 E	1	1715	0	7	0	0	1	0	0	0	1	0	0	0	0	0	0	9
87	2	11/8/2014 E	1	1730	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	8
87	2	11/8/2014 E	1	1745	0	11	1	0	0	0	0	0	1	0	0	0	0	0	0	13
87	2	11/8/2014 E	1	1800	0	11	0	0	0	0	0	0	1	0	0	0	0	0	0	12
87	2	11/8/2014 E	1	1815	0	5	1	0	1	0	0	0	1	0	0	0	0	0	0	8
87	2	11/8/2014 E	1	1830	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/8/2014 E	1	1845	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
87	2	11/8/2014 E	1	1900	0	8	0	1	1	0	0	0	1	0	0	0	0	0	0	11
87	2	11/8/2014 E	1	1915	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/8/2014 E	1	1930	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
87	2	11/8/2014 E	1	1945	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
87	2	11/8/2014 E	1	2000	0	8	1	0	0	0	0	0	1	0	0	0	0	0	0	10
87	2	11/8/2014 E	1	2015	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
87	2	11/8/2014 E	1	2030	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/8/2014 E	1	2045	0	7	1	1	0	0	0	0	0	0	0	0	0	0	0	9
87	2	11/8/2014 E	1	2100	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/8/2014 E	1	2115	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/8/2014 E	1	2130	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
87	2	11/8/2014 E	1	2145	1	10	0	0	1	0	0	0	0	0	0	0	0	0	0	12
87	2	11/8/2014 E	1	2200	0	12	3	0	0	0	0	0	0	1	0	0	0	0	0	16
87	2	11/8/2014 E	1	2215	0	5	0	0	0	0	0	0	2	0	0	0	0	0	0	7
87	2	11/8/2014 E	1	2230	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
87	2	11/8/2014 E	1	2245	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
87	2	11/8/2014 E	1	2300	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/8/2014 E	1	2315	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
87	2	11/8/2014 E	1	2330	0	6	0	0	0	0	0	0	1	0	0	0	0	0	0	7
87	2	11/8/2014 E	1	2345	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/8/2014 E	1	2400	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/8/2014 E	2	15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/8/2014 E	2	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/8/2014 E	2	45	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/8/2014 E	2	100	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/8/2014 E	2	115	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/8/2014 E	2	130	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/8/2014 E	2	145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/8/2014 E	2	200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/8/2014 E	2	215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

County	Station	Direction	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
87	2	11/8/2014 E	2	230	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/8/2014 E	2	245	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/8/2014 E	2	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/8/2014 E	2	315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/8/2014 E	2	330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/8/2014 E	2	345	1	2	1	0	0	1	0	0	0	0	0	0	0	0	0	5
87	2	11/8/2014 E	2	400	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	8
87	2	11/8/2014 E	2	415	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/8/2014 E	2	430	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/8/2014 E	2	445	4	4	1	0	2	0	0	0	1	0	0	0	0	0	0	12
87	2	11/8/2014 E	2	500	1	6	0	1	0	0	0	0	0	0	0	0	0	0	0	8
87	2	11/8/2014 E	2	515	2	4	0	3	0	0	0	0	0	0	0	0	0	0	0	9
87	2	11/8/2014 E	2	530	4	13	1	2	0	0	0	0	0	0	0	0	0	0	0	20
87	2	11/8/2014 E	2	545	2	16	7	2	1	0	0	0	1	0	0	0	0	0	0	29
87	2	11/8/2014 E	2	600	5	34	4	3	1	1	0	0	0	0	0	0	0	0	0	48
87	2	11/8/2014 E	2	615	7	26	6	7	4	0	1	1	1	0	0	0	0	0	1	54
87	2	11/8/2014 E	2	630	4	26	3	2	1	0	0	0	0	0	0	0	0	0	0	36
87	2	11/8/2014 E	2	645	7	30	9	3	4	0	0	1	0	0	0	0	1	0	0	55
87	2	11/8/2014 E	2	700	11	42	6	7	6	0	1	0	2	0	0	0	0	0	0	75
87	2	11/8/2014 E	2	715	4	35	4	9	7	2	0	2	2	0	0	0	0	0	0	65
87	2	11/8/2014 E	2	730	8	40	12	1	3	0	0	0	2	0	1	0	0	0	0	67
87	2	11/8/2014 E	2	745	6	65	11	2	8	1	0	1	5	0	0	0	0	0	0	99
87	2	11/8/2014 E	2	800	2	56	5	6	10	0	0	0	1	0	0	0	0	0	1	81
87	2	11/8/2014 E	2	815	0	67	11	3	5	0	0	0	0	0	0	0	0	0	0	86
87	2	11/8/2014 E	2	830	1	70	12	4	12	2	0	0	0	0	0	0	0	0	0	101
87	2	11/8/2014 E	2	845	2	75	16	5	8	1	0	0	0	0	0	0	0	0	1	108
87	2	11/8/2014 E	2	900	2	91	11	1	7	2	0	0	0	0	0	0	0	0	0	114
87	2	11/8/2014 E	2	915	0	107	12	7	10	0	0	0	0	0	0	0	0	0	2	138
87	2	11/8/2014 E	2	930	0	94	16	6	5	0	0	0	1	0	0	0	0	0	0	122
87	2	11/8/2014 E	2	945	0	87	21	4	4	0	0	0	1	0	0	0	0	0	0	117
87	2	11/8/2014 E	2	1000	1	93	19	6	5	0	0	0	0	0	0	0	0	0	0	124
87	2	11/8/2014 E	2	1015	0	102	15	7	10	1	1	1	1	0	0	0	0	0	0	138
87	2	11/8/2014 E	2	1030	0	62	10	6	5	0	0	1	0	0	0	0	0	0	1	85
87	2	11/8/2014 E	2	1045	0	153	19	8	14	2	0	1	1	0	0	0	0	0	2	200
87	2	11/8/2014 E	2	1100	0	154	17	5	11	1	1	1	0	0	1	0	0	0	0	191
87	2	11/8/2014 E	2	1115	0	90	23	3	11	1	0	1	1	0	0	0	0	0	1	131
87	2	11/8/2014 E	2	1130	0	125	25	8	11	0	0	0	3	0	0	0	0	0	1	173
87	2	11/8/2014 E	2	1145	0	131	24	4	18	0	1	3	1	0	0	0	0	0	2	184
87	2	11/8/2014 E	2	1200	0	119	19	3	10	0	0	0	0	0	0	0	0	0	0	151
87	2	11/8/2014 E	2	1215	0	120	27	7	8	0	1	0	2	0	0	0	0	0	0	165
87	2	11/8/2014 E	2	1230	0	107	23	7	11	0	0	3	3	0	0	0	0	0	0	151
87	2	11/8/2014 E	2	1245	0	103	23	8	10	0	0	0	3	0	0	0	0	0	0	147
87	2	11/8/2014 E	2	1300	0	93	16	2	6	0	0	1	1	0	0	0	0	0	1	120
87	2	11/8/2014 E	2	1315	1	97	18	5	13	0	1	0	0	0	0	0	0	0	0	135
87	2	11/8/2014 E	2	1330	1	77	20	5	9	0	0	1	1	0	0	0	0	0	0	114
87	2	11/8/2014 E	2	1345	0	84	15	6	9	0	0	0	0	0	0	0	0	0	0	114
87	2	11/8/2014 E	2	1400	0	62	9	1	3	1	0	0	0	0	0	0	0	0	0	76
87	2	11/8/2014 E	2	1415	0	52	6	8	3	1	0	0	0	0	0	0	0	0	0	70
87	2	11/8/2014 E	2	1430	0	40	5	6	1	0	0	1	1	0	0	0	0	0	0	54
87	2	11/8/2014 E	2	1445	0	49	5	4	2	1	0	0	1	0	0	0	0	0	0	62
87	2	11/8/2014 E	2	1500	0	29	1	5	2	0	0	0	0	0	0	0	0	0	0	37
87	2	11/8/2014 E	2	1515	0	18	4	2	1	0	0	0	0	0	0	0	0	0	0	25
87	2	11/8/2014 E	2	1530	1	17	7	1	0	0	0	0	0	0	0	0	0	0	0	26
87	2	11/8/2014 E	2	1545	0	21	2	1	0	1	0	0	0	0	0	0	0	0	0	25
87	2	11/8/2014 E	2	1600	0	19	3	0	0	0	0	0	0	0	0	0	0	0	1	23
87	2	11/8/2014 E	2	1615	0	22	1	0	1	0	0	0	0	0	0	0	0	0	0	24
87	2	11/8/2014 E	2	1630	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
87	2	11/8/2014 E	2	1645	1	12	4	0	0	0	0	0	0	0	0	0	0	0	0	17
87	2	11/8/2014 E	2	1700	0	9	3	1	0	0	0	1	0	0	0	0	0	0	3	17
87	2	11/8/2014 E	2	1715	1	21	1	0	0	0	0	0	0	0	0	0	0	0	1	24
87	2	11/8/2014 E	2	1730	1	13	1	0	2	0	0	0	0	0	0	0	0	0	0	17
87	2	11/8/2014 E	2	1745	1	14	1	0	1	0	0	0	0	0	0	0	0	0	1	18
87	2	11/8/2014 E	2	1800	0	13	0	0	0	0	0	0	1	0	0	0	0	0	0	14
87	2	11/8/2014 E	2	1815	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
87	2	11/8/2014 E	2	1830	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18
87	2	11/8/2014 E	2	1845	1	14	1	0	1	0	0	0	0	0	0	0	0	0	0	17
87	2	11/8/2014 E	2	1900	2	13	1	0	0	0	0	0	0	0	0	0	0	0	0	16
87	2	11/8/2014 E	2	1915	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
87	2	11/8/2014 E	2	1930	1	14	2	0	1	0	0	0	0	0	0	0	0	0	0	18
87	2	11/8/2014 E	2	1945	3	16	0	0	0	0	0	0	0	0	0	0	0	0	0	19
87	2	11/8/2014 E	2	2000	2	12	1	0	1	0	0	0	0	0	0	0	0	0	0	16
87	2	11/8/2014 E	2	2015	1	10	0	0	0	0	1	0	0	0	0	0	0	0	0	12
87	2	11/8/2014 E	2	2030	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
87	2	11/8/2014 E	2	2045	1	22	1	0	1	0	0	0	0	0	0	0	0	0	0	25
87	2	11/8/2014 E	2	2100	1	17	2	0	2	0	0	0	0	0	0	0	0	0	1	23

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
87	2	11/8/2014	E	2	2115	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
87	2	11/8/2014	E	2	2130	3	9	1	0	0	0	0	0	0	0	0	0	0	0	0	13
87	2	11/8/2014	E	2	2145	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
87	2	11/8/2014	E	2	2200	1	17	1	0	0	0	0	0	0	0	0	0	0	0	0	19
87	2	11/8/2014	E	2	2215	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
87	2	11/8/2014	E	2	2230	2	20	2	0	0	0	0	0	0	0	0	0	0	0	0	24
87	2	11/8/2014	E	2	2245	3	12	0	0	0	0	0	0	0	0	0	0	0	0	0	15
87	2	11/8/2014	E	2	2300	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/8/2014	E	2	2315	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	9
87	2	11/8/2014	E	2	2330	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/8/2014	E	2	2345	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
87	2	11/8/2014	E	2	2400	0	5	1	0	0	0	0	0	0	0	0	0	0	0	1	7
87	2	11/8/2014	W	1	15	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
87	2	11/8/2014	W	1	30	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
87	2	11/8/2014	W	1	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/8/2014	W	1	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/8/2014	W	1	115	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
87	2	11/8/2014	W	1	130	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
87	2	11/8/2014	W	1	145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/8/2014	W	1	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/8/2014	W	1	215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/8/2014	W	1	230	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	4
87	2	11/8/2014	W	1	245	0	3	2	0	0	1	0	0	0	0	0	0	0	0	1	7
87	2	11/8/2014	W	1	300	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
87	2	11/8/2014	W	1	315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/8/2014	W	1	330	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/8/2014	W	1	345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/8/2014	W	1	400	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/8/2014	W	1	415	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/8/2014	W	1	430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/8/2014	W	1	445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/8/2014	W	1	500	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/8/2014	W	1	515	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/8/2014	W	1	530	0	2	2	0	0	2	0	0	0	0	0	0	0	0	0	6
87	2	11/8/2014	W	1	545	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/8/2014	W	1	600	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	3
87	2	11/8/2014	W	1	615	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	4
87	2	11/8/2014	W	1	630	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/8/2014	W	1	645	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/8/2014	W	1	700	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
87	2	11/8/2014	W	1	715	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/8/2014	W	1	730	0	12	2	0	1	0	0	0	0	0	0	0	0	0	2	17
87	2	11/8/2014	W	1	745	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
87	2	11/8/2014	W	1	800	0	10	0	0	0	2	0	0	0	1	0	0	0	0	0	13
87	2	11/8/2014	W	1	815	3	4	1	0	0	2	2	0	2	1	0	0	0	0	1	16
87	2	11/8/2014	W	1	830	0	8	1	0	0	1	0	0	1	1	0	0	0	0	3	15
87	2	11/8/2014	W	1	845	0	16	0	1	0	0	1	0	1	0	0	0	0	0	4	23
87	2	11/8/2014	W	1	900	0	17	1	0	1	1	0	0	4	0	0	0	0	0	4	28
87	2	11/8/2014	W	1	915	5	8	0	1	1	2	0	0	1	1	0	0	0	0	3	22
87	2	11/8/2014	W	1	930	1	9	2	2	1	3	0	0	1	1	0	0	0	0	2	22
87	2	11/8/2014	W	1	945	7	13	0	1	0	3	1	0	3	0	0	0	0	0	4	32
87	2	11/8/2014	W	1	1000	1	6	0	0	0	4	0	0	4	1	0	0	0	0	2	18
87	2	11/8/2014	W	1	1015	5	11	0	0	0	2	1	0	3	1	0	0	0	0	0	32
87	2	11/8/2014	W	1	1030	3	3	1	2	0	3	1	0	0	0	0	0	0	0	0	19
87	2	11/8/2014	W	1	1045	9	6	1	1	0	0	1	0	3	0	0	0	0	0	2	23
87	2	11/8/2014	W	1	1100	7	3	1	1	0	1	1	0	0	1	0	0	0	0	1	16
87	2	11/8/2014	W	1	1115	6	6	1	1	0	2	0	0	0	2	0	0	0	0	5	23
87	2	11/8/2014	W	1	1130	21	8	0	1	2	4	2	0	1	1	0	0	0	0	5	45
87	2	11/8/2014	W	1	1145	14	7	0	0	1	1	1	0	1	2	0	0	0	0	10	37
87	2	11/8/2014	W	1	1200	19	11	1	0	0	5	0	0	1	0	0	0	0	0	11	48
87	2	11/8/2014	W	1	1215	18	14	2	0	1	6	2	0	1	5	0	0	0	0	11	60
87	2	11/8/2014	W	1	1230	8	12	0	2	1	6	0	0	2	1	0	0	0	0	4	36
87	2	11/8/2014	W	1	1245	14	12	4	0	1	2	1	0	1	1	0	0	0	0	4	40
87	2	11/8/2014	W	1	1300	8	7	1	0	0	5	0	0	0	0	0	0	0	0	8	29
87	2	11/8/2014	W	1	1315	4	7	2	1	2	3	0	0	2	0	0	0	0	0	6	27
87	2	11/8/2014	W	1	1330	6	11	3	1	2	4	1	0	0	1	0	0	0	0	4	33
87	2	11/8/2014	W	1	1345	2	6	1	0	2	1	4	0	2	1	0	0	0	0	1	20
87	2	11/8/2014	W	1	1400	10	6	0	1	1	5	0	0	0	2	0	0	0	0	4	29
87	2	11/8/2014	W	1	1415	2	7	1	0	0	0	0	0	1	1	0	0	0	0	2	14
87	2	11/8/2014	W	1	1430	0	6	1	1	1	2	0	0	0	2	0	0	0	0	0	13
87	2	11/8/2014	W	1	1445	8	3	1	1	1	2	0	0	2	0	0	0	0	0	1	19
87	2	11/8/2014	W	1	1500	0	4	0	1	0	0	0	0	0	0	0	0	0	0	2	7
87	2	11/8/2014	W	1	1515	3	7	0	0	0	4	0	0	0	0	0	0	0	0	0	14
87	2	11/8/2014	W	1	1530	2	2	1	0	0	1	3	0	0	0	0	0	0	0	3	12
87	2	11/8/2014	W	1	1545	2	4	0	0	0	0	0	0	1	0	0	0	0	0	2	9

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
87	2	11/8/2014	W	1	1600	0	8	2	0	0	0	0	0	0	0	1	0	0	0	1	12
87	2	11/8/2014	W	1	1615	0	15	2	0	1	1	1	0	0	0	0	0	0	0	3	22
87	2	11/8/2014	W	1	1630	4	9	5	0	0	2	0	0	0	0	0	0	0	0	0	20
87	2	11/8/2014	W	1	1645	0	7	0	0	0	1	0	0	1	0	0	0	0	0	3	12
87	2	11/8/2014	W	1	1700	0	7	1	0	1	0	0	0	0	0	1	0	0	0	0	10
87	2	11/8/2014	W	1	1715	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/8/2014	W	1	1730	0	4	3	0	0	1	0	0	0	0	0	0	0	0	0	8
87	2	11/8/2014	W	1	1745	2	2	1	0	1	2	0	0	0	0	0	0	0	0	0	8
87	2	11/8/2014	W	1	1800	0	6	4	0	1	0	0	0	1	0	0	0	0	0	2	14
87	2	11/8/2014	W	1	1815	0	21	5	0	3	4	0	0	0	0	0	0	0	0	0	33
87	2	11/8/2014	W	1	1830	0	9	1	0	0	2	0	0	0	0	0	0	0	0	0	12
87	2	11/8/2014	W	1	1845	0	12	4	0	0	2	1	0	0	0	0	0	0	0	1	20
87	2	11/8/2014	W	1	1900	0	6	1	0	1	2	0	0	0	0	0	0	0	0	0	10
87	2	11/8/2014	W	1	1915	0	8	1	0	0	0	0	0	0	0	0	0	0	0	2	11
87	2	11/8/2014	W	1	1930	0	5	1	0	0	1	0	0	0	0	0	0	0	0	1	8
87	2	11/8/2014	W	1	1945	0	5	1	0	0	1	0	0	0	1	0	0	0	0	0	8
87	2	11/8/2014	W	1	2000	0	8	3	0	0	1	0	0	0	0	0	0	0	0	0	12
87	2	11/8/2014	W	1	2015	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
87	2	11/8/2014	W	1	2030	0	5	0	0	0	1	1	0	0	0	0	0	0	0	1	8
87	2	11/8/2014	W	1	2045	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/8/2014	W	1	2100	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/8/2014	W	1	2115	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
87	2	11/8/2014	W	1	2130	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/8/2014	W	1	2145	0	7	1	0	0	1	0	0	0	0	0	0	0	0	0	9
87	2	11/8/2014	W	1	2200	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
87	2	11/8/2014	W	1	2215	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
87	2	11/8/2014	W	1	2230	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/8/2014	W	1	2245	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
87	2	11/8/2014	W	1	2300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/8/2014	W	1	2315	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5
87	2	11/8/2014	W	1	2330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/8/2014	W	1	2345	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
87	2	11/8/2014	W	1	2400	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
87	2	11/8/2014	W	2	15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	7
87	2	11/8/2014	W	2	30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	1	7
87	2	11/8/2014	W	2	45	4	2	0	0	0	0	0	0	0	0	0	0	0	0	1	7
87	2	11/8/2014	W	2	100	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/8/2014	W	2	115	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/8/2014	W	2	130	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/8/2014	W	2	145	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
87	2	11/8/2014	W	2	200	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/8/2014	W	2	215	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/8/2014	W	2	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/8/2014	W	2	245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/8/2014	W	2	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/8/2014	W	2	315	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/8/2014	W	2	330	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/8/2014	W	2	345	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/8/2014	W	2	400	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/8/2014	W	2	415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/8/2014	W	2	430	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
87	2	11/8/2014	W	2	445	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/8/2014	W	2	500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/8/2014	W	2	515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/8/2014	W	2	530	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/8/2014	W	2	545	0	3	0	0	0	1	1	0	0	0	0	0	0	0	0	5
87	2	11/8/2014	W	2	600	0	9	0	1	0	0	0	0	0	0	0	0	0	0	2	12
87	2	11/8/2014	W	2	615	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/8/2014	W	2	630	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/8/2014	W	2	645	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/8/2014	W	2	700	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
87	2	11/8/2014	W	2	715	1	27	5	0	0	0	1	0	0	0	0	0	0	0	2	36
87	2	11/8/2014	W	2	730	13	36	7	0	2	1	2	0	1	0	0	0	0	0	2	64
87	2	11/8/2014	W	2	745	12	78	9	1	0	6	4	0	2	0	0	0	0	0	3	115
87	2	11/8/2014	W	2	800	28	80	15	0	1	8	6	0	1	0	0	0	0	0	7	146
87	2	11/8/2014	W	2	815	17	75	4	0	3	8	7	0	0	1	0	0	0	0	7	122
87	2	11/8/2014	W	2	830	50	80	6	2	5	7	6	0	5	2	1	0	1	0	9	174
87	2	11/8/2014	W	2	845	54	67	4	1	1	11	3	1	3	1	0	0	0	0	14	160
87	2	11/8/2014	W	2	900	50	87	4	1	2	8	13	0	3	3	0	0	0	0	6	177
87	2	11/8/2014	W	2	915	58	71	12	0	2	9	9	0	2	4	0	0	1	0	16	184
87	2	11/8/2014	W	2	930	80	105	7	1	4	9	8	0	1	3	1	2	1	0	29	251
87	2	11/8/2014	W	2	945	66	82	8	1	3	19	14	0	2	1	0	0	0	0	20	216
87	2	11/8/2014	W	2	1000	84	77	14	1	6	10	5	0	5	3	0	1	1	0	26	233
87	2	11/8/2014	W	2	1015	80	106	9	1	4	18	11	0	6	0	0	1	1	0	15	252
87	2	11/8/2014	W	2	1030	86	68	5	2	8	11	8	0	0	2	0	0	0	0	14	204

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
87	2	11/8/2014	W	2	1045	60	68	5	0	3	7	13	0	1	2	0	0	0	0	12	171
87	2	11/8/2014	W	2	1100	79	62	4	2	5	11	14	1	4	4	0	0	0	0	17	203
87	2	11/8/2014	W	2	1115	64	81	15	1	4	14	12	0	3	0	0	0	0	0	16	210
87	2	11/8/2014	W	2	1130	54	53	5	0	4	9	14	0	1	0	0	0	0	0	12	152
87	2	11/8/2014	W	2	1145	66	52	11	1	4	12	8	0	2	0	0	1	0	0	21	178
87	2	11/8/2014	W	2	1200	65	50	7	1	5	14	8	0	4	1	0	2	0	0	9	166
87	2	11/8/2014	W	2	1215	46	40	7	1	6	14	8	0	2	2	0	0	1	0	20	147
87	2	11/8/2014	W	2	1230	53	33	2	0	4	8	5	0	0	0	0	0	0	0	15	120
87	2	11/8/2014	W	2	1245	43	35	6	0	3	5	7	0	1	1	0	0	0	0	10	111
87	2	11/8/2014	W	2	1300	33	32	13	2	2	7	6	0	2	1	0	0	0	0	7	105
87	2	11/8/2014	W	2	1315	23	28	2	0	2	6	11	0	1	0	0	0	0	0	12	85
87	2	11/8/2014	W	2	1330	31	40	4	1	1	5	10	0	3	3	0	2	0	0	12	112
87	2	11/8/2014	W	2	1345	26	48	10	1	1	3	5	0	3	1	0	0	0	0	11	109
87	2	11/8/2014	W	2	1400	29	31	3	0	1	3	9	0	1	0	0	0	0	0	15	92
87	2	11/8/2014	W	2	1415	34	45	5	1	0	4	4	0	1	0	0	0	0	0	10	104
87	2	11/8/2014	W	2	1430	30	46	2	1	5	5	6	0	0	1	0	0	0	0	4	100
87	2	11/8/2014	W	2	1445	15	44	5	1	0	2	2	0	1	2	0	0	0	0	5	77
87	2	11/8/2014	W	2	1500	17	24	7	0	1	2	2	1	1	0	0	0	0	0	9	64
87	2	11/8/2014	W	2	1515	24	35	3	0	0	8	4	0	0	1	0	0	0	0	6	81
87	2	11/8/2014	W	2	1530	20	42	1	0	0	2	0	0	0	0	0	0	0	0	4	69
87	2	11/8/2014	W	2	1545	10	31	0	1	2	0	0	0	0	0	0	0	0	0	5	49
87	2	11/8/2014	W	2	1600	11	59	3	0	2	0	2	0	0	2	0	0	0	0	8	87
87	2	11/8/2014	W	2	1615	27	38	0	1	1	1	4	0	0	0	0	0	1	0	8	81
87	2	11/8/2014	W	2	1630	15	38	1	0	0	1	1	0	0	0	0	0	0	0	10	65
87	2	11/8/2014	W	2	1645	9	15	3	0	0	1	1	0	0	0	0	0	0	0	2	31
87	2	11/8/2014	W	2	1700	6	24	1	0	0	1	1	0	0	0	0	0	0	0	2	35
87	2	11/8/2014	W	2	1715	7	23	0	0	0	1	0	0	0	0	0	0	0	0	3	34
87	2	11/8/2014	W	2	1730	0	28	1	0	0	1	0	0	0	0	0	0	0	0	0	30
87	2	11/8/2014	W	2	1745	5	32	0	0	0	0	0	0	0	0	0	0	0	0	2	39
87	2	11/8/2014	W	2	1800	5	14	1	0	1	0	0	0	0	0	0	0	0	0	2	23
87	2	11/8/2014	W	2	1815	7	11	0	0	0	0	0	0	0	0	0	0	0	0	1	19
87	2	11/8/2014	W	2	1830	2	20	0	0	0	1	0	0	0	0	0	0	0	0	1	24
87	2	11/8/2014	W	2	1845	4	12	1	0	0	0	0	0	0	0	0	0	0	0	2	19
87	2	11/8/2014	W	2	1900	0	10	1	0	0	1	1	0	0	0	0	0	0	0	1	14
87	2	11/8/2014	W	2	1915	4	8	0	0	0	0	0	0	0	0	0	0	0	0	3	15
87	2	11/8/2014	W	2	1930	2	17	1	0	0	0	0	0	0	0	0	0	0	0	1	21
87	2	11/8/2014	W	2	1945	4	12	1	0	0	0	0	0	0	0	0	0	0	0	5	22
87	2	11/8/2014	W	2	2000	5	7	0	0	0	1	0	0	0	0	0	0	0	0	1	14
87	2	11/8/2014	W	2	2015	8	12	0	0	0	0	0	0	0	0	0	0	0	0	0	20
87	2	11/8/2014	W	2	2030	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
87	2	11/8/2014	W	2	2045	4	10	0	0	0	1	0	0	0	1	0	0	0	0	3	19
87	2	11/8/2014	W	2	2100	6	13	0	0	0	0	1	0	0	0	0	0	0	0	3	23
87	2	11/8/2014	W	2	2115	4	5	0	0	0	0	0	0	0	0	0	0	0	0	2	11
87	2	11/8/2014	W	2	2130	5	3	0	0	0	0	0	0	0	0	0	0	0	0	1	9
87	2	11/8/2014	W	2	2145	1	19	0	0	0	1	1	0	0	0	0	0	0	0	1	23
87	2	11/8/2014	W	2	2200	12	34	1	0	1	1	1	0	0	0	0	0	0	0	3	53
87	2	11/8/2014	W	2	2215	9	34	1	0	0	0	0	0	0	0	0	0	0	0	1	45
87	2	11/8/2014	W	2	2230	2	16	0	0	0	1	0	0	0	0	0	0	0	0	3	22
87	2	11/8/2014	W	2	2245	11	24	0	0	0	0	0	0	0	0	0	0	0	0	5	40
87	2	11/8/2014	W	2	2300	21	21	0	1	1	1	0	0	0	0	0	0	0	0	3	48
87	2	11/8/2014	W	2	2315	7	14	0	0	0	1	0	0	0	0	0	0	0	0	2	24
87	2	11/8/2014	W	2	2330	4	15	1	0	0	0	0	0	0	0	0	0	0	0	1	21
87	2	11/8/2014	W	2	2345	2	7	1	0	0	0	0	0	0	0	0	0	0	0	0	10
87	2	11/8/2014	W	2	2400	5	7	1	0	0	0	1	0	0	0	0	0	0	0	2	16
87	2	11/9/2014	E	1	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/9/2014	E	1	30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/9/2014	E	1	45	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6
87	2	11/9/2014	E	1	100	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/9/2014	E	1	115	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/9/2014	E	1	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	E	1	145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	E	1	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	E	1	215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/9/2014	E	1	230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/9/2014	E	1	245	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
87	2	11/9/2014	E	1	300	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/9/2014	E	1	315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/9/2014	E	1	330	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/9/2014	E	1	345	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/9/2014	E	1	400	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/9/2014	E	1	415	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/9/2014	E	1	430	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/9/2014	E	1	445	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
87	2	11/9/2014	E	1	500	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
87	2	11/9/2014	E	1	515	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
87	2	11/9/2014	E	1	530	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	3
87	2	11/9/2014	E	1	545	0	12	1	0	1	0	0	0	0	0	0	0	0	0	0	14
87	2	11/9/2014	E	1	600	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
87	2	11/9/2014	E	1	615	0	9	1	1	0	0	0	0	0	0	0	0	0	0	0	11
87	2	11/9/2014	E	1	630	0	15	1	2	1	1	0	0	0	0	0	0	0	0	0	20
87	2	11/9/2014	E	1	645	0	11	4	1	2	0	0	0	0	2	0	0	0	0	0	20
87	2	11/9/2014	E	1	700	0	18	5	0	2	0	0	0	0	3	0	0	0	0	1	29
87	2	11/9/2014	E	1	715	0	13	7	2	0	1	0	0	0	1	0	0	0	0	0	24
87	2	11/9/2014	E	1	730	0	19	2	3	3	0	0	0	0	2	0	0	0	0	0	29
87	2	11/9/2014	E	1	745	1	21	4	0	1	1	0	0	0	0	0	0	0	0	0	28
87	2	11/9/2014	E	1	800	0	21	8	0	1	1	0	0	0	1	0	0	0	0	0	32
87	2	11/9/2014	E	1	815	0	32	5	0	3	0	0	0	0	1	0	0	0	0	0	41
87	2	11/9/2014	E	1	830	0	21	4	4	2	1	0	0	0	0	0	0	0	0	0	32
87	2	11/9/2014	E	1	845	0	39	6	0	4	0	0	0	0	1	0	0	0	0	0	50
87	2	11/9/2014	E	1	900	0	39	5	0	3	0	0	0	0	1	0	0	0	0	0	48
87	2	11/9/2014	E	1	915	0	25	3	0	3	2	0	0	0	2	0	0	0	0	0	35
87	2	11/9/2014	E	1	930	0	41	9	0	2	2	0	0	0	0	0	0	0	0	0	54
87	2	11/9/2014	E	1	945	0	36	5	0	2	0	0	0	0	0	0	0	0	0	1	44
87	2	11/9/2014	E	1	1000	0	36	4	1	5	1	0	0	0	2	0	0	0	0	0	49
87	2	11/9/2014	E	1	1015	1	34	4	1	2	0	0	0	0	0	0	0	0	0	0	42
87	2	11/9/2014	E	1	1030	0	30	6	1	3	0	0	0	0	2	0	0	0	0	1	43
87	2	11/9/2014	E	1	1045	0	36	5	0	2	0	0	0	0	1	0	0	0	0	1	45
87	2	11/9/2014	E	1	1100	0	48	4	2	0	0	0	0	0	2	0	0	0	0	1	57
87	2	11/9/2014	E	1	1115	0	25	7	1	3	1	0	0	0	1	0	0	0	0	0	38
87	2	11/9/2014	E	1	1130	3	32	4	0	2	0	0	1	0	0	0	0	0	0	0	42
87	2	11/9/2014	E	1	1145	0	28	6	1	3	1	0	1	0	3	0	0	0	0	0	43
87	2	11/9/2014	E	1	1200	0	41	8	0	2	0	0	0	0	1	0	0	0	0	0	52
87	2	11/9/2014	E	1	1215	0	44	10	0	3	1	0	0	0	1	0	0	0	0	2	61
87	2	11/9/2014	E	1	1230	0	48	7	0	6	1	0	1	0	1	0	0	0	0	0	64
87	2	11/9/2014	E	1	1245	1	49	13	0	2	0	0	0	0	0	0	0	0	0	1	66
87	2	11/9/2014	E	1	1300	0	31	4	1	1	0	0	0	0	0	0	0	0	0	0	37
87	2	11/9/2014	E	1	1315	0	46	2	1	1	0	0	0	0	1	0	0	0	0	0	51
87	2	11/9/2014	E	1	1330	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
87	2	11/9/2014	E	1	1345	0	16	5	0	0	0	0	0	0	3	0	0	0	0	0	24
87	2	11/9/2014	E	1	1400	0	20	2	0	1	0	0	0	1	0	0	0	0	0	0	24
87	2	11/9/2014	E	1	1415	0	21	2	0	0	0	0	0	0	0	0	0	0	0	0	23
87	2	11/9/2014	E	1	1430	0	24	3	0	0	0	0	0	0	0	0	0	0	0	0	27
87	2	11/9/2014	E	1	1445	0	10	0	0	1	1	0	0	0	0	0	0	0	0	0	12
87	2	11/9/2014	E	1	1500	0	15	3	0	2	0	0	0	0	0	0	0	0	0	0	20
87	2	11/9/2014	E	1	1515	0	11	1	0	0	0	0	0	0	1	0	0	0	0	0	13
87	2	11/9/2014	E	1	1530	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	12
87	2	11/9/2014	E	1	1545	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
87	2	11/9/2014	E	1	1600	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
87	2	11/9/2014	E	1	1615	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
87	2	11/9/2014	E	1	1630	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
87	2	11/9/2014	E	1	1645	0	6	1	1	0	0	0	0	0	0	0	0	0	0	0	8
87	2	11/9/2014	E	1	1700	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
87	2	11/9/2014	E	1	1715	0	8	0	0	1	0	0	0	0	0	0	0	0	0	0	9
87	2	11/9/2014	E	1	1730	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
87	2	11/9/2014	E	1	1745	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
87	2	11/9/2014	E	1	1800	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
87	2	11/9/2014	E	1	1815	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/9/2014	E	1	1830	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
87	2	11/9/2014	E	1	1845	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
87	2	11/9/2014	E	1	1900	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
87	2	11/9/2014	E	1	1915	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/9/2014	E	1	1930	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/9/2014	E	1	1945	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/9/2014	E	1	2000	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/9/2014	E	1	2015	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/9/2014	E	1	2030	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/9/2014	E	1	2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	E	1	2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	E	1	2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	E	1	2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	E	1	2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	E	1	2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	E	1	2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	E	1	2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	E	1	2245	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
87	2	11/9/2014	E	1	2300	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	8
87	2	11/9/2014	E	1	2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	E	1	2330	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/9/2014	E	1	2345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/9/2014	E	1	2400	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
87	2	11/9/2014	E	2	15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
87	2	11/9/2014	E	2	30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/9/2014	E	2	45	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	8
87	2	11/9/2014	E	2	100	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	7
87	2	11/9/2014	E	2	115	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/9/2014	E	2	130	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/9/2014	E	2	145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/9/2014	E	2	200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/9/2014	E	2	215	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/9/2014	E	2	230	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/9/2014	E	2	245	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/9/2014	E	2	300	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/9/2014	E	2	315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	E	2	330	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/9/2014	E	2	345	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/9/2014	E	2	400	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/9/2014	E	2	415	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/9/2014	E	2	430	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
87	2	11/9/2014	E	2	445	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/9/2014	E	2	500	2	8	0	0	0	0	0	0	0	0	0	0	0	0	1	11
87	2	11/9/2014	E	2	515	1	9	1	0	0	0	0	0	0	0	0	0	0	0	0	11
87	2	11/9/2014	E	2	530	1	11	2	1	0	0	0	0	1	0	0	0	0	0	0	16
87	2	11/9/2014	E	2	545	4	16	6	2	0	0	0	0	0	0	0	0	0	0	2	30
87	2	11/9/2014	E	2	600	3	29	5	2	0	0	1	0	0	0	0	0	0	0	1	41
87	2	11/9/2014	E	2	615	1	24	3	2	1	0	0	0	0	0	0	0	0	0	1	32
87	2	11/9/2014	E	2	630	2	25	5	5	3	0	1	0	0	0	0	0	0	0	1	42
87	2	11/9/2014	E	2	645	1	26	7	10	5	0	0	1	4	0	0	0	0	0	0	54
87	2	11/9/2014	E	2	700	6	35	8	3	7	0	0	1	1	0	0	0	0	0	0	61
87	2	11/9/2014	E	2	715	0	23	5	3	1	1	0	1	1	0	0	0	0	0	0	35
87	2	11/9/2014	E	2	730	1	40	7	6	5	0	1	0	2	0	1	0	0	0	1	64
87	2	11/9/2014	E	2	745	4	44	11	3	6	0	0	0	3	0	0	0	0	0	0	71
87	2	11/9/2014	E	2	800	1	51	14	4	5	0	0	0	2	0	0	0	0	0	0	77
87	2	11/9/2014	E	2	815	1	66	11	6	11	1	0	0	1	0	0	0	0	0	0	97
87	2	11/9/2014	E	2	830	4	56	15	6	8	0	1	0	0	0	0	0	0	0	0	90
87	2	11/9/2014	E	2	845	6	81	14	4	2	0	0	0	1	0	0	0	0	0	0	108
87	2	11/9/2014	E	2	900	4	82	11	4	3	0	0	0	1	0	0	0	0	0	0	105
87	2	11/9/2014	E	2	915	7	58	13	5	6	1	0	0	0	0	0	0	0	0	1	91
87	2	11/9/2014	E	2	930	6	62	8	2	5	2	0	0	0	0	0	0	0	0	0	85
87	2	11/9/2014	E	2	945	10	57	10	7	6	0	0	0	1	0	1	0	0	0	2	94
87	2	11/9/2014	E	2	1000	12	66	17	4	8	0	0	0	3	0	0	0	0	0	0	110
87	2	11/9/2014	E	2	1015	8	46	9	3	7	0	0	1	2	0	0	0	0	0	1	77
87	2	11/9/2014	E	2	1030	8	56	11	6	5	0	0	1	1	0	0	0	0	0	1	89
87	2	11/9/2014	E	2	1045	6	68	21	7	5	0	0	1	0	0	0	0	0	0	1	109
87	2	11/9/2014	E	2	1100	5	76	13	2	6	1	0	1	0	0	0	0	0	0	1	105
87	2	11/9/2014	E	2	1115	7	60	18	6	10	0	0	0	1	0	0	0	0	0	0	102
87	2	11/9/2014	E	2	1130	9	63	18	1	9	0	0	3	1	0	0	0	0	0	4	108
87	2	11/9/2014	E	2	1145	5	60	18	4	10	0	0	0	0	0	0	0	0	0	0	97
87	2	11/9/2014	E	2	1200	7	69	18	3	8	1	0	1	0	0	0	0	0	0	0	107
87	2	11/9/2014	E	2	1215	6	74	14	6	6	1	0	0	1	0	0	0	0	0	1	109
87	2	11/9/2014	E	2	1230	11	66	18	7	9	1	0	0	1	0	0	0	0	0	1	114
87	2	11/9/2014	E	2	1245	12	77	14	3	7	0	0	0	1	0	0	0	0	0	0	114
87	2	11/9/2014	E	2	1300	6	56	7	10	5	0	0	1	0	0	0	0	0	0	0	85
87	2	11/9/2014	E	2	1315	3	47	6	4	4	1	0	0	1	0	0	0	0	0	3	69
87	2	11/9/2014	E	2	1330	15	36	12	2	5	0	2	0	0	0	0	0	0	0	0	72
87	2	11/9/2014	E	2	1345	8	48	6	4	5	0	0	0	0	0	0	0	0	0	0	71
87	2	11/9/2014	E	2	1400	3	43	7	5	2	0	0	0	1	0	0	0	0	0	0	61
87	2	11/9/2014	E	2	1415	7	44	5	1	2	0	0	0	0	0	0	0	0	0	0	59
87	2	11/9/2014	E	2	1430	6	25	1	7	1	0	0	0	0	0	0	0	0	0	0	40
87	2	11/9/2014	E	2	1445	4	28	5	3	2	1	0	0	0	0	0	0	0	0	0	43
87	2	11/9/2014	E	2	1500	4	27	4	2	0	0	0	0	0	0	0	0	0	0	1	38
87	2	11/9/2014	E	2	1515	4	14	0	3	0	0	0	0	0	0	0	0	0	0	0	21
87	2	11/9/2014	E	2	1530	2	11	1	2	0	0	0	0	0	0	0	0	0	0	0	16
87	2	11/9/2014	E	2	1545	4	21	3	1	0	0	0	0	0	0	0	0	0	0	0	29
87	2	11/9/2014	E	2	1600	6	12	0	0	0	0	0	0	1	0	0	0	0	0	0	19
87	2	11/9/2014	E	2	1615	0	13	1	0	0	0	0	0	0	0	0	0	0	0	1	15
87	2	11/9/2014	E	2	1630	2	7	0	2	0	0	0	0	0	0	0	0	0	0	0	11
87	2	11/9/2014	E	2	1645	2	7	0	1	0	0	0	0	0	0	0	0	0	0	0	10
87	2	11/9/2014	E	2	1700	1	9	1	0	0	0	0	0	0	0	0	0	0	0	0	11
87	2	11/9/2014	E	2	1715	5	5	1	0	1	0	0	0	0	0	0	0	0	0	0	12
87	2	11/9/2014	E	2	1730	1	10	1	0	1	0	0	0	0	0	0	0	0	0	2	15
87	2	11/9/2014	E	2	1745	4	8	1	0	0	0	0	0	0	0	0	0	0	0	0	13
87	2	11/9/2014	E	2	1800	2	10	2	0	1	0	0	0	0	0	0	0	0	0	1	16
87	2	11/9/2014	E	2	1815	1	9	0	0	1	0	0	0	0	0	0	0	0	0	0	11
87	2	11/9/2014	E	2	1830	3	12	2	0	1	0	0	0	0	0	0	0	0	0	0	18
87	2	11/9/2014	E	2	1845	4	18	4	0	0	0	0	0	0	0	0	0	0	0	0	26

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
87	2	11/9/2014	E	2	1900	5	8	0	0	0	0	0	0	0	0	0	0	0	0	0	13
87	2	11/9/2014	E	2	1915	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	7
87	2	11/9/2014	E	2	1930	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	9
87	2	11/9/2014	E	2	1945	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	9
87	2	11/9/2014	E	2	2000	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	9
87	2	11/9/2014	E	2	2015	2	7	0	0	0	0	0	0	0	0	0	0	0	0	1	10
87	2	11/9/2014	E	2	2030	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/9/2014	E	2	2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	E	2	2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	E	2	2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	E	2	2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	E	2	2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	E	2	2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	E	2	2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	E	2	2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	E	2	2245	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/9/2014	E	2	2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/9/2014	E	2	2315	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/9/2014	E	2	2330	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/9/2014	E	2	2345	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/9/2014	E	2	2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	W	1	15	1	4	1	0	1	0	0	0	0	0	0	0	0	0	1	8
87	2	11/9/2014	W	1	30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/9/2014	W	1	45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/9/2014	W	1	100	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/9/2014	W	1	115	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	9
87	2	11/9/2014	W	1	130	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/9/2014	W	1	145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	W	1	200	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
87	2	11/9/2014	W	1	215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	W	1	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	W	1	245	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
87	2	11/9/2014	W	1	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	W	1	315	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	3
87	2	11/9/2014	W	1	330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	W	1	345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	W	1	400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/9/2014	W	1	415	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/9/2014	W	1	430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	W	1	445	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/9/2014	W	1	500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	W	1	515	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
87	2	11/9/2014	W	1	530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	W	1	545	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/9/2014	W	1	600	0	2	1	0	0	0	0	0	0	0	0	0	0	0	1	4
87	2	11/9/2014	W	1	615	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
87	2	11/9/2014	W	1	630	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/9/2014	W	1	645	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
87	2	11/9/2014	W	1	700	2	8	3	0	0	2	0	0	0	0	0	0	0	0	2	17
87	2	11/9/2014	W	1	715	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
87	2	11/9/2014	W	1	730	0	5	2	1	3	1	0	0	0	0	0	0	0	0	0	12
87	2	11/9/2014	W	1	745	0	9	2	0	2	2	0	0	0	0	0	0	0	0	0	15
87	2	11/9/2014	W	1	800	2	3	1	0	0	0	1	0	0	0	0	0	0	0	1	8
87	2	11/9/2014	W	1	815	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
87	2	11/9/2014	W	1	830	0	1	1	0	1	0	0	0	0	1	0	0	0	0	0	4
87	2	11/9/2014	W	1	845	0	3	0	0	0	1	0	0	2	0	0	0	0	0	0	6
87	2	11/9/2014	W	1	900	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/9/2014	W	1	915	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
87	2	11/9/2014	W	1	930	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	3
87	2	11/9/2014	W	1	945	0	3	1	0	0	0	0	0	0	4	0	0	0	0	0	8
87	2	11/9/2014	W	1	1000	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	3
87	2	11/9/2014	W	1	1015	0	3	0	0	1	0	0	0	1	1	0	0	0	0	0	6
87	2	11/9/2014	W	1	1030	0	2	1	0	0	1	0	0	2	1	0	0	0	0	0	7
87	2	11/9/2014	W	1	1045	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
87	2	11/9/2014	W	1	1100	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/9/2014	W	1	1115	1	0	0	0	1	1	0	0	1	0	0	0	0	0	1	5
87	2	11/9/2014	W	1	1130	0	3	0	0	0	0	0	0	1	1	0	0	0	0	1	6
87	2	11/9/2014	W	1	1145	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
87	2	11/9/2014	W	1	1200	0	1	0	0	0	0	0	0	3	0	0	0	0	0	1	5
87	2	11/9/2014	W	1	1215	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
87	2	11/9/2014	W	1	1230	0	2	1	0	1	0	0	0	0	0	0	0	0	0	1	5
87	2	11/9/2014	W	1	1245	0	7	0	0	0	0	0	0	1	2	0	0	0	0	0	10
87	2	11/9/2014	W	1	1300	0	1	0	0	0	0	0	0	3	2	0	0	0	0	0	6
87	2	11/9/2014	W	1	1315	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	3
87	2	11/9/2014	W	1	1330	0	2	0	0	0	0	1	0	0	0	0	0	0	0	1	4

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
87	2	11/9/2014	W	1	1345	0	10	0	0	0	0	2	0	0	0	0	0	0	0	1	13
87	2	11/9/2014	W	1	1400	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
87	2	11/9/2014	W	1	1415	3	8	3	0	2	1	0	0	0	1	0	0	0	0	0	18
87	2	11/9/2014	W	1	1430	0	9	1	0	1	0	0	0	0	1	0	0	0	0	0	12
87	2	11/9/2014	W	1	1445	2	6	1	0	0	1	0	0	0	1	0	0	0	0	0	13
87	2	11/9/2014	W	1	1500	2	2	2	0	0	1	0	0	0	0	0	0	0	0	0	7
87	2	11/9/2014	W	1	1515	0	9	2	0	0	0	0	0	0	0	0	0	0	0	2	13
87	2	11/9/2014	W	1	1530	2	9	4	0	0	0	0	0	0	0	0	0	0	0	0	15
87	2	11/9/2014	W	1	1545	0	11	7	0	1	1	0	0	3	1	0	0	0	0	1	25
87	2	11/9/2014	W	1	1600	0	11	1	0	1	2	0	0	0	0	0	0	0	0	1	16
87	2	11/9/2014	W	1	1615	0	11	6	0	0	0	1	0	0	0	0	0	0	0	1	19
87	2	11/9/2014	W	1	1630	0	12	1	0	0	1	0	0	0	0	0	0	0	0	1	15
87	2	11/9/2014	W	1	1645	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	4
87	2	11/9/2014	W	1	1700	2	7	0	0	0	1	0	0	0	0	0	0	0	0	0	10
87	2	11/9/2014	W	1	1715	0	5	1	1	0	1	0	0	0	0	0	0	0	0	1	9
87	2	11/9/2014	W	1	1730	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4
87	2	11/9/2014	W	1	1745	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	10
87	2	11/9/2014	W	1	1800	0	6	2	0	0	0	0	0	0	0	0	0	0	0	2	10
87	2	11/9/2014	W	1	1815	9	13	3	0	0	2	0	0	0	0	0	0	0	0	11	38
87	2	11/9/2014	W	1	1830	2	4	4	0	0	0	0	0	0	0	0	0	0	0	0	10
87	2	11/9/2014	W	1	1845	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	8
87	2	11/9/2014	W	1	1900	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
87	2	11/9/2014	W	1	1915	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	5
87	2	11/9/2014	W	1	1930	1	4	0	0	0	1	0	0	0	0	0	0	0	0	0	6
87	2	11/9/2014	W	1	1945	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/9/2014	W	1	2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	W	1	2015	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/9/2014	W	1	2030	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/9/2014	W	1	2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	W	1	2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	W	1	2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	W	1	2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	W	1	2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	W	1	2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	W	1	2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	W	1	2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	W	1	2245	0	8	3	0	1	0	0	0	0	0	0	0	0	0	0	12
87	2	11/9/2014	W	1	2300	0	6	1	0	0	1	0	0	1	0	0	0	0	0	1	10
87	2	11/9/2014	W	1	2315	2	13	4	0	2	0	0	0	0	0	0	0	0	0	1	22
87	2	11/9/2014	W	1	2330	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/9/2014	W	1	2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	W	1	2400	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6
87	2	11/9/2014	W	2	15	0	8	0	0	0	1	0	0	0	0	0	0	0	0	0	9
87	2	11/9/2014	W	2	30	5	6	0	0	0	0	0	0	0	0	0	0	0	0	1	12
87	2	11/9/2014	W	2	45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	9
87	2	11/9/2014	W	2	100	2	6	0	0	0	0	0	0	0	0	0	0	0	0	1	9
87	2	11/9/2014	W	2	115	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/9/2014	W	2	130	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/9/2014	W	2	145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/9/2014	W	2	200	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/9/2014	W	2	215	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
87	2	11/9/2014	W	2	230	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	5
87	2	11/9/2014	W	2	245	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/9/2014	W	2	300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8
87	2	11/9/2014	W	2	315	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/9/2014	W	2	330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/9/2014	W	2	345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
87	2	11/9/2014	W	2	400	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/9/2014	W	2	415	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
87	2	11/9/2014	W	2	430	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/9/2014	W	2	445	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/9/2014	W	2	500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/9/2014	W	2	515	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
87	2	11/9/2014	W	2	530	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
87	2	11/9/2014	W	2	545	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
87	2	11/9/2014	W	2	600	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5
87	2	11/9/2014	W	2	615	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	8
87	2	11/9/2014	W	2	630	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/9/2014	W	2	645	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
87	2	11/9/2014	W	2	700	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
87	2	11/9/2014	W	2	715	4	4	1	0	0	0	1	0	0	0	0	0	0	0	0	10
87	2	11/9/2014	W	2	730	5	20	2	0	0	1	0	0	0	1	0	0	0	0	2	31
87	2	11/9/2014	W	2	745	23	44	8	0	1	8	3	0	1	0	0	0	0	0	6	94
87	2	11/9/2014	W	2	800	21	40	7	2	1	2	2	0	1	0	0	1	0	0	7	84
87	2	11/9/2014	W	2	815	34	64	1	0	0	4	6	0	1	0	0	0	0	0	5	115

County	Station	Date	Dir	Lane	Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
87	2	11/9/2014	W	2	830	42	63	5	3	3	10	0	0	3	2	0	0	0	0	5	136
87	2	11/9/2014	W	2	845	44	41	6	0	2	8	5	0	1	1	0	1	0	0	10	119
87	2	11/9/2014	W	2	900	39	54	10	4	3	6	10	0	2	1	0	1	0	0	14	144
87	2	11/9/2014	W	2	915	51	59	5	0	3	11	4	0	1	0	1	0	0	0	11	146
87	2	11/9/2014	W	2	930	47	49	4	1	5	9	11	0	4	2	0	0	0	0	9	141
87	2	11/9/2014	W	2	945	54	51	8	4	3	7	6	0	5	3	0	1	0	0	12	154
87	2	11/9/2014	W	2	1000	32	80	8	0	2	13	9	0	2	1	0	0	1	0	15	163
87	2	11/9/2014	W	2	1015	32	65	9	0	2	14	6	0	1	1	0	0	0	0	13	143
87	2	11/9/2014	W	2	1030	31	68	6	1	3	13	8	0	1	4	0	0	0	0	6	141
87	2	11/9/2014	W	2	1045	27	65	7	2	3	13	8	0	2	4	0	1	0	0	9	141
87	2	11/9/2014	W	2	1100	28	65	6	2	3	10	9	0	1	1	0	0	0	0	8	133
87	2	11/9/2014	W	2	1115	33	61	8	1	3	5	5	0	1	0	0	0	0	0	9	126
87	2	11/9/2014	W	2	1130	37	47	10	0	3	11	2	0	3	1	1	1	0	0	9	125
87	2	11/9/2014	W	2	1145	25	42	13	3	4	8	6	2	0	1	0	0	0	0	3	107
87	2	11/9/2014	W	2	1200	14	55	7	1	2	12	5	0	1	3	0	1	0	0	7	108
87	2	11/9/2014	W	2	1215	19	51	8	1	2	8	10	0	0	2	0	0	0	0	7	108
87	2	11/9/2014	W	2	1230	32	48	5	0	1	6	4	1	2	0	0	0	0	0	7	106
87	2	11/9/2014	W	2	1245	22	37	8	1	6	6	3	0	1	1	0	1	0	0	7	93
87	2	11/9/2014	W	2	1300	31	26	4	0	3	6	2	0	0	1	0	1	0	0	10	84
87	2	11/9/2014	W	2	1315	30	41	0	1	2	7	5	0	0	1	0	0	0	0	7	94
87	2	11/9/2014	W	2	1330	17	21	8	1	3	2	6	1	0	0	0	0	0	0	6	65
87	2	11/9/2014	W	2	1345	22	26	6	1	4	6	8	0	1	1	0	0	0	0	0	75
87	2	11/9/2014	W	2	1400	14	36	4	2	3	3	3	0	0	1	0	0	0	0	3	69
87	2	11/9/2014	W	2	1415	7	41	5	1	0	4	1	0	2	1	0	0	0	0	2	64
87	2	11/9/2014	W	2	1430	12	36	2	1	3	4	3	0	0	0	0	0	0	0	6	67
87	2	11/9/2014	W	2	1445	20	34	4	0	0	3	3	0	1	0	0	0	0	0	11	76
87	2	11/9/2014	W	2	1500	17	27	2	0	4	3	3	0	0	0	0	0	0	0	1	57
87	2	11/9/2014	W	2	1515	12	29	2	0	0	2	2	1	0	0	0	0	0	0	1	49
87	2	11/9/2014	W	2	1530	4	30	3	0	2	1	2	0	0	0	0	0	0	0	2	44
87	2	11/9/2014	W	2	1545	6	42	2	3	0	2	1	0	1	0	0	0	0	0	4	61
87	2	11/9/2014	W	2	1600	10	40	3	1	0	1	2	0	0	0	0	0	0	0	7	64
87	2	11/9/2014	W	2	1615	8	41	5	0	0	2	0	0	0	0	0	0	0	0	1	57
87	2	11/9/2014	W	2	1630	8	24	1	0	0	1	0	0	0	1	0	0	0	0	4	39
87	2	11/9/2014	W	2	1645	4	16	1	0	0	1	2	0	0	1	0	0	0	0	2	27
87	2	11/9/2014	W	2	1700	6	17	3	1	0	1	2	0	0	0	0	0	0	0	3	33
87	2	11/9/2014	W	2	1715	6	21	0	1	0	1	2	0	1	0	0	0	0	0	0	32
87	2	11/9/2014	W	2	1730	3	15	0	0	0	0	1	0	0	0	0	0	0	0	1	20
87	2	11/9/2014	W	2	1745	1	15	1	0	0	0	0	0	0	0	0	0	0	0	0	17
87	2	11/9/2014	W	2	1800	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	4
87	2	11/9/2014	W	2	1815	0	9	2	0	0	0	1	0	0	0	0	0	0	0	3	15
87	2	11/9/2014	W	2	1830	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	14
87	2	11/9/2014	W	2	1845	0	7	2	0	0	1	0	0	0	0	0	0	0	0	0	10
87	2	11/9/2014	W	2	1900	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
87	2	11/9/2014	W	2	1915	0	4	0	0	0	1	0	0	0	0	0	0	0	0	1	6
87	2	11/9/2014	W	2	1930	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4
87	2	11/9/2014	W	2	1945	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	11
87	2	11/9/2014	W	2	2000	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	3
87	2	11/9/2014	W	2	2015	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
87	2	11/9/2014	W	2	2030	2	13	0	0	0	0	0	0	0	0	0	0	0	0	0	15
87	2	11/9/2014	W	2	2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	W	2	2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	W	2	2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	W	2	2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	W	2	2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	W	2	2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	W	2	2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	W	2	2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	2	11/9/2014	W	2	2245	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	3
87	2	11/9/2014	W	2	2300	1	12	1	0	0	0	0	0	1	0	0	0	0	0	0	15
87	2	11/9/2014	W	2	2315	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	6
87	2	11/9/2014	W	2	2330	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	6
87	2	11/9/2014	W	2	2345	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
87	2	11/9/2014	W	2	2400	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Appendix C

Video Observation Evaluation

Machine Traffic data and Video Validation

																		Machine		Video				
																		Total Volume	Class 4 to 15	Total Truck	Total Volume	Custom Classification	% Machine vs video Total Volume	% Machine vs Video Total Truck
			Sum of Class 1	Sum of Class 2	Sum of Class 3	Sum of Class 4	Sum of Class 5	Sum of Class 6	Sum of Class 7	Sum of Class 8	Sum of Class 9	Sum of Class 10	Sum of Class 11	Sum of Class 12	Sum of Class 13	Sum of Class 14	Sum of Class 15							
Dir	Date	Time																						
E	11/6/2014	715	0	47	8	0	3	8	1	1	23	1	0	0	0	0	1	93	38	39	92	38	-1%	3%
		730	2	41	13	2	4	8	1	2	23	2	0	0	0	0	0	98	42	37	94	38	-4%	-14%
		745	2	51	13	1	3	4	0	0	19	2	0	0	0	0	1	96	30	31	97	36	1%	3%
		800	1	59	6	2	5	11	0	1	16	0	0	0	0	0	0	101	35	22	100	29	-1%	-59%
		815	0	54	9	1	2	7	0	1	16	1	0	0	0	0	0	91	28	31	91	21	0%	10%
		830	2	48	9	0	6	3	1	1	15	1	0	0	0	0	2	88	29	26	88	30	0%	-12%
		845	0	51	7	0	3	4	1	0	22	1	0	0	0	0	0	89	31	25	87	25	-2%	-24%
		900	0	62	3	1	1	2	1	0	17	4	0	0	0	0	0	91	26	25	90	25	-1%	-4%
		1615	0	18	1	0	2	3	0	1	11	3	0	0	0	0	0	39	20	18	39	25	0%	-11%
		1630	0	11	3	0	1	2	0	0	13	0	0	0	0	0	0	30	16	17	29	18	-3%	6%
		1645	0	9	2	0	1	0	1	0	15	1	0	0	0	0	0	29	18	11	29	18	0%	-64%
		1700	0	7	1	0	1	1	0	1	10	0	0	0	0	0	0	21	13	14	20	11	-5%	7%
		1715	0	8	2	0	0	1	0	1	5	0	0	0	0	0	0	17	7	8	16	15	-6%	13%
		1730	0	11	1	0	0	0	0	0	7	0	0	0	0	0	0	19	7	8	18	8	-6%	13%
		1745	0	3	0	0	1	1	0	0	8	0	0	0	0	0	0	13	10	7	12	8	-8%	-43%
		1800	0	5	1	0	0	2	0	0	8	0	0	0	0	0	0	16	10	8	15	7	-7%	-25%
	11/6/2014 Total		7	485	79	7	33	57	6	9	228	16	0	0	0	0	4							
	11/7/2014	715	8	52	16	5	7	5	1	3	24	1	0	0	0	0	1	123	47	41	120	41	-2%	-15%
		730	5	79	10	2	6	0	1	0	27	2	0	0	0	0	0	132	38	36	129	36	-2%	-6%
		745	1	86	17	2	8	1	0	1	20	1	0	0	0	0	1	138	34	29	139	30	1%	-17%
		800	1	63	19	2	3	3	1	2	19	5	0	0	0	0	1	119	36	30	120	31	1%	-20%
		815	3	82	12	7	6	2	1	1	18	3	0	0	0	0	0	135	38	35	137	35	1%	-9%
		830	2	74	14	3	7	1	1	0	20	1	0	0	0	0	1	124	34	29	126	30	2%	-17%
		845	2	79	19	0	8	0	0	0	32	1	0	0	1	0	0	142	42	35	141	36	-1%	-20%
		900	0	61	12	1	2	7	0	1	22	2	0	0	0	0	0	108	35	36	106	36	-2%	3%
		1615	0	16	1	0	0	0	0	0	18	0	0	0	0	0	0	35	18	18	33	17	-6%	0%
		1630	0	13	1	0	1	0	0	1	19	1	0	0	0	0	0	36	22	18	35	18	-3%	-22%
		1645	2	9	3	2	1	2	0	0	7	0	0	0	0	0	0	26	12	11	24	11	-8%	-9%
		1700	1	9	2	0	0	0	0	0	6	0	0	0	0	0	0	18	6	6	17	6	-6%	0%
		1715	1	21	0	0	2	1	0	0	16	0	0	0	0	0	1	42	20	11	41	10	-2%	-82%
		1730	0	9	2	0	3	0	0	0	11	0	0	0	0	0	0	25	14	17	23	16	-9%	18%
		1745	0	9	5	0	0	0	0	0	11	0	0	0	0	0	0	25	11	10	24	10	-4%	-10%
		1800	0	22	0	0	2	1	0	0	17	0	0	0	0	0	0	42	20	14	42	14	0%	-43%
	11/7/2014 Total		26	684	133	24	56	23	5	9	287	17	0	0	1	0	5							
E Total			33	1169	212	31	89	80	11	18	515	33	0	0	1	0	9							
W	11/6/2014	715	4	6	0	0	0	0	6	0	13	4	0	0	0	0	0	33	23	17	31	18	-6%	-35%
		730	2	0	0	0	1	0	2	0	6	4	0	0	0	0	2	17	15	19	20	19	15%	21%
		745	2	7	1	0	3	0	2	0	16	6	0	0	1	0	0	38	28	23	35	23	-9%	-22%
		800	0	0	0	0	0	0	3	0	14	9	0	0	1	0	4	31	31	30	33	31	6%	-3%
		815	1	10	5	1	2	0	1	0	12	6	0	0	1	0	1	40	24	24	39	24	-3%	0%
		830	5	15	1	0	1	0	3	0	12	5	0	0	1	0	2	45	24	16	43	15	-5%	-50%
		845	13	26	1	1	1	5	7	0	15	9	0	0	2	0	1	81	41	41	79	40	-3%	0%
		900	17	27	1	0	3	2	10	0	13	10	0	0	3	0	5	91	46	37	89	37	-2%	-24%
		1615	16	34	8	0	2	2	6	0	17	18	0	0	1	0	4	108	50	40	106	39	-2%	-25%
		1630	7	33	4	0	0	2	3	0	13	11	0	0	1	0	5	79	35	25	77	25	-3%	-40%
		1645	16	34	7	0	5	2	5	0	9	15	0	0	3	0	7	103	46	43	98	42	-5%	-7%
		1700	8	34	7	0	1	5	2	0	12	16	0	0	1	0	6	92	43	35	92	35	0%	-23%
		1715	10	83	15	0	2	5	1	0	16	10	0	0	1	0	7	150	42	36	149	36	-1%	-17%
		1730	4	46	10	0	5	6	0	0	10	9	0	0	1	0	4	95	35	25	94	25	-1%	-40%
		1745	5	41	4	0	1	0	1	0	6	2	0	0	0	0	4	64	14	6	61	6	-5%	-133%
		1800	5	43	4	0	1	1	1	0	4	4	0	0	0	0	3	66	14	12	66	12	0%	-17%
	11/6/2014 Total		115	439	68	2	28	30	53	0	188	138	0	0	17	0	55							
	11/7/2014	715	0	8	1	0	3	1	0	0	10	0	0	0	0	0	0	23	14	5	21	5	-10%	-180%
		730	4	10	2	0	3	1	0	0	15	1	0	0	0	0	2	38	22	24	39	23	3%	8%
		745	2	28	6	0	1	2	2	0	14	3	0	0	0	0	5	63	27	12	61	12	-3%	-125%
		800	7	38	3	1	2	4	4	0	16	8	0	0	1	0	2	86	38	36	85	36	-1%	-6%
		815	10	36	3	0	0	5	2	0	20	5	0	0	0	0	5	86	37	31	84	31	-2%	-19%
		830	18	32	5	0	2	6	6	0	17	11	0	1	0	0	3	101	46	37	99	37	-2%	-24%
		845	23	38	5	2	3	2	5	0	24	14	0	0	2	0	8	126	60	47	123	46	-2%	-28%
		900	24	46	7	0	5	3	9	0	14	11	0	0	1	0	14	134	57	43	131	43	-2%	-33%
		1615	12	54	5	0	2	6	4	0	18	10	0	1	2	0	6	120	49	37	118	38	-2%	-32%
		1630	12	41	11	0	6	8	3	0	17	18	0	1	1	0	3	121	57	49	119	50	-2%	-16%
		1645	7	41	9	0	2	13	1	0	15	13	0	0	1	0	3	105	48	47	107	46	2%	-2%
		1700	8	55	15	0	5	13	2	0	17	4	0	1	1	0	6	127	49	43	124	43	-2%	-14%
		1715	5	62	9	0	0	8	1	0	5	3	0	0	0	0	7	100	24	18	99	17	-1%	-33%
		1730	8	35	4	0	0	8	1	0	4	2	0	0	0	0	7	69	22	11	70	11	1%	-100%
		1745	11	49	6	1	5	5	3	0	9	1	0	0	0	0	0	90	24	16	88	16	-2%	-50%
		1800	5	42	3	1	0	6	0	0	8	2	0	0	0	0	4	71	21	22	71	21	0%	5%
	11/7/2014 Total		156	615	94	5	39	91	43	0	223	106	0	4	9	0	75							
W Total			271	1054	162	7	67	121	96	0	411	244	0	4	26	0	130							
Grand Total			304	2223	374	38	156	201	107	18	926	277	0	4	27	0	139							

Truck Traffic Distribution

Day 1	Sum of Class 1	Sum of Class 2	Sum of Class 3	Sum of Class 4	Sum of Class 5	Sum of Class 6	Sum of Class 7	Sum of Class 8	Sum of Class 9	Sum of Class 10	Sum of Class 11	Sum of Class 12	Sum of Class 13	Sum of Class 14	Sum of Class 15	Total Volume	Class 4 to 15
EB AM	7	413	68	7	27	47	5	6	151	12	0	0	0	0	4	747	259
%				3%	11%	18%	2%	2%	59%	5%	0%	0%	0%	0%	2%		
EB PM	0	72	11	0	6	10	1	3	77	4	0	0	0	0	0	184	101
%				0%	6%	10%	1%	3%	76%	4%	0%	0%	0%	0%	0%		
WB AM	44	91	9	2	11	7	34	0	101	53	0	0	9	0	15	376	232
%				1%	5%	3%	16%	0%	47%	24%	0%	0%	4%	0%	7%		
WB PM	71	348	59	0	17	23	19	0	87	85	0	0	8	0	40	757	279
%				0%	7%	10%	8%	0%	36%	36%	0%	0%	3%	0%	17%		

Day 2	Sum of Class 1	Sum of Class 2	Sum of Class 3	Sum of Class 4	Sum of Class 5	Sum of Class 6	Sum of Class 7	Sum of Class 8	Sum of Class 9	Sum of Class 10	Sum of Class 11	Sum of Class 12	Sum of Class 13	Sum of Class 14	Sum of Class 15	Total Volume	Class 4 to 15
EB AM	22	576	119	22	47	19	5	8	182	16	0	0	1	0	4	1021	304
%	2%	57%	12%	2%	5%	2%	0%	1%	18%	2%	0%	0%	0%	0%	0%		
EB PM	4	108	14	2	9	4	0	1	105	1	0	0	0	0	1	249	123
%	2%	44%	6%	1%	4%	2%	0%	0%	42%	0%	0%	0%	0%	0%	0%		
WB AM	88	236	32	3	19	24	28	0	130	53	0	1	4	0	39	657	301
%	14%	38%	5%	0%	3%	4%	5%	0%	21%	9%	0%	0%	1%	0%	6%		
WB PM	68	379	62	2	20	67	15	0	93	53	0	3	5	0	36	803	294
%	9%	49%	8%	0%	3%	9%	2%	0%	12%	7%	0%	0%	1%	0%	5%		

Appendix D

Tunnel Truck Analysis

Port of Miami (Monday Truck Analysis)

Monday	20 Ft Trucks		40 Ft Trucks		Trucks w/ chassis		Dump Trucks		Fuel Tank Trucks		Trucks w/brake bulk cargo		Busses		Total		
AM	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**Both**
7:00-7:15	2	0	13	1	33	0	0	2	0	0	0	0	1	0	49	3	52
7:15-7:30	1	0	13	3	19	0	0	4	0	0	1	0	5	0	39	7	46
7:30-7:45	0	0	10	8	16	1	0	1	0	0	1	0	2	1	29	11	40
7:45-8:00	0	1	15	19	17	3	0	1	0	0	0	0	6	2	38	26	64
8:00-8:15	1	0	11	26	9	1	1	1	0	0	0	1	0	3	22	32	54
8:15-8:30	1	0	11	31	6	6	1	1	0	0	1	1	8	3	28	42	70
8:30-8:45	2	0	3	21	12	8	1	1	0	0	1	0	2	3	21	33	54
8:45-9:00	2	3	11	17	10	3	0	0	0	0	1	2	2	9	26	34	60
Total AM	**9**	**4**	**87**	**126**	**122**	**22**	**3**	**11**	**0**	**0**	**5**	**4**	**26**	**21**	**252**	**188**	**440**
%	**3.57%**	**2.13%**	**34.52%**	**67.02%**	**48.41%**	**11.70%**	**1.19%**	**5.85%**	**0.00%**	**0.00%**	**1.98%**	**1.59%**	**10.32%**	**11.17%**			
PM	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**Both**
4:00-4:15	3	1	18	34	6	2	0	0	0	0	2	4	0	0	29	41	70
4:15-4:30	1	5	15	27	1	8	1	1	0	0	0	1	0	0	18	42	60
4:30-4:45	1	3	5	36	1	8	0	0	0	0	0	2	0	0	7	49	56
4:45-5:00	1	6	7	31	3	7	0	2	0	0	0	0	0	0	11	46	57
5:00-5:15	0	1	9	47	1	5	0	0	0	0	0	0	0	0	10	53	63
5:15-5:30	0	1	3	39	3	4	0	0	0	0	0	1	0	0	6	45	51
5:30-5:45	0	3	1	31	1	5	0	0	0	0	0	0	0	0	2	39	41
5:45-6:00	0	1	4	29	0	2	0	0	0	0	0	0	0	0	4	32	36
Total PM	**6**	**21**	**62**	**274**	**16**	**41**	**1**	**3**	**0**	**0**	**2**	**8**	**0**	**0**	**87**	**347**	**434**
%	**6.90%**	**6.05%**	**71.26%**	**78.96%**	**18.39%**	**11.82%**	**1.15%**	**0.86%**	**0.00%**	**0.00%**	**2.30%**	**9.20%**	**0.00%**	**0.00%**			

Port of Miami (Tuesday Truck Analysis)

Tuesday	20 Ft Trucks		40 Ft Trucks		Trucks w/ chassis		Dump Trucks		Fuel Tank Trucks		Trucks w/brake bulk cargo		Busses		Total		
AM	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**Both**
7:00-7:15	0	0	5	8	14	0	0	0	0	0	0	0	0	1	19	9	28
7:15-7:30	1	0	3	16	18	0	4	2	0	0	0	2	1	0	27	20	47
7:30-7:45	1	1	3	16	6	0	0	2	0	0	0	0	2	0	12	19	31
7:45-8:00	0	1	1	17	11	2	0	3	0	0	0	1	1	0	13	24	37
8:00-8:15	0	4	3	6	8	1	1	0	0	0	2	0	1	0	15	11	26
8:15-8:30	0	0	2	11	5	1	2	0	0	0	0	1	1	1	10	14	24
8:30-8:45	0	3	1	9	1	1	0	3	0	0	0	2	0	0	2	18	20
8:45-9:00	1	1	3	3	7	0	1	4	0	0	0	0	0	1	12	9	21
Total AM	**3**	**10**	**21**	**86**	**70**	**5**	**8**	**14**	**0**	**0**	**2**	**6**	**6**	**3**	**110**	**124**	**234**
%	**2.73%**	**8.06%**	**19.09%**	**69.35%**	**63.64%**	**4.03%**	**7.27%**	**11.29%**	**0.00%**	**0.00%**	**1.82%**	**5.45%**	**5.45%**	**2.42%**			
PM	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**Both**
4:00-4:15	3	6	8	18	5	6	0	0	0	0	0	0	0	0	16	30	46
4:15-4:30	1	4	5	27	1	8	0	1	0	0	0	0	0	0	7	40	47
4:30-4:45	1	5	8	25	0	6	0	0	0	0	0	1	0	0	9	37	46
4:45-5:00	0	5	4	14	3	2	0	0	0	0	0	0	0	1	7	22	29
5:00-5:15	0	9	8	34	3	4	0	0	0	0	0	0	0	0	11	47	58
5:15-5:30	0	9	3	26	1	6	0	0	0	1	0	0	0	0	4	42	46
5:30-5:45	0	11	6	23	3	2	0	0	0	1	0	0	0	0	9	37	46
5:45-6:00	0	1	1	13	1	3	0	0	0	0	0	0	0	0	2	17	19
Total PM	**5**	**50**	**43**	**180**	**17**	**37**	**0**	**1**	**0**	**2**	**0**	**1**	**0**	**1**	**65**	**272**	**337**
%	**7.69%**	**18.38%**	**66.15%**	**66.18%**	**26.15%**	**13.60%**	**0.00%**	**0.37%**	**0.00%**	**0.74%**	**0.00%**	**1.54%**	**0.00%**	**0.37%**			

Port of Miami (Wednesday Truck Analysis)

Wednesday	20 Ft Trucks		40 Ft Trucks		Trucks w/ chassis		Dump Trucks		Fuel Tank Trucks		Trucks w/brake bulk cargo		Busses		Total		
AM	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**Both**
7:00-7:15	0	0	2	13	17	0	1	0	0	0	2	0	1	1	23	14	37
7:15-7:30	1	5	5	14	10	1	2	2	0	0	0	1	2	0	20	23	43
7:30-7:45	1	4	2	11	5	0	0	3	0	0	0	3	2	0	10	21	31
7:45-8:00	0	0	0	0	2	3	1	2	0	0	0	0	0	0	3	5	8
8:00-8:15	2	3	9	14	12	0	0	1	0	0	0	1	1	0	24	19	43
8:15-8:30	6	4	9	16	6	1	0	1	0	1	2	1	1	1	24	25	49
8:30-8:45	1	4	17	20	8	5	1	7	0	0	0	1	0	1	27	38	65
8:45-9:00	6	12	8	20	5	0	1	2	0	1	0	2	1	2	21	39	60
Total AM	**17**	**32**	**52**	**108**	**65**	**10**	**6**	**18**	**0**	**2**	**4**	**9**	**8**	**5**	**152**	**184**	**336**
%	**11.18%**	**17.39%**	**34.21%**	**58.70%**	**42.76%**	**5.43%**	**3.95%**	**9.78%**	**0.00%**	**1.09%**	**2.63%**	**5.92%**	**5.26%**	**2.72%**			
PM	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**Both**
4:00-4:15	5	4	6	23	8	12	0	0	0	0	0	1	0	1	19	41	60
4:15-4:30	1	5	5	27	0	7	0	0	0	0	0	0	0	0	6	39	45
4:30-4:45	2	6	3	21	0	7	0	0	0	0	0	0	0	0	5	34	39
4:45-5:00	1	8	7	23	5	3	0	0	0	0	0	1	0	2	13	37	50
5:00-5:15	4	11	3	11	1	1	0	0	0	0	0	0	2	0	10	23	33
5:15-5:30	0	8	4	18	1	1	0	0	0	0	0	1	0	0	5	28	33
5:30-5:45	0	4	4	15	2	2	0	0	0	0	0	0	0	1	6	22	28
5:45-6:00	0	1	2	6	1	4	0	0	0	0	0	0	0	0	3	11	14
Total PM	**13**	**47**	**34**	**144**	**18**	**37**	**0**	**0**	**0**	**0**	**0**	**3**	**2**	**4**	**67**	**235**	**302**
%	**19.40%**	**20.00%**	**50.75%**	**61.28%**	**26.87%**	**15.74%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**4.48%**	**2.99%**	**1.70%**			

Port of Miami (Thursday Truck Analysis)

Thursday	20 Ft Trucks		40 Ft Trucks		Trucks w/ chassis		Dump Trucks		Fuel Tank Trucks		Trucks w/brake bulk cargo		Busses		Total		
AM	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**Both**
7:00-7:15	2	1	15	7	19	2	1	7	0	0	1	1	0	0	38	18	56
7:15-7:30	6	2	7	14	21	0	0	3	0	0	2	0	0	0	36	19	55
7:30-7:45	7	5	10	17	11	0	0	0	0	0	1	1	0	0	29	23	52
7:45-8:00	2	7	8	20	11	1	0	2	0	0	0	0	0	1	21	31	52
8:00-8:15	3	2	12	21	15	0	0	1	0	0	0	0	0	0	30	24	54
8:15-8:30	7	2	9	12	7	0	0	0	0	0	2	1	0	0	25	15	40
8:30-8:45	3	7	18	24	4	3	0	4	0	1	0	0	0	1	25	40	65
8:45-9:00	4	6	9	24	11	2	1	4	0	0	0	1	0	0	25	37	62
Total AM	**34**	**32**	**88**	**139**	**99**	**8**	**2**	**21**	**0**	**1**	**6**	**4**	**0**	**2**	**229**	**207**	**436**
%	**14.85%**	**15.46%**	**38.43%**	**67.15%**	**43.23%**	**3.86%**	**0.87%**	**10.14%**	**0.00%**	**0.48%**	**2.62%**	**1.75%**	**0.00%**	**0.97%**			
PM	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**Both**
4:00-4:15	5	8	8	29	4	2	0	0	0	0	1	0	0	0	18	39	57
4:15-4:30	5	3	12	19	1	3	0	0	0	0	0	0	0	0	18	25	43
4:30-4:45	1	6	7	22	3	13	0	0	0	0	0	1	0	0	11	42	53
4:45-5:00	2	5	10	26	2	4	0	0	0	0	0	0	1	0	15	35	50
5:00-5:15	0	5	5	25	1	5	0	0	0	0	2	0	0	1	8	36	44
5:15-5:30	4	1	4	18	0	4	0	0	0	1	0	1	0	0	8	25	33
5:30-5:45	0	1	6	4	1	1	0	0	0	0	0	0	0	0	7	6	13
5:45-6:00	0	3	4	8	5	1	0	0	0	0	0	0	0	0	9	12	21
Total PM	**17**	**32**	**56**	**151**	**17**	**33**	**0**	**0**	**0**	**1**	**3**	**2**	**1**	**1**	**94**	**220**	**314**
%	**18.09%**	**14.55%**	**59.57%**	**68.64%**	**18.09%**	**15.00%**	**0.00%**	**0.00%**	**0.00%**	**0.45%**	**3.19%**	**2.13%**	**1.06%**	**0.45%**			

Port of Miami (Friday Truck Analysis)

Thursday	20 Ft Trucks		40 Ft Trucks		Trucks w/ chassis		Dump Trucks		Fuel Tank Trucks		Trucks w/brake bulk cargo		Busses		Total		
AM	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**Both**
7:00-7:15	7	0	23	5	5	0	1	0	1	0	0	0	4	0	41	5	46
7:15-7:30	5	3	19	13	5	5	0	1	0	0	0	1	7	0	36	23	59
7:30-7:45	3	1	17	6	3	2	0	1	0	0	1	0	6	2	30	12	42
7:45-8:00	10	3	14	25	6	1	0	1	0	0	0	2	1	4	31	36	67
8:00-8:15	6	1	12	24	9	2	0	2	0	1	0	1	8	0	35	31	66
8:15-8:30	5	8	13	17	5	5	1	2	0	0	0	1	6	4	30	37	67
8:30-8:45	5	10	19	27	6	4	0	1	1	2	0	1	5	1	36	46	82
8:45-9:00	5	2	23	23	7	6	0	7	0	0	0	0	1	5	36	43	79
Total AM	**46**	**28**	**140**	**140**	**46**	**25**	**2**	**15**	**2**	**3**	**1**	**6**	**38**	**16**	**275**	**233**	**508**
%	**16.73%**	**12.02%**	**50.91%**	**60.09%**	**16.73%**	**10.73%**	**0.73%**	**6.44%**	**0.73%**	**1.29%**	**0.36%**	**2.18%**	**13.82%**	**6.87%**			
PM	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**Both**
4:00-4:15	1	3	14	17	2	18	0	0	0	0	0	0	0	0	17	38	55
4:15-4:30	5	10	10	27	2	11	0	1	0	0	1	1	0	0	18	50	68
4:30-4:45	0	11	8	19	2	16	1	0	0	0	0	0	0	0	11	46	57
4:45-5:00	1	5	4	13	1	23	0	1	0	0	0	1	0	0	6	43	49
5:00-5:15	2	1	6	7	2	9	0	0	0	0	0	0	0	0	10	17	27
5:15-5:30	2	0	14	5	0	6	0	0	0	0	0	0	0	0	16	11	27
5:30-5:45	2	1	8	5	0	10	0	0	0	0	0	0	0	0	10	16	26
5:45-6:00	0	1	14	4	0	16	0	0	0	0	0	0	0	0	14	21	35
Total PM	**13**	**32**	**78**	**97**	**9**	**109**	**1**	**2**	**0**	**0**	**1**	**2**	**0**	**0**	**102**	**242**	**344**
%	**12.75%**	**13.22%**	**76.47%**	**40.08%**	**8.82%**	**45.04%**	**0.98%**	**0.83%**	**0.00%**	**0.00%**	**0.98%**	**1.96%**	**0.00%**	**0.00%**			

Truck Traffic Weekly Average Customized Category

M - F	20 Ft Trucks		40 Ft Trucks		Trucks w/ chassis		Dump Trucks		Fuel Tank Trucks		Trucks w/brake bulk cargo		Busses		Total		
AM	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**Both**
7:00-7:15	11	1	58	34	88	2	3	9	1	0	3	1	6	2	170	49	219
7:15-7:30	14	10	47	60	73	6	6	12	0	0	3	4	15	0	158	92	250
7:30-7:45	12	11	42	58	41	3	0	7	0	0	3	4	12	3	110	86	196
7:45-8:00	12	12	38	81	47	10	1	9	0	0	0	3	8	7	106	122	228
8:00-8:15	12	10	47	91	53	4	2	5	0	1	2	3	10	3	126	117	243
8:15-8:30	19	14	44	87	29	13	4	4	0	1	5	5	16	9	117	133	250
8:30-8:45	11	24	58	101	31	21	2	16	1	3	1	4	7	6	111	175	286
8:45-9:00	18	24	54	87	40	11	3	17	0	1	1	5	4	17	120	162	282
Total AM	109	106	388	599	402	70	21	79	2	6	18	29	78	47	1018	936	1954
%	**10.71%**	**11.32%**	**38.11%**	**64.00%**	**39.49%**	**7.48%**	**2.06%**	**8.44%**	**0.20%**	**0.64%**	**1.77%**	**2.85%**	**7.66%**	**5.02%**			
PM	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**EB**	**WB**	**Both**
4:00-4:15	17	22	54	121	25	40	0	0	0	0	3	5	0	1	99	189	288
4:15-4:30	13	27	47	127	5	37	1	3	0	0	1	2	0	0	67	196	263
4:30-4:45	5	31	31	123	6	50	1	0	0	0	0	4	0	0	43	208	251
4:45-5:00	5	29	32	107	14	39	0	3	0	0	0	2	1	3	52	183	235
5:00-5:15	6	27	31	124	8	24	0	0	0	0	2	0	2	1	49	176	225
5:15-5:30	6	19	28	106	5	21	0	0	0	2	0	3	0	0	39	151	190
5:30-5:45	2	20	25	78	7	20	0	0	0	1	0	0	0	1	34	120	154
5:45-6:00	0	7	25	60	7	26	0	0	0	0	0	0	0	0	32	93	125
Total PM	54	182	273	846	77	257	2	6	0	3	6	16	3	6	415	1316	1731
%	**13.01%**	**13.83%**	**65.78%**	**64.29%**	**18.55%**	**19.53%**	**0.48%**	**0.46%**	**0.00%**	**0.23%**	**1.45%**	**1.22%**	**0.72%**	**0.46%**			

Appendix B:
Growth Calculations

	Street Name	2,005	2,035	Difference	Annual Growth Rate
			N-S		
1	N Bayshore Dr	1,445	1,876	431	0.99%
2		5,338	17,958	12,620	7.88%
3	Biscayne Blvd	23,879	31,431	7,552	1.05%
4		22,958	28,822	5,864	0.85%
5		25,852	37,075	11,223	1.45%
6		36,492	48,697	12,205	1.11%
7		26,718	43,579	16,861	2.10%
8		41,068	57,623	16,555	1.34%
9		42,903	54,152	11,249	0.87%
10		34,759	51,674	16,915	1.62%
11		34,512	51,436	16,924	1.63%
12		31,922	49,438	17,516	1.83%
13		41,604	59,376	17,772	1.42%
14		18,211	22,030	3,819	0.70%
15		24,683	37,948	13,265	1.79%
16		23,097	36,107	13,010	1.88%
17		23,535	37,288	13,753	1.95%
18		22,774	36,070	13,296	1.95%
19		22,774	36,070	13,296	1.95%
20		25,448	37,238	11,790	1.54%
21		20,263	26,977	6,714	1.10%
22		29,797	36,128	6,331	0.71%
23		16,827	35,157	18,330	3.63%
24		4,246	14,187	9,941	7.80%
25		5,074	16,122	11,048	7.26%
26		4,596	14,902	10,306	7.47%
27		4,621	14,936	10,315	7.44%
28		4,293	14,517	10,224	7.94%
29		4,293	13,232	8,939	6.94%
30		5,150	13,965	8,815	5.71%
31		2,298	3,475	1,177	1.71%
32	SE 3rd Ave	437	3,080	2,643	20.16%
33		256	2,477	2,221	28.92%
34		4,240	8,028	3,788	2.98%
35		3,016	6,142	3,126	3.45%
36	E 2nd Ave	10,230	22,475	12,245	3.99%
37		10,228	21,963	11,735	3.82%
38		11,975	21,988	10,013	2.79%
39		12,225	22,657	10,432	2.84%
40		20,862	32,150	11,288	1.80%
41		19,069	25,697	6,628	1.16%
42		19,069	25,697	6,628	1.16%
43		16,161	22,662	6,501	1.34%

44		22,362	34,576	12,214	1.82%
45		21,381	29,979	8,598	1.34%
46		19,189	25,635	6,446	1.12%
47		18,612	21,287	2,675	0.48%
48		20,455	24,395	3,940	0.64%
49		19,006	19,556	550	0.10%
50		13,073	16,981	3,908	1.00%
51		16,610	18,793	2,183	0.44%
52		30,018	41,240	11,222	1.25%
53		45,800	61,155	15,355	1.12%
54	E 1st Ave	18,443	23,957	5,514	1.00%
55		18,035	23,567	5,532	1.02%
56		15,171	20,486	5,315	1.17%
57		14,577	23,444	8,867	2.03%
58		12,478	22,625	10,147	2.71%
59		7,085	15,232	8,147	3.83%
60		7,244	17,144	9,900	4.56%
61		8,130	17,444	9,314	3.82%
62		8,537	16,764	8,227	3.21%
63		9,017	17,179	8,162	3.02%
64		11,708	18,813	7,105	2.02%
65		9,402	16,262	6,860	2.43%
66		9,777	16,175	6,398	2.18%
67	Miami Ave	3,823	9,364	5,541	4.83%
68		3,730	9,664	5,934	5.30%
69		3,445	10,101	6,656	6.44%
70		8,032	14,451	6,419	2.66%
71		7,628	14,059	6,431	2.81%
72		4,057	10,828	6,771	5.56%
73		3,697	10,405	6,708	6.05%
74		3,028	10,315	7,287	8.02%
75		12,403	21,991	9,588	2.58%
76		7,096	15,140	8,044	3.78%
77		9,170	16,800	7,630	2.77%
78		6,083	8,828	2,745	1.50%
79		5,290	8,408	3,118	1.96%
80		5,653	8,557	2,904	1.71%
81		11,116	13,651	2,535	0.76%
82		1,497	16,815	15,318	34.11%
83		2,212	8,054	5,842	8.80%
84		8,445	20,571	12,126	4.79%
85	W 1st Ave	3,709	11,760	8,051	7.24%
86		662	6,386	5,724	28.82%
87		685	6,471	5,786	28.16%
88		3,566	6,142	2,576	2.41%
89		1,994	6,748	4,754	7.95%

90		1,058	6,583	5,525	17.41%
91		1,058	6,583	5,525	17.41%
92		1,044	2,376	1,332	4.25%
93		1,425	1,211	-214	-0.50%
94	W 2nd Ave	12,917	17,070	4,153	1.07%
95		15,442	17,083	1,641	0.35%
96		14,456	16,456	2,000	0.46%
97		15,260	17,332	2,072	0.45%
98		18,448	22,031	3,583	0.65%
99		18,503	22,136	3,633	0.65%
100		11,423	16,053	4,630	1.35%
101		11,423	16,053	4,630	1.35%
102		7,914	11,930	4,016	1.69%
103		7,727	11,625	3,898	1.68%
104		8,137	10,755	2,618	1.07%
105		8,427	12,178	3,751	1.48%
106		7,598	10,700	3,102	1.36%
107		16,423	23,084	6,661	1.35%
108	W 3rd Ave	12,022	27,652	15,630	4.33%
109		12,051	23,597	11,546	3.19%
110		6,528	10,966	4,438	2.27%
111		8,092	12,536	4,444	1.83%
112	W 3rd Ct	12,468	17,685	5,217	1.39%
113		8,954	14,134	5,180	1.93%
114		9,830	18,345	8,515	2.89%
115		7,340	16,210	8,870	4.03%
116		7,508	16,325	8,817	3.91%
117		8,453	18,133	9,680	3.82%

E-W

118	N 15th St	42	3,544	3,502	277.94%
119		40	1,645	1,605	133.75%
120		961	4,254	3,293	11.42%
121		5,025	20,836	15,811	10.49%
122	N 14th St	10,015	15,540	5,525	1.84%
123		6,192	10,290	4,098	2.21%
124		5,556	10,973	5,417	3.25%
125		3,169	7,473	4,304	4.53%
126		3,161	7,354	4,193	4.42%
127		17,204	27,471	10,267	1.99%
128	N 13th St	146	320	174	3.97%
129		396	990	594	5.00%
130		394	1,012	618	5.23%
131		105,432	12,060	-93,372	-2.95%
132	N 11th St	4,182	12,483	8,301	6.62%
133		3,897	12,920	9,023	7.72%
134		3,773	12,044	8,271	7.31%

135		14,350	14,044	-306	-0.07%
136	N 10th St	14,124	14,284	160	0.04%
137		9,538	9,934	396	0.14%
138		10,432	9,693	-739	-0.24%
139		12,225	16,147	3,922	1.07%
140	N 7th St	5,845	7,289	1,444	0.82%
141		11,527	13,161	1,634	0.47%
142		14,615	17,173	2,558	0.58%
143	N 6th St	3,678	16,177	12,499	11.33%
144		6,276	16,641	10,365	5.51%
145		1,288	2,281	993	2.57%
146		12,217	22,722	10,505	2.87%
147		12,217	22,722	10,505	2.87%
148		12,812	19,764	6,952	1.81%
149		12,226	19,329	7,103	1.94%
150		18,426	31,244	12,818	2.32%
151		25,671	50,053	24,382	3.17%
152	N 5th St	14,878	18,895	4,017	0.90%
153		17,499	20,916	3,417	0.65%
154		14,865	20,136	5,271	1.18%
155		17,913	25,510	7,597	1.41%
156		8,538	13,834	5,296	2.07%
157		8,304	13,012	4,708	1.89%
158		6,205	12,193	5,988	3.22%
159		6,595	16,349	9,754	4.93%
160		19,176	37,319	18,143	3.15%
161		25,647	53,238	27,591	3.59%
162	N 4th St	3,764	5,994	2,230	1.97%
163		2,325	3,854	1,529	2.19%
164		2,415	3,776	1,361	1.88%
165		1,586	1,841	255	0.54%
166	N 3rd St	3,385	12,883	9,498	9.35%
167		2,819	12,128	9,309	11.01%
168		4,376	8,853	4,477	3.41%
169		4,327	8,810	4,483	3.45%
170		2,578	12,031	9,453	12.22%
171		2,601	12,044	9,443	12.10%
172		4,675	13,704	9,029	6.44%
173		4,363	12,737	8,374	6.40%
174		4,205	10,825	6,620	5.25%
175		1,462	6,934	5,472	12.48%
176		886	2,586	1,700	6.40%
177		918	2,400	1,482	5.38%
178		439	1,180	741	5.63%
179	N 2nd St	7,235	5,318	-1,917	-0.88%
180		7,656	8,422	766	0.33%

181		2,662	4,857	2,195	2.75%
182		3,595	6,451	2,856	2.65%
183		3,656	6,129	2,473	2.25%
184		4,542	6,429	1,887	1.38%
185		4,447	6,348	1,901	1.42%
186		2,604	3,240	636	0.81%
187		594	633	39	0.22%
188		787	1,252	465	1.97%
189	N 1st St	12,721	20,826	8,105	2.12%
190		5,888	14,016	8,128	4.60%
191		6,033	14,345	8,312	4.59%
192		6,689	9,919	3,230	1.61%
193		6,102	9,359	3,257	1.78%
194		5,847	9,195	3,348	1.91%
195		5,847	9,195	3,348	1.91%
196		5,054	8,774	3,720	2.45%
197		5,104	8,360	3,256	2.13%
198		4,696	9,040	4,344	3.08%
199		4,706	9,050	4,344	3.08%
200		3,257	4,210	953	0.98%
201		1,400	1,744	344	0.82%
202		329	419	90	0.91%
203	Flagler St	10,766	17,097	6,331	1.96%
204		5,404	16,781	11,377	7.02%
205		4,527	17,856	13,329	9.81%
206		5,079	15,298	10,219	6.71%
207		10,543	20,441	9,898	3.13%
208		7,851	14,998	7,147	3.03%
209		1,919	8,466	6,547	11.37%
210		2,674	5,333	2,659	3.31%
211	S 1st St	5,193	13,122	7,929	5.09%
212		13,708	17,451	3,743	0.91%
213		16,211	20,493	4,282	0.88%
214		13,338	18,406	5,068	1.27%
215		12,903	17,927	5,024	1.30%
216		10,828	15,811	4,983	1.53%
217		9,015	13,496	4,481	1.66%
218		5,298	11,419	6,121	3.85%
219		4,809	11,005	6,196	4.29%
220		4,628	10,402	5,774	4.16%
221		6,043	10,994	4,951	2.73%
222	S 2nd St	1,479	2,327	848	1.91%
223		19,951	23,693	3,742	0.63%
224		19,839	23,526	3,687	0.62%
225		19,463	23,610	4,147	0.71%
226		18,421	22,295	3,874	0.70%

227		18,804	30,213	11,409	2.02%
228		14,820	24,662	9,842	2.21%
229		12,388	19,640	7,252	1.95%
230		4,009	4,883	874	0.73%
231	S 3rd St	7,915	11,941	4,026	1.70%
232		3,710	5,263	1,553	1.40%
233		4,330	6,403	2,073	1.60%
234		9,842	16,312	6,470	2.19%
235		29,801	35,256	5,455	0.61%
236		17,235	20,101	2,866	0.55%
237		16,011	18,216	2,205	0.46%
238	S 4th St	0	0	0	0.00%
239		18,507	26,358	7,851	1.41%
240		15,485	20,203	4,718	1.02%
	Total	2,592,252	4,036,600	1,444,348	1.86%

Appendix C:
Intersection Volume Development Worksheets

AM Peak Hour

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N Bayshore Drive and NE 15th Street
COUNT DATE: May 8, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.8506

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		56	135	78		106	140	78		19	122	22		148	242	55
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS		**57**	**138**	**80**		**108**	**143**	**80**		**19**	**124**	**22**		**151**	**247**	**56**

"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		2	5	3		4	5	3		1	5	1		6	9	2
YEAR 2015 BASE TRAFFIC		**59**	**143**	**83**		**112**	**148**	**83**		**20**	**129**	**23**		**157**	**256**	**58**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0

Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		26	64	37		50	66	37		9	57	10		70	114	26
YEAR 2035 TRAFFIC		**85**	**207**	**120**		**162**	**214**	**120**		**29**	**186**	**33**		**227**	**370**	**84**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N Miami Avenue and NE 14th Street
COUNT DATE: May 30, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9049

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			143	33		44	112							34	538	66
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS			**146**	**34**		**45**	**114**							**35**	**549**	**67**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			5	1		2	4							1	21	3
YEAR 2015 BASE TRAFFIC			**151**	**35**		**47**	**118**							**36**	**570**	**70**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center															68	
TOTAL "VESTED" TRAFFIC			0	0		0	0							0	68	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			67	16		21	53							16	254	31
YEAR 2035 TRAFFIC			**218**	**51**		**68**	**171**							**52**	**892**	**101**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Avenue and NE 13th Street
COUNT DATE: May 8, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9069

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						98	39	57		19	596				913	12
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS						**100**	**40**	**58**		**19**	**608**				**931**	**12**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						4	2	2		1	23				35	0
YEAR 2015 BASE TRAFFIC						**104**	**42**	**60**		**20**	**631**				**966**	**12**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center															104	
TOTAL "VESTED" TRAFFIC						0	0	0		0	0				104	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						46	19	27		9	281				431	5
YEAR 2035 TRAFFIC						**150**	**61**	**87**		**29**	**912**				**1,501**	**17**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N Miami Avenue and N 11th Street
COUNT DATE: May 14, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9079

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						30	17								696	16
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS						**31**	**17**								**710**	**16**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						1	1								27	1
YEAR 2015 BASE TRAFFIC						**32**	**18**								**737**	**17**
"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI															47	
Miami World Center							28								68	
TOTAL "VESTED" TRAFFIC						0	28								115	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						14	8								328	8
YEAR 2035 TRAFFIC						**46**	**54**								**1,180**	**25**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N Miami Avenue and N 10th Street
COUNT DATE: May 14, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9256

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			144	87										56	683	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS			**147**	**89**										**57**	**697**	
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			6	3										2	26	
YEAR 2015 BASE TRAFFIC			**153**	**92**										**59**	**723**	
"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI															47	
Miami World Center			10												68	
TOTAL "VESTED" TRAFFIC			10	0										0	115	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			68	41										26	322	
YEAR 2035 TRAFFIC			**231**	**133**										**85**	**1,160**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N Miami Avenue and N 8th Street
COUNT DATE: May 14, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.8536

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			115	69		11	25							52	690	93
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS			**117**	**70**		**11**	**26**							**53**	**704**	**95**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			4	3		0	1							2	26	4
YEAR 2015 BASE TRAFFIC			**121**	**73**		**11**	**27**							**55**	**730**	**99**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI															47	
Miami World Center			16	3		51	36							95	29	22
TOTAL "VESTED" TRAFFIC			16	3		51	36							95	76	22
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			54	33		5	12							25	325	44
YEAR 2035 TRAFFIC			**191**	**109**		**67**	**75**							**175**	**1,131**	**165**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard (US 1) (SB) and NE 4th Street
COUNT DATE: May 23, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.906

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements				16		20	8								1,181	18
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS				**16**		**20**	**8**								**1,205**	**18**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH				1		1	0								45	1
YEAR 2015 BASE TRAFFIC				**17**		**21**	**8**								**1,250**	**19**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center															22	
TOTAL "VESTED" TRAFFIC				0		0	0								22	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH				8		9	4								557	8
YEAR 2035 TRAFFIC				**25**		**30**	**12**								**1,829**	**27**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard (US 1) (NB) and NE 4th Street
COUNT DATE: May 23, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9506

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements							11	19		21	930					
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS							**11**	**19**		**21**	**949**					
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH							0	1		1	36					
YEAR 2015 BASE TRAFFIC							**11**	**20**		**22**	**985**					

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center											13					
TOTAL "VESTED" TRAFFIC							0	0		0	13					
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH							5	9		10	439					
YEAR 2035 TRAFFIC							**16**	**29**		**32**	**1,437**					

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 3rd Avenue and NW 3rd Street
COUNT DATE: June 11, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.8883

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		2	237				60	67		24	415	94				
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS		**2**	**242**				**61**	**68**		**24**	**423**	**96**				
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		0	9				2	3		1	16	4				
YEAR 2015 BASE TRAFFIC		**2**	**251**				**63**	**71**		**25**	**439**	**100**				
"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI			125				70									
Miami World Center																
TOTAL "VESTED" TRAFFIC		0	125				70	0		0	0	0				
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		1	112				28	32		11	196	45				
YEAR 2035 TRAFFIC		**3**	**488**				**161**	**103**		**36**	**635**	**145**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N Miami Avenue and N 3rd Street with INT 71
COUNT DATE: May 21, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.848

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						43	175								493	134
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS						**44**	**179**								**503**	**137**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						2	7								19	5
YEAR 2015 BASE TRAFFIC						**46**	**186**								**522**	**142**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
TOTAL "VESTED" TRAFFIC						0	0								0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						21	83								233	63
YEAR 2035 TRAFFIC						**67**	**269**								**755**	**205**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 1st Avenue and NE 3rd Street
COUNT DATE: May 21, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.902

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements							186	175		88	276					
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS							**190**	**179**		**90**	**282**					
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH							7	7		3	11					
YEAR 2015 BASE TRAFFIC							**197**	**186**		**93**	**293**					

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center											88					
TOTAL "VESTED" TRAFFIC							0	0		0	88					
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH							88	83		41	131					
YEAR 2035 TRAFFIC							**285**	**269**		**134**	**512**					

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard (US 1) (SB) and NE 3rd Street
COUNT DATE: May 21, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.839

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						28	66								1,099	136
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS						**29**	**67**								**1,121**	**139**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						1	3								42	5
YEAR 2015 BASE TRAFFIC						**30**	**70**								**1,163**	**144**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center															22	
TOTAL "VESTED" TRAFFIC						0	0								22	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						13	31								518	64
YEAR 2035 TRAFFIC						**43**	**101**								**1,703**	**208**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard (US 1) (NB) and NE 3rd Street
COUNT DATE: May 16, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.979

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements										102	936	94				
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS										**104**	**955**	**96**				
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH										4	36	4				
YEAR 2015 BASE TRAFFIC										**108**	**991**	**100**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center											13					
TOTAL "VESTED" TRAFFIC										0	13	0				
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH										48	442	45				
YEAR 2035 TRAFFIC										**156**	**1,446**	**145**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N Miami Avenue and N 2nd Street
COUNT DATE: June 6, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.83

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			88	54										97	362	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS			**90**	**55**										**99**	**369**	
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			3	2										4	14	
YEAR 2015 BASE TRAFFIC			**93**	**57**										**103**	**383**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
TOTAL "VESTED" TRAFFIC			0	0										0	0	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			41	25										46	171	
YEAR 2035 TRAFFIC			**134**	**82**										**149**	**554**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 1st Avenue and NE 2nd Street
COUNT DATE: June 11, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.853

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		90	127								264	140				
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS		**92**	**130**								**269**	**143**				
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		3	5								10	5				
YEAR 2015 BASE TRAFFIC		**95**	**135**								**279**	**148**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center											88					
TOTAL "VESTED" TRAFFIC		0	0								88	0				
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		42	60								124	66				
YEAR 2035 TRAFFIC		**137**	**195**								**491**	**214**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard (US 1) (SB) and NE 2nd Street
COUNT DATE: May 16, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.913

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			137	124										91	966	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS			**140**	**126**										**93**	**985**	

"YEAR 2015 TRAFFIC"

Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			5	5										3	37	
YEAR 2015 BASE TRAFFIC			**145**	**131**										**96**	**1,022**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center															22	
TOTAL "VESTED" TRAFFIC			0	0										0	22	

Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			65	58										43	455	
YEAR 2035 TRAFFIC			**210**	**189**										**139**	**1,499**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard (US 1) (NB) and NE 2nd Street
COUNT DATE: May 16, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.963

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		210									892					
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS		**214**									**910**					
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		8									34					
YEAR 2015 BASE TRAFFIC		**222**									**944**					

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center											13					
TOTAL "VESTED" TRAFFIC		0									13					
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		99									421					
YEAR 2035 TRAFFIC		**321**									**1,378**					

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 3rd Avenue and NW 1st Street (Same as Int 111)
COUNT DATE: June 11, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.861

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						96	18	54	1	9	32					
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS						**98**	**18**	**55**	**1**	**9**	**33**					
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						4	1	2	0	0	1					
YEAR 2015 BASE TRAFFIC						**102**	**19**	**57**	**1**	**9**	**34**					

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI											16					
Miami World Center																
TOTAL "VESTED" TRAFFIC						0	0	0	0	0	16					
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						45	8	25	0	4	15					
YEAR 2035 TRAFFIC						**147**	**27**	**82**	**1**	**13**	**65**					

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N Miami Avenue and N 1st Street
COUNT DATE: June 6, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.8244

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						48	163								352	80
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS						**49**	**166**								**359**	**82**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						2	6								13	3
YEAR 2015 BASE TRAFFIC						**51**	**172**								**372**	**85**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
TOTAL "VESTED" TRAFFIC						0	0								0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						23	77								166	38
YEAR 2035 TRAFFIC						**74**	**249**								**538**	**123**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 1st Avenue and NE 1st Street
COUNT DATE: June 6, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9259

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements							147	82		69	339					
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS							**150**	**84**		**70**	**346**					
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH							6	3		3	13					
YEAR 2015 BASE TRAFFIC							**156**	**87**		**73**	**359**					

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center											88					
TOTAL "VESTED" TRAFFIC							0	0		0	88					
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH							70	39		33	160					
YEAR 2035 TRAFFIC							**226**	**126**		**106**	**607**					

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Avenue and NE 1st Street
COUNT DATE: June 6, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.8781

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						93	143								455	152
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS						**95**	**146**								**464**	**155**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						4	5								17	6
YEAR 2015 BASE TRAFFIC						**99**	**151**								**481**	**161**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center															150	
TOTAL "VESTED" TRAFFIC						0	0								150	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						44	67								214	72
YEAR 2035 TRAFFIC						**143**	**218**								**845**	**233**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard (US 1) (SB) and NE 1st S with INT 75
COUNT DATE: May 30, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.838

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						10	102								985	163
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS						**10**	**104**								**1,005**	**166**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						0	4								38	6
YEAR 2015 BASE TRAFFIC						**10**	**108**								**1,043**	**172**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
TOTAL "VESTED" TRAFFIC						0	0								0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						4	48								465	77
YEAR 2035 TRAFFIC						**14**	**156**								**1,508**	**249**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: W Flagler Street and W 2nd Avenue with INT 75
COUNT DATE: June 11, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.861

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		10	42	24		50	110	28		56	424	65			209	22
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS		**10**	**43**	**24**		**51**	**112**	**29**		**57**	**432**	**66**			**213**	**22**

"YEAR 2015 TRAFFIC"

Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		0	2	1		2	4	1		2	16	2			8	1
YEAR 2015 BASE TRAFFIC		**10**	**45**	**25**		**53**	**116**	**30**		**59**	**448**	**68**			**221**	**23**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River											39				37	
I-395 Reconstruction																
Project Street Closures																
FECI											47				25	
Miami World Center																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	86	0			62	0

Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		4	20	11		24	52	13		26	200	30			98	10
YEAR 2035 TRAFFIC		**14**	**65**	**36**		**77**	**168**	**43**		**85**	**734**	**98**			**381**	**33**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: W Flagler Street and W 1st Avenue with INT 71
COUNT DATE: May 30, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.879

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		7	73	4		6	167	93		24	133	38		19	84	13
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS		**7**	**74**	**4**		**6**	**170**	**95**		**24**	**136**	**39**		**19**	**86**	**13**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		0	3	0		0	6	4		1	5	1		1	3	0
YEAR 2015 BASE TRAFFIC		**7**	**77**	**4**		**6**	**176**	**99**		**25**	**141**	**40**		**20**	**89**	**13**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI											54				29	
Miami World Center																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	54	0		0	29	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		3	34	2		3	78	44		11	63	18		9	40	6
YEAR 2035 TRAFFIC		**10**	**111**	**6**		**9**	**254**	**143**		**36**	**258**	**58**		**29**	**158**	**19**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Flagler Street and Miami Avenue
COUNT DATE: May 30, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.775

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			75	16		12	241							48	335	64
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS			**77**	**16**		**12**	**246**							**49**	**342**	**65**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			3	1		0	9							2	13	2
YEAR 2015 BASE TRAFFIC			**80**	**17**		**12**	**255**							**51**	**355**	**67**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
TOTAL "VESTED" TRAFFIC			0	0		0	0							0	0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			36	8		5	114							23	158	30
YEAR 2035 TRAFFIC			**116**	**25**		**17**	**369**							**74**	**513**	**97**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: E Flagler Street and E 1st Avenue
COUNT DATE: June 11, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.863

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		22	70				145	31		102	420	52				
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS		**22**	**71**				**148**	**32**		**104**	**428**	**53**				
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		1	3				6	1		4	16	2				
YEAR 2015 BASE TRAFFIC		**23**	**74**				**154**	**33**		**108**	**444**	**55**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2											23					
Brickell CitiCentre											95					
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center											88					
TOTAL "VESTED" TRAFFIC		0	0				0	0		0	206	0				
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		10	33				69	15		48	198	25				
YEAR 2035 TRAFFIC		**33**	**107**				**223**	**48**		**156**	**848**	**80**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: E Flagler Sreet and E 2nd Avenue
COUNT DATE: May 30, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.833

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			108	37		8	123							39	425	73
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS			**110**	**38**		**8**	**125**							**40**	**434**	**74**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			4	1		0	5							2	16	3
YEAR 2015 BASE TRAFFIC			**114**	**39**		**8**	**130**							**42**	**450**	**77**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2															12	
Brickell CitiCentre															100	
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center															150	
TOTAL "VESTED" TRAFFIC			0	0		0	0							0	262	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			51	17		4	58							19	201	34
YEAR 2035 TRAFFIC			**165**	**56**		**12**	**188**							**61**	**913**	**111**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: E Flagler Sreet and E 3rd Avenue
COUNT DATE: June 11, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.926

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			90	58		13	139									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS			**92**	**59**		**13**	**142**									
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			3	2		0	5									
YEAR 2015 BASE TRAFFIC			**95**	**61**		**13**	**147**									

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
TOTAL "VESTED" TRAFFIC			0	0		0	0									
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			42	27		6	66									
YEAR 2035 TRAFFIC			**137**	**88**		**19**	**213**									

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: E Flagler Street and Biscayne Boulevard (US 1) (SB)
COUNT DATE: May 30, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.855

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			47	29		53	89							4	967	100
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS			**48**	**30**		**54**	**91**							**4**	**986**	**102**

"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			2	1		2	3							0	37	4
YEAR 2015 BASE TRAFFIC			**50**	**31**		**56**	**94**							**4**	**1,023**	**106**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
TOTAL "VESTED" TRAFFIC			0	0		0	0							0	0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			22	14		25	42							2	456	47
YEAR 2035 TRAFFIC			**72**	**45**		**81**	**136**							**6**	**1,479**	**153**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: E Flagler Street and Biscayne Boulevard (US 1) (NB)
COUNT DATE: May 30, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.942

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		49								145	1,185					
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS		**50**								**148**	**1,209**					
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		2								6	45					
YEAR 2015 BASE TRAFFIC		**52**								**154**	**1,254**					

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2											19					
Brickell CitiCentre											40					
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
TOTAL "VESTED" TRAFFIC		0								0	59					
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		23								69	559					
YEAR 2035 TRAFFIC		**75**								**223**	**1,872**					

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SW 2nd Avenue and SW 1st Street
COUNT DATE: June 4, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.966

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		178	468	58							308	282		172	103	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS		**182**	**477**	**59**							**314**	**288**		**175**	**105**	

"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		7	18	2							12	11		7	4	
YEAR 2015 BASE TRAFFIC		**189**	**495**	**61**							**326**	**299**		**182**	**109**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River											39				37	
I-395 Reconstruction																
Project Street Closures																
FECI											47				25	
Miami World Center																
TOTAL "VESTED" TRAFFIC		0	0	0							86	0		0	62	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		84	221	27							145	133		81	49	
YEAR 2035 TRAFFIC		**273**	**716**	**88**							**557**	**432**		**263**	**220**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: S Miami Avenue and S 1st Street
COUNT DATE: June 6, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.911

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			512	207										55	297	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS			**522**	**211**										**56**	**303**	
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			20	8										2	11	
YEAR 2015 BASE TRAFFIC			**542**	**219**										**58**	**314**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2															45	
Brickell CitiCentre															243	
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
TOTAL "VESTED" TRAFFIC			0	0										0	288	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			242	98										26	140	
YEAR 2035 TRAFFIC			**784**	**317**										**84**	**742**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 1st Avenue and SE 1st Street
COUNT DATE: June 6, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.873

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		210	437								346	359				
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS		**214**	**446**								**353**	**366**				
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		8	17								13	14				
YEAR 2015 BASE TRAFFIC		**222**	**463**								**366**	**380**				
"BACKGROUND TRAFFIC"	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Brickell CityCentre North 2											23					
Brickell CitiCentre											95					
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
TOTAL "VESTED" TRAFFIC		0	0								118	0				
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		99	206								163	169				
YEAR 2035 TRAFFIC		**321**	**669**								**647**	**549**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SW 2nd Avenue and SW 3rd Street
COUNT DATE: June 4, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.889

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		7	40	102		53	45	64		149	538	138		43	171	34
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS		**7**	**41**	**104**		**54**	**46**	**65**		**152**	**549**	**141**		**44**	**174**	**35**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		0	2	4		2	2	2		6	21	5		2	7	1
YEAR 2015 BASE TRAFFIC		**7**	**43**	**108**		**56**	**48**	**67**		**158**	**570**	**146**		**46**	**181**	**36**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River											39				37	
I-395 Reconstruction																
Project Street Closures																
FECI											47				25	
Miami World Center																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	86	0		0	62	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		3	19	48		25	21	30		70	254	65		21	81	16
YEAR 2035 TRAFFIC		**10**	**62**	**156**		**81**	**69**	**97**		**228**	**910**	**211**		**67**	**324**	**52**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 3th Street and 95 off-ramp/ SE 2nd Ave
COUNT DATE: June 11, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.898

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			718	869											686	628
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS			**732**	**886**											**700**	**641**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			27	33											26	24
YEAR 2015 BASE TRAFFIC			**759**	**919**											**726**	**665**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2															12	
Brickell CitiCentre															100	
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
TOTAL "VESTED" TRAFFIC			0	0											112	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			338	410											324	296
YEAR 2035 TRAFFIC			**1,097**	**1,329**											**1,162**	**961**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 2nd Avenue and SE 1st Street
COUNT DATE: May 5, 2012
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			635	170										90	315	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS			**635**	**170**										**90**	**315**	
"YEAR 2015 TRAFFIC"																
Years To 2015	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			36	10										5	18	
YEAR 2015 BASE TRAFFIC			**671**	**180**										**95**	**333**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2															12	
Brickell CitiCentre															100	
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
TOTAL "VESTED" TRAFFIC			0	0										0	112	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			299	80										42	148	
YEAR 2035 TRAFFIC			**970**	**260**										**137**	**593**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 3rd Avenue and SE 1st Street
COUNT DATE: May 5, 2012
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			560	55								195		15	15	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS			**560**	**55**								**195**		**15**	**15**	
"YEAR 2015 TRAFFIC"																
Years To 2015	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			32	3								11		1	1	
YEAR 2015 BASE TRAFFIC			**592**	**58**								**206**		**16**	**16**	
"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
TOTAL "VESTED" TRAFFIC			0	0								0		0	0	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			264	26								92		7	7	
YEAR 2035 TRAFFIC			**856**	**84**								**298**		**23**	**23**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard (US 1) (SB) and SE 1st Street
COUNT DATE: May 5, 2012
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			285	105										60	935	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS			**285**	**105**										**60**	**935**	
"YEAR 2015 TRAFFIC"																
Years To 2015	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			16	6										3	53	
YEAR 2015 BASE TRAFFIC			**301**	**111**										**63**	**988**	
"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
TOTAL "VESTED" TRAFFIC			0	0										0	0	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			134	49										28	440	
YEAR 2035 TRAFFIC			**435**	**160**										**91**	**1,428**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard (US 1) (NB) and SE 1st Street
COUNT DATE: May 10, 2012
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		285		60							850					
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS		**285**		**60**							**850**					

"YEAR 2015 TRAFFIC"

Years To 2015	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		16		3							48					
YEAR 2015 BASE TRAFFIC		**301**		**63**							**898**					

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2											19					
Brickell CitiCentre											40					
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
TOTAL "VESTED" TRAFFIC		0		0							59					
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		134		28							400					
YEAR 2035 TRAFFIC		**435**		**91**							**1,357**					

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 2nd Avenue and SE 2nd Street
COUNT DATE: May 5, 2012
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements					380	765	205								350	135
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS					**380**	**765**	**205**								**350**	**135**
"YEAR 2015 TRAFFIC"																
Years To 2015	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH					22	43	12								20	8
YEAR 2015 BASE TRAFFIC					**402**	**808**	**217**								**370**	**143**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2															12	
Brickell CitiCentre															100	
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
TOTAL "VESTED" TRAFFIC					0	0	0								112	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH					179	360	97								165	64
YEAR 2035 TRAFFIC					**581**	**1,168**	**314**								**647**	**207**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 3rd Avenue and SE 2nd Street
COUNT DATE: May 5, 2012
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						90	1,005	60		480	135				20	50
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS						**90**	**1,005**	**60**		**480**	**135**				**20**	**50**
"YEAR 2015 TRAFFIC"																
Years To 2015	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						5	57	3		27	8				1	3
YEAR 2015 BASE TRAFFIC						**95**	**1,062**	**63**		**507**	**143**				**21**	**53**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
TOTAL "VESTED" TRAFFIC						0	0	0		0	0				0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						42	473	28		226	64				9	24
YEAR 2035 TRAFFIC						**137**	**1,535**	**91**		**733**	**207**				**30**	**77**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard (US 1) (SB) and SE 2nd Street
COUNT DATE: May 5, 2012
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements										420						1,040
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS										**420**						**1,040**
"YEAR 2015 TRAFFIC"																
Years To 2015	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH										24						59
YEAR 2015 BASE TRAFFIC										**444**						**1,099**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
TOTAL "VESTED" TRAFFIC										0						0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH										198						490
YEAR 2035 TRAFFIC										**642**						**1,589**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Chopin Plaza and Biscayne Boulevard (US 1)/SE 2nd St
COUNT DATE: May 5, 2012
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements								90			755	115	5	55		
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS								**90**			**755**	**115**	**5**	**55**		
"YEAR 2015 TRAFFIC"																
Years To 2015	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH								5			43	7	0	3		
YEAR 2015 BASE TRAFFIC								**95**			**798**	**122**	**5**	**58**		

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2											19					
Brickell CitiCentre											40					
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
TOTAL "VESTED" TRAFFIC								0			59	0	0	0		
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH								42			356	54	2	26		
YEAR 2035 TRAFFIC								**137**			**1,213**	**176**	**7**	**84**		

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 3rd Avenue and SE 3rd Street with INT 75
COUNT DATE: May 5, 2012
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements	185	240	235	25						425	40	20	5	20	85	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS	**185**	**240**	**235**	**25**						**425**	**40**	**20**	**5**	**20**	**85**	
"YEAR 2015 TRAFFIC"																
Years To 2015	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	11	14	13	1						24	2	1	0	1	5	
YEAR 2015 BASE TRAFFIC	**196**	**254**	**248**	**26**						**449**	**42**	**21**	**5**	**21**	**90**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBT	NBR	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
TOTAL "VESTED" TRAFFIC	0	0	0	0						0	0	0	0	0	0	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	87	113	111	12						200	19	9	2	9	40	
YEAR 2035 TRAFFIC	**283**	**367**	**359**	**38**						**649**	**61**	**30**	**7**	**30**	**130**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: S Miami Avenue and S 4th Street
COUNT DATE: May 5, 2011
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		4	100	86						24	59	497			529	40
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS		**4**	**100**	**86**						**24**	**59**	**497**			**529**	**40**

"YEAR 2015 TRAFFIC"																
Years To 2015	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		0	8	7						2	5	38			40	3
YEAR 2015 BASE TRAFFIC		**4**	**108**	**93**						**26**	**64**	**535**			**569**	**43**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2												23			45	
Brickell CitiCentre												95			243	
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
TOTAL "VESTED" TRAFFIC		0	0	0						0	0	118			288	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		2	48	41						12	29	238			254	19
YEAR 2035 TRAFFIC		**6**	**156**	**134**						**38**	**93**	**891**			**1,111**	**62**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 2nd Avenue and SE 4th Street
COUNT DATE: May 5, 2012
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements												1,060		395	890	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS												**1,060**		**395**	**890**	

"YEAR 2015 TRAFFIC"

Years To 2015	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH												60		22	51	
YEAR 2015 BASE TRAFFIC												**1,120**		**417**	**941**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2												19			12	
Brickell CitiCentre												40			100	
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
TOTAL "VESTED" TRAFFIC												59		0	112	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH												499		186	419	
YEAR 2035 TRAFFIC												**1,678**		**603**	**1,472**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 3rd Avenue and SE 4th Street
COUNT DATE: May 5, 2012
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		440	960	55							45	25		95	15	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS		**440**	**960**	**55**							**45**	**25**		**95**	**15**	
"YEAR 2015 TRAFFIC"																
Years To 2015	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		25	55	3							3	1		5	1	
YEAR 2015 BASE TRAFFIC		**465**	**1,015**	**58**							**48**	**26**		**100**	**16**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2			19													
Brickell CitiCentre			40													
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
TOTAL "VESTED" TRAFFIC		0	59	0							0	0		0	0	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		207	452	26							21	12		45	7	
YEAR 2035 TRAFFIC		**672**	**1,526**	**84**							**69**	**38**		**145**	**23**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Avenue and NE 4th Street
COUNT DATE: March 18, 2010
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						59								14	668	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS						**59**								**14**	**668**	

"YEAR 2015 TRAFFIC"

Years To 2015	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						6								1	64	
YEAR 2015 BASE TRAFFIC						**65**								**15**	**732**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center															150	
TOTAL "VESTED" TRAFFIC						0								0	150	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						29								7	326	
YEAR 2035 TRAFFIC						**94**								**22**	**1,208**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Avenue and NE 3rd Street
COUNT DATE: March 18, 2010
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						38	148								473	242
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS						**38**	**148**								**473**	**242**

"YEAR 2015 TRAFFIC"

Years To 2015	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						4	14								46	23
YEAR 2015 BASE TRAFFIC						**42**	**162**								**519**	**265**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI							54									
Miami World Center															150	
TOTAL "VESTED" TRAFFIC						0	54								150	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						19	72								231	118
YEAR 2035 TRAFFIC						**61**	**288**								**900**	**383**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Avenue and NE 2nd Street
COUNT DATE: March 18, 2010
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			167	149										107	419	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS			**167**	**149**										**107**	**419**	
"YEAR 2015 TRAFFIC"																
Years To 2015	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			16	14										10	40	
YEAR 2015 BASE TRAFFIC			**183**	**163**										**117**	**459**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center															150	
TOTAL "VESTED" TRAFFIC			0	0										0	150	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			82	73										52	205	
YEAR 2035 TRAFFIC			**265**	**236**										**169**	**814**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: S Miami Avenue and S 2nd Street
COUNT DATE: January 24, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.876

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						102	768								320	57
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
EXISTING CONDITIONS						**103**	**776**								**323**	**58**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						4	29								12	2
YEAR 2015 BASE TRAFFIC						**107**	**805**								**335**	**60**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2															45	
Brickell CitiCentre															243	
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
TOTAL "VESTED" TRAFFIC						0	0								288	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						48	359								149	27
YEAR 2035 TRAFFIC						**155**	**1,164**								**772**	**87**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 1st Avenue and SE 2nd Street
COUNT DATE: January 24, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.919

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements							278	75		644	668					
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
EXISTING CONDITIONS							**281**	**76**		**650**	**675**					
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH							11	3		24	25					
YEAR 2015 BASE TRAFFIC							**292**	**79**		**674**	**700**					

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2											23					
Brickell CitiCentre											95					
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
TOTAL "VESTED" TRAFFIC							0	0		0	118					
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH							130	35		300	312					
YEAR 2035 TRAFFIC							**422**	**114**		**974**	**1,130**					

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 8th St & NW 3rd Ave
COUNT DATE: July 10, 2014
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.94

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements	60	62	460		4		70	101	25	236	108	49				
Peak Season Correction Factor	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080
EXISTING CONDITIONS	**65**	**67**	**497**		**4**		**76**	**109**	**27**	**255**	**117**	**53**				

"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	1	1	9		0		1	2	1	5	2	1				
YEAR 2015 BASE TRAFFIC	**66**	**68**	**506**		**4**		**77**	**111**	**28**	**260**	**119**	**54**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI			125				66									
Miami World Center			19				33									
TOTAL "VESTED" TRAFFIC	0	0	144		0		99	0	0	0	0	0				
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	29	30	226		2		34	49	12	116	53	24				
YEAR 2035 TRAFFIC	**95**	**98**	**876**		**6**		**210**	**160**	**40**	**376**	**172**	**78**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 8th St & NW 2nd Ave
COUNT DATE: March 19, 2014
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9716

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		9	473	73		14	95	7		24	80	90		27	169	66
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS		**9**	**473**	**73**		**14**	**95**	**7**		**24**	**80**	**90**		**27**	**169**	**66**

"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		0	9	1		0	2	0		0	1	2		1	3	1
YEAR 2015 BASE TRAFFIC		**9**	**482**	**74**		**14**	**97**	**7**		**24**	**81**	**92**		**28**	**172**	**67**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI			109	16			58	12		8				23		
Miami World Center			19				33									
TOTAL "VESTED" TRAFFIC		0	128	16		0	91	12		8	0	0		23	0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		4	215	33		6	43	3		11	36	41		12	77	30
YEAR 2035 TRAFFIC		**13**	**825**	**123**		**20**	**231**	**22**		**43**	**117**	**133**		**63**	**249**	**97**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 8th St & NW 1st Ct
COUNT DATE: March 19, 2014
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.8964

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			441	80		13	118			22		18				
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS			**441**	**80**		**13**	**118**			**22**		**18**				
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			8	1		0	2			0		0				
YEAR 2015 BASE TRAFFIC			**449**	**81**		**13**	**120**			**22**		**18**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI			54	78		23	21			50		33				
Miami World Center			19				33									
TOTAL "VESTED" TRAFFIC			73	78		23	54			50		33				
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			200	36		6	53			10		8				
YEAR 2035 TRAFFIC			**722**	**195**		**42**	**227**			**82**		**59**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 8th St & NW 1st Ave
COUNT DATE: March 19, 2014
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9192

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		46	204	227		21	92	13		9	29	16		5	35	31
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS		**46**	**204**	**227**		**21**	**92**	**13**		**9**	**29**	**16**		**5**	**35**	**31**

"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		1	4	4		0	2	0		0	1	0		0	1	1
YEAR 2015 BASE TRAFFIC		**47**	**208**	**231**		**21**	**94**	**13**		**9**	**30**	**16**		**5**	**36**	**32**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI		4	8	75		47	16			21	21	25			39	8
Miami World Center			19				33									
TOTAL "VESTED" TRAFFIC		4	27	75		47	49	0		21	21	25		0	39	8

Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		21	93	103		9	42	6		4	13	7		2	16	14
YEAR 2035 TRAFFIC		**72**	**328**	**409**		**77**	**185**	**19**		**34**	**64**	**48**		**7**	**91**	**54**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 7th St & NW 2nd Ave
COUNT DATE: March 19, 2014
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.8609

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						8		15			173				261	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS						**8**		**15**			**173**				**261**	

"YEAR 2015 TRAFFIC"

Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						0		0			3				5	
YEAR 2015 BASE TRAFFIC						**8**		**15**			**176**				**266**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI											8				16	
Miami World Center																
TOTAL "VESTED" TRAFFIC						0		0			8				16	

Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						4		7			78				119	
YEAR 2035 TRAFFIC						**12**		**22**			**262**				**401**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 7th St & NW 1st Ct
COUNT DATE: March 19, 2014
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.7944

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements										12	48				59	20
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS										**12**	**48**				**59**	**20**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH										0	1				1	0
YEAR 2015 BASE TRAFFIC										**12**	**49**				**60**	**20**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI											83				101	
Miami World Center																
TOTAL "VESTED" TRAFFIC										0	83				101	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH										5	22				27	9
YEAR 2035 TRAFFIC										**17**	**154**				**188**	**29**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 6th St & NW 2nd Ave
COUNT DATE: March 19, 2014
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9458

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						80	140	34		50	150				200	61
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS						**80**	**140**	**34**		**50**	**150**				**200**	**61**
Port Tunnel Trucks							-10									
POST-TUNNEL EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**80**	**130**	**34**	**0**	**50**	**150**	**0**	**0**	**0**	**200**	**61**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	1	2	1	0	1	3	0	0	0	4	1
YEAR 2015 BASE TRAFFIC	**0**	**0**	**0**	**0**	**0**	**81**	**132**	**35**	**0**	**51**	**153**	**0**	**0**	**0**	**204**	**62**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI						17	50			8	8				16	
Miami World Center							5									
TOTAL "VESTED" TRAFFIC						17	55	0		8	8				16	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	36	59	16	0	23	68	0	0	0	91	28
YEAR 2035 TRAFFIC	**0**	**0**	**0**	**0**	**0**	**134**	**246**	**51**	**0**	**82**	**229**	**0**	**0**	**0**	**311**	**90**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 6th St & NW 1st Ct
COUNT DATE: March 19, 2014
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9738

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						10	197	44		15	18				14	36
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS						**10**	**197**	**44**		**15**	**18**				**14**	**36**
Port Tunnel Trucks							-10									
POST-TUNNEL EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**10**	**187**	**44**	**0**	**15**	**18**	**0**	**0**	**0**	**14**	**36**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	1
YEAR 2015 BASE TRAFFIC	**0**	**0**	**0**	**0**	**0**	**10**	**190**	**45**	**0**	**15**	**18**	**0**	**0**	**0**	**14**	**37**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI						37	17	78			93				17	50
Miami World Center							5									
TOTAL "VESTED" TRAFFIC						37	22	78		0	93				17	50
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	4	85	20	0	7	8	0	0	0	6	16
YEAR 2035 TRAFFIC	**0**	**0**	**0**	**0**	**0**	**51**	**297**	**143**	**0**	**22**	**119**	**0**	**0**	**0**	**37**	**103**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 6th St & NW 1st Ave
COUNT DATE: March 20, 2014
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.8779

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						18	210	14		167	54				91	193
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS						**18**	**210**	**14**		**167**	**54**				**91**	**193**
Port Tunnel Trucks							-10									
POST-TUNNEL EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**18**	**200**	**14**	**0**	**167**	**54**	**0**	**0**	**0**	**91**	**193**

"YEAR 2015 TRAFFIC"

Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	4	0	0	3	1	0	0	0	2	4
YEAR 2015 BASE TRAFFIC	**0**	**0**	**0**	**0**	**0**	**18**	**204**	**14**	**0**	**170**	**55**	**0**	**0**	**0**	**93**	**197**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI						70	47			66	67				101	53
Miami World Center							5									
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	70	52	0	0	66	67	0	0	0	101	53
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	8	91	6	0	76	25	0	0	0	41	88
YEAR 2035 TRAFFIC	**0**	**0**	**0**	**0**	**0**	**96**	**347**	**20**	**0**	**312**	**147**	**0**	**0**	**0**	**235**	**338**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 5th St & NW 2nd Ave
COUNT DATE: March 20, 2014
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9354

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		30	1,026	160							181	152		28	234	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS		**30**	**1,026**	**160**							**181**	**152**		**28**	**234**	
Port Tunnel Trucks			-36													
POST-TUNNEL EXISTING TRAFFIC	**0**	**30**	**990**	**160**	**0**	**0**	**0**	**0**	**0**	**0**	**181**	**152**	**0**	**28**	**234**	**0**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	1	18	3	0	0	0	0	0	0	3	3	0	1	4	0
YEAR 2015 BASE TRAFFIC	**0**	**31**	**1,008**	**163**	**0**	**0**	**0**	**0**	**0**	**0**	**184**	**155**	**0**	**29**	**238**	**0**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI			93	16							17	31			33	
Miami World Center																
TOTAL "VESTED" TRAFFIC	0	0	93	16	0	0	0	0	0	0	17	31	0	0	33	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	14	449	73	0	0	0	0	0	0	82	69	0	13	106	0
YEAR 2035 TRAFFIC	**0**	**45**	**1,550**	**252**	**0**	**0**	**0**	**0**	**0**	**0**	**283**	**255**	**0**	**42**	**377**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 5th St & NW 1st Ct
COUNT DATE: March 20, 2014
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9172

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		30	1,170											18		
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS		**30**	**1,170**											**18**		
Port Tunnel Trucks			-36													
POST-TUNNEL EXISTING TRAFFIC	**0**	**30**	**1,134**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**0**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	1	21	0	0	0	0	0	0	0	0	0	0	0	0	0
YEAR 2015 BASE TRAFFIC	**0**	**31**	**1,155**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**0**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI		93	31											54		
Miami World Center																
TOTAL "VESTED" TRAFFIC	0	93	31	0	0	0	0	0	0	0	0	0	0	54	0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	14	515	0	0	0	0	0	0	0	0	0	0	8	0	0
YEAR 2035 TRAFFIC	**0**	**138**	**1,701**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**80**	**0**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 5th St & NW 1st Ave
COUNT DATE: March 20, 2014
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9156

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		116	870	167							78	54		23	102	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS		**116**	**870**	**167**							**78**	**54**		**23**	**102**	
Port Tunnel Trucks			-36													
POST-TUNNEL EXISTING TRAFFIC	**0**	**116**	**834**	**167**	**0**	**0**	**0**	**0**	**0**	**0**	**78**	**54**	**0**	**23**	**102**	**0**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	2	16	3	0	0	0	0	0	0	1	1	0	0	2	0
YEAR 2015 BASE TRAFFIC	**0**	**118**	**850**	**170**	**0**	**0**	**0**	**0**	**0**	**0**	**79**	**55**	**0**	**23**	**104**	**0**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI		16	29	37							116	33			171	
Miami World Center																
TOTAL "VESTED" TRAFFIC	0	16	29	37	0	0	0	0	0	0	116	33	0	0	171	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	53	379	76	0	0	0	0	0	0	35	25	0	10	46	0
YEAR 2035 TRAFFIC	**0**	**187**	**1,258**	**283**	**0**	**0**	**0**	**0**	**0**	**0**	**230**	**113**	**0**	**33**	**321**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 4th St & NW 2nd Ave
COUNT DATE: March 20, 2014
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.89

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						7		7			322	62		82	302	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS						**7**		**7**			**322**	**62**		**82**	**302**	
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						0		0			6	1		2	6	
YEAR 2015 BASE TRAFFIC						**7**		**7**			**328**	**63**		**84**	**308**	
"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI											48				48	
Miami World Center																
TOTAL "VESTED" TRAFFIC						0		0			48	0		0	48	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						3		3			146	28		37	137	
YEAR 2035 TRAFFIC						**10**		**10**			**522**	**91**		**121**	**493**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 3rd St & NW 2nd Ave
COUNT DATE: March 20, 2014
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9516

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		28	235	46		44	97	41		56	302	138		47	225	39
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS		**28**	**235**	**46**		**44**	**97**	**41**		**56**	**302**	**138**		**47**	**225**	**39**

"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		1	4	1		1	2	1		1	6	3		1	4	1
YEAR 2015 BASE TRAFFIC		**29**	**239**	**47**		**45**	**99**	**42**		**57**	**308**	**141**		**48**	**229**	**40**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI		8	117			21	62	17			23	39		31	8	8
Miami World Center																
TOTAL "VESTED" TRAFFIC		8	117	0		21	62	17		0	23	39		31	8	8
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		13	107	21		20	44	19		25	137	63		21	102	18
YEAR 2035 TRAFFIC		**50**	**463**	**68**		**86**	**205**	**78**		**82**	**468**	**243**		**100**	**339**	**66**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 3rd St & NW 1st Ave
COUNT DATE: March 20, 2014
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9869

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		30		289		46	133	10		104	68				196	103
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS		**30**		**289**		**46**	**133**	**10**		**104**	**68**				**196**	**103**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		1		5		1	2	0		2	1				4	2
YEAR 2015 BASE TRAFFIC		**31**		**294**		**47**	**135**	**10**		**106**	**69**				**200**	**105**
"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI		75		48			31	23		28	52				79	128
Miami World Center																
TOTAL "VESTED" TRAFFIC		75		48		0	31	23		28	52				79	128
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		14		131		21	60	4		47	31				89	47
YEAR 2035 TRAFFIC		**120**		**473**		**68**	**226**	**37**		**181**	**152**				**368**	**280**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SW 2nd St & NW 2nd Ave
COUNT DATE: March 20, 2014
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9356

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		52		139						65	447				234	51
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS		**52**		**139**						**65**	**447**				**234**	**51**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		1		3						1	8				4	1
YEAR 2015 BASE TRAFFIC		**53**		**142**						**66**	**455**				**238**	**52**
"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI		16									47				25	4
Miami World Center																
TOTAL "VESTED" TRAFFIC		16		0						0	47				25	4
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		24		63						29	203				106	23
YEAR 2035 TRAFFIC		**93**		**205**						**95**	**705**				**369**	**79**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 1st St & NW 2nd Ave with INT 75
COUNT DATE: March 20, 2014
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.956

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						45	145	55		41	443				380	42
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS						**45**	**145**	**55**		**41**	**443**				**380**	**42**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						1	3	1		1	8				7	1
YEAR 2015 BASE TRAFFIC						**46**	**148**	**56**		**42**	**451**				**387**	**43**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River											39				37	
I-395 Reconstruction																
Project Street Closures																
FECI											47				25	
Miami World Center																
TOTAL "VESTED" TRAFFIC						0	0	0		0	86				62	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						21	66	25		19	201				172	19
YEAR 2035 TRAFFIC						**67**	**214**	**81**		**61**	**738**				**621**	**62**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 1st St & NW 1st Ave with INT 75
COUNT DATE: March 20, 2014
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.925

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						38	144	92		34	221	9		13	105	62
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS						**38**	**144**	**92**		**34**	**221**	**9**		**13**	**105**	**62**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						1	3	2		1	4	0		0	2	1
YEAR 2015 BASE TRAFFIC						**39**	**147**	**94**		**35**	**225**	**9**		**13**	**107**	**63**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI											54			29	29	
Miami World Center																
TOTAL "VESTED" TRAFFIC						0	0	0		0	54	0		29	29	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						17	66	42		16	100	4		6	48	28
YEAR 2035 TRAFFIC						**56**	**213**	**136**		**51**	**379**	**13**		**48**	**184**	**91**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N 6th Street & N Miami Ave (Same as Int 12)
COUNT DATE: April 23, 2014
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.905

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						64	139								836	87
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
EXISTING CONDITIONS						**65**	**140**								**844**	**88**
Port Tunnel Trucks							-10									
POST-TUNNEL EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**65**	**130**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**844**	**88**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	1	2	0	0	0	0	0	0	0	16	2
YEAR 2015 BASE TRAFFIC	**0**	**0**	**0**	**0**	**0**	**66**	**132**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**860**	**90**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI							70									47
Miami World Center															78	5
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	70	0	0	0	0	0	0	0	78	52
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	29	59	0	0	0	0	0	0	0	383	40
YEAR 2035 TRAFFIC	**0**	**0**	**0**	**0**	**0**	**95**	**261**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,321**	**182**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 6th Street & NE 1st Ave (Same as Int 13)
COUNT DATE: April 23, 2014
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.925

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements							164	383		73	298					
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
EXISTING CONDITIONS							**166**	**387**		**74**	**301**					
Port Tunnel Trucks							-10									
POST-TUNNEL EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**156**	**387**	**0**	**74**	**301**	**0**	**0**	**0**	**0**	**0**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	3	7	0	1	6	0	0	0	0	0
YEAR 2015 BASE TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**159**	**394**	**0**	**75**	**307**	**0**	**0**	**0**	**0**	**0**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI							70				33					
Miami World Center								17			160					
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	70	17	0	0	193	0	0	0	0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	71	176	0	33	137	0	0	0	0	0
YEAR 2035 TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**300**	**587**	**0**	**108**	**637**	**0**	**0**	**0**	**0**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N 5th Street & N Miami Ave (Same as Int 16)
COUNT DATE: April 23, 2014
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.858

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			858	116										236	636	
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
EXISTING CONDITIONS			**867**	**117**										**238**	**642**	
Port Tunnel Trucks			-36													
POST-TUNNEL EXISTING TRAFFIC	**0**	**0**	**831**	**117**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**238**	**642**	**0**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	15	2	0	0	0	0	0	0	0	0	0	4	12	0
YEAR 2015 BASE TRAFFIC	**0**	**0**	**846**	**119**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**242**	**654**	**0**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI			62													
Miami World Center														78		
TOTAL "VESTED" TRAFFIC	0	0	62	0	0	0	0	0	0	0	0	0	0	78	0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	377	53	0	0	0	0	0	0	0	0	0	108	291	0
YEAR 2035 TRAFFIC	**0**	**0**	**1,285**	**172**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**428**	**945**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 5th Street & NE 1st Ave (Same as Int 77)
COUNT DATE: April 23, 2014
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.847

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		86	957								268	136				
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
EXISTING CONDITIONS		**87**	**967**								**271**	**137**				
Port Tunnel Trucks			-36													
POST-TUNNEL EXISTING TRAFFIC	**0**	**87**	**931**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**271**	**137**	**0**	**0**	**0**	**0**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	2	17	0	0	0	0	0	0	0	5	3	0	0	0	0
YEAR 2015 BASE TRAFFIC	**0**	**89**	**948**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**276**	**140**	**0**	**0**	**0**	**0**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI		33	29													
Miami World Center		72	6								88					
TOTAL "VESTED" TRAFFIC	0	105	35	0	0	0	0	0	0	0	88	0	0	0	0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	40	423	0	0	0	0	0	0	0	123	62	0	0	0	0
YEAR 2035 TRAFFIC	**0**	**234**	**1,406**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**487**	**202**	**0**	**0**	**0**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 5th Street & NW 3rd Avenue
COUNT DATE: June 3, 2014
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.887

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		60	917								340	287				
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS		**62**	**954**								**354**	**298**				
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		1	18								7	6				
YEAR 2015 BASE TRAFFIC		**63**	**972**								**361**	**304**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI			109													
Miami World Center																
TOTAL "VESTED" TRAFFIC		0	109								0	0				
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		30	459								171	144				
YEAR 2035 TRAFFIC		**93**	**1,540**								**532**	**448**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 1st Avenue & NE 11th Street
COUNT DATE: December 3, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.931

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements							41	172		12	855					
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS							**43**	**179**		**12**	**889**					
Port Tunnel Trucks											-147					
POST-TUNNEL EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**43**	**179**	**0**	**12**	**742**	**0**	**0**	**0**	**0**	**0**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	2	7	0	0	28	0	0	0	0	0
YEAR 2015 BASE TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**45**	**186**	**0**	**12**	**770**	**0**	**0**	**0**	**0**	**0**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI											33					
Miami World Center										28	277					
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	28	310	0	0	0	0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	20	83	0	5	343	0	0	0	0	0
YEAR 2035 TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**65**	**269**	**0**	**45**	**1,423**	**0**	**0**	**0**	**0**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 1st Avenue & NE 10th Street
COUNT DATE: December 3, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.908

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		134	79								709	13				
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS		**139**	**82**								**737**	**14**				
Port Tunnel Trucks											-147					
POST-TUNNEL EXISTING TRAFFIC	**0**	**139**	**82**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**590**	**14**	**0**	**0**	**0**	**0**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	5	3	0	0	0	0	0	0	0	22	1	0	0	0	0
YEAR 2015 BASE TRAFFIC	**0**	**144**	**85**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**612**	**15**	**0**	**0**	**0**	**0**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures								111			-111	19				
FECI											33					
Miami World Center			10					218			205	72				
TOTAL "VESTED" TRAFFIC	0	0	10	0	0	0	0	329	0	0	127	91	0	0	0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	64	38	0	0	0	0	0	0	0	273	7	0	0	0	0
YEAR 2035 TRAFFIC	**0**	**208**	**133**	**0**	**0**	**0**	**0**	**329**	**0**	**0**	**1,012**	**113**	**0**	**0**	**0**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 1st Avenue & NE 9th Street
COUNT DATE: December 3, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.952

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		13	26				57	142		11	575	10				
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS		**14**	**27**				**59**	**148**		**11**	**598**	**10**				
Port Tunnel Trucks											-147					
POST-TUNNEL EXISTING TRAFFIC	**0**	**14**	**27**	**0**	**0**	**0**	**59**	**148**	**0**	**11**	**451**	**10**	**0**	**0**	**0**	**0**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	1	1	0	0	0	2	6	0	0	17	0	0	0	0	0
YEAR 2015 BASE TRAFFIC	**0**	**15**	**28**	**0**	**0**	**0**	**61**	**154**	**0**	**11**	**468**	**10**	**0**	**0**	**0**	**0**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures		15	-29				-88	-223		20	51	-8				
FECI											33					
Miami World Center		11	-11				55	122		25	182	-6				
TOTAL "VESTED" TRAFFIC	0	26	-40	0	0	0	-33	-101	0	45	266	-14	0	0	0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	7	12	0	0	0	27	69	0	5	209	4	0	0	0	0
YEAR 2035 TRAFFIC	**0**	**48**	**0**	**0**	**0**	**0**	**55**	**122**	**0**	**61**	**943**	**0**	**0**	**0**	**0**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 1st Avenue & NE 8th Street
COUNT DATE: December 3, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.953

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		69	147				49	10		14	523	8				
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS		**72**	**153**				**51**	**10**		**15**	**544**	**8**				
Port Tunnel Trucks											-147					
POST-TUNNEL EXISTING TRAFFIC	**0**	**72**	**153**	**0**	**0**	**0**	**51**	**10**	**0**	**15**	**397**	**8**	**0**	**0**	**0**	**0**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	3	6	0	0	0	2	0	0	1	15	0	0	0	0	0
YEAR 2015 BASE TRAFFIC	**0**	**75**	**159**	**0**	**0**	**0**	**53**	**10**	**0**	**16**	**412**	**8**	**0**	**0**	**0**	**0**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures			64				58	78		1	-15	16				
FECI											33					
Miami World Center		95	45				50	83		23	137	21				
TOTAL "VESTED" TRAFFIC	0	95	109	0	0	0	108	161	0	24	155	37	0	0	0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	33	71	0	0	0	24	4	0	7	184	4	0	0	0	0
YEAR 2035 TRAFFIC	**0**	**203**	**339**	**0**	**0**	**0**	**185**	**175**	**0**	**47**	**751**	**49**	**0**	**0**	**0**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 1st Avenue & NE 7th Street
COUNT DATE: December 3, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.932

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		5	32				13	10		1	532	11				
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS		**5**	**33**				**14**	**10**		**1**	**553**	**11**				
Port Tunnel Trucks											-147					
POST-TUNNEL EXISTING TRAFFIC	**0**	**5**	**33**	**0**	**0**	**0**	**14**	**10**	**0**	**1**	**406**	**11**	**0**	**0**	**0**	**0**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	1	0	0	0	1	0	0	0	15	0	0	0	0	0
YEAR 2015 BASE TRAFFIC	**0**	**5**	**34**	**0**	**0**	**0**	**15**	**10**	**0**	**1**	**421**	**11**	**0**	**0**	**0**	**0**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures		-5	-35				-15	-11		-1	13	-12				
FECI											33					
Miami World Center		-2	-14				-7	-3			4	-4				
TOTAL "VESTED" TRAFFIC	0	-7	-49	0	0	0	-22	-14	0	-1	50	-16	0	0	0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	2	15	0	0	0	7	4	0	0	188	5	0	0	0	0
YEAR 2035 TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**659**	**0**	**0**	**0**	**0**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Avenue & NE 11th Street
COUNT DATE: December 3, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.964

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						19	76							148	1,196	122
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS						**20**	**79**							**154**	**1,244**	**127**
Port Tunnel Trucks															-91	
POST-TUNNEL EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**20**	**79**	**0**	**0**	**0**	**0**	**0**	**0**	**154**	**1,153**	**127**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	1	3	0	0	0	0	0	0	6	43	5
YEAR 2015 BASE TRAFFIC	**0**	**0**	**0**	**0**	**0**	**21**	**82**	**0**	**0**	**0**	**0**	**0**	**0**	**160**	**1,196**	**132**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction														-86	-646	-71
Project Street Closures																
FECI																
Miami World Center															104	
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	-86	-542	-71
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	9	37	0	0	0	0	0	0	71	533	59
YEAR 2035 TRAFFIC	**0**	**0**	**0**	**0**	**0**	**30**	**119**	**0**	**0**	**0**	**0**	**0**	**0**	**145**	**1,187**	**120**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Avenue & NE 10th Street
COUNT DATE: December 3, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9344

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			61	22		102								116	1,108	
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS			**63**	**23**		**106**								**121**	**1,152**	
Port Tunnel Trucks															-91	
POST-TUNNEL EXISTING TRAFFIC	**0**	**0**	**63**	**23**	**0**	**106**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**121**	**1,061**	**0**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	2	1	0	4	0	0	0	0	0	0	0	5	40	0
YEAR 2015 BASE TRAFFIC	**0**	**0**	**65**	**24**	**0**	**110**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**126**	**1,101**	**0**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction														-66	-548	-32
Project Street Closures			19				48								-63	63
FECI																
Miami World Center			28	78			10	49							35	69
TOTAL "VESTED" TRAFFIC	0	0	47	78	0	0	58	49	0	0	0	0	0	-66	-576	100
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	29	11	0	49	0	0	0	0	0	0	0	56	491	0
YEAR 2035 TRAFFIC	**0**	**0**	**141**	**113**	**0**	**159**	**58**	**49**	**0**	**0**	**0**	**0**	**0**	**116**	**1,016**	**100**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Avenue & NE 9th Street
COUNT DATE: December 3, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9153

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			25	8		21	95							22	1,057	123
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS			**26**	**8**		**22**	**99**							**23**	**1,099**	**128**
Port Tunnel Trucks															-91	
POST-TUNNEL EXISTING TRAFFIC	**0**	**0**	**26**	**8**	**0**	**22**	**99**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**1,008**	**128**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	1	0	0	1	4	0	0	0	0	0	0	1	38	5
YEAR 2015 BASE TRAFFIC	**0**	**0**	**27**	**8**	**0**	**23**	**103**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**1,046**	**133**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction														-12	-531	-5
Project Street Closures			-39	-12			-149								62	-187
FECI																
Miami World Center			28	77		10	16								168	107
TOTAL "VESTED" TRAFFIC	0	0	-11	65	0	10	-133	0	0	0	0	0	0	-12	-301	-85
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	12	4	0	10	46	0	0	0	0	0	0	11	466	59
YEAR 2035 TRAFFIC	**0**	**0**	**28**	**77**	**0**	**43**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**1,211**	**107**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Avenue & NE 8th Street
COUNT DATE: December 3, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.8954

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			89	30		19	72							36	1,065	7
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS			**93**	**31**		**20**	**75**							**37**	**1,108**	**7**
Port Tunnel Trucks															-91	
POST-TUNNEL EXISTING TRAFFIC	**0**	**0**	**93**	**31**	**0**	**20**	**75**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**1,017**	**7**

"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	3	1	0	1	3	0	0	0	0	0	0	1	38	0
YEAR 2015 BASE TRAFFIC	**0**	**0**	**96**	**32**	**0**	**21**	**78**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	**1,055**	**7**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction														-17	-478	-35
Project Street Closures			32	36			53								-19	72
FECI			33				63									
Miami World Center			7	59		7	13								107	37
TOTAL "VESTED" TRAFFIC	0	0	72	95	0	7	129	0	0	0	0	0	0	-17	-390	74
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	43	14	0	9	35	0	0	0	0	0	0	17	470	3
YEAR 2035 TRAFFIC	**0**	**0**	**211**	**141**	**0**	**37**	**242**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	**1,135**	**84**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Avenue & NE 7th Street with INT 75
COUNT DATE: December 3, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.893

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			21	24		21	5							25	1,006	9
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS			**22**	**25**		**22**	**5**							**26**	**1,046**	**9**
Port Tunnel Trucks															-91	
POST-TUNNEL EXISTING TRAFFIC	**0**	**0**	**22**	**25**	**0**	**22**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**955**	**9**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	1	1	0	1	0	0	0	0	0	0	0	1	36	0
YEAR 2015 BASE TRAFFIC	**0**	**0**	**23**	**26**	**0**	**23**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**991**	**9**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction														-12	-466	
Project Street Closures			-23	-27			-5								27	-10
FECI																
Miami World Center			-10	-11		2	-2							3	148	-3
TOTAL "VESTED" TRAFFIC	0	0	-33	-38	0	2	-7	0	0	0	0	0	0	-9	-291	-13
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	10	12	0	10	2	0	0	0	0	0	0	12	442	4
YEAR 2035 TRAFFIC	**0**	**0**	**0**	**0**	**0**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**1,142**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard & NE 11th Street with INT 75
COUNT DATE: December 3, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.936

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		32	9	107				16		49	1,103	5			1,749	40
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS		**33**	**9**	**111**				**17**		**51**	**1,147**	**5**			**1,819**	**42**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		1	0	4				1		2	43	0			68	2
YEAR 2015 BASE TRAFFIC		**34**	**9**	**115**				**18**		**53**	**1,190**	**5**			**1,887**	**44**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center											39				23	
TOTAL "VESTED" TRAFFIC		0	0	0				0		0	39	0			23	0
Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		17	4	57				9		26	595	2			943	22
YEAR 2035 TRAFFIC		**51**	**13**	**172**				**27**		**79**	**1,824**	**7**			**2,853**	**66**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard & NE 10th Street with INT 71
COUNT DATE: December 3, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.939

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		101	13	121				15		19	980	5	52	13	1,718	40
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS		**105**	**14**	**126**				**16**		**20**	**1,019**	**5**	**54**	**14**	**1,787**	**42**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		4	1	5				1		1	38	0	2	1	67	2
YEAR 2015 BASE TRAFFIC		**109**	**15**	**131**				**17**		**21**	**1,057**	**5**	**56**	**15**	**1,854**	**44**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures		19									-19				-24	24
FECI																
Miami World Center		22									17				-36	59
TOTAL "VESTED" TRAFFIC		41	0	0				0		0	-2	0	0	0	-60	83
Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		54	7	65				8		10	528	2	28	7	927	22
YEAR 2035 TRAFFIC		**204**	**22**	**196**				**25**		**31**	**1,583**	**7**	**84**	**22**	**2,721**	**149**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard & NE 9th Street
COUNT DATE: December 3, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.938

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		39		20						9	931				1,793	44
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS		**41**		**21**						**9**	**968**				**1,865**	**46**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		2		1						0	36				70	2
YEAR 2015 BASE TRAFFIC		**43**		**22**						**9**	**1,004**				**1,935**	**48**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures		-19		-9						-5						-24
FECI																
Miami World Center		17		11											7	-43
TOTAL "VESTED" TRAFFIC		-2		2						-5	0				7	-67
Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		21		11						4	502				967	24
YEAR 2035 TRAFFIC		**62**		**35**						**8**	**1,506**				**2,909**	**5**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard & NE 8th Street
COUNT DATE: December 3, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.908

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		53	44	41		0	1	3		23	912	14	9	14	1,720	54
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS		**55**	**46**	**43**		**0**	**1**	**3**		**24**	**948**	**15**	**9**	**15**	**1,789**	**56**

"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		2	2	2		0	0	0		1	36	1	0	1	67	2
YEAR 2015 BASE TRAFFIC		**57**	**48**	**45**		**0**	**1**	**3**		**25**	**984**	**16**	**9**	**16**	**1,856**	**58**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures				9						5	-5				-14	5
FECI			33				63									
Miami World Center			1	6					3	10					8	10
TOTAL "VESTED" TRAFFIC		0	34	15		0	63	0	3	15	-5	0	0	0	-6	15
Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		28	24	22		0	0	1		12	492	8	4	8	928	29
YEAR 2035 TRAFFIC		**85**	**106**	**82**		**0**	**64**	**4**	**3**	**52**	**1,471**	**24**	**13**	**24**	**2,778**	**102**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard & NE 7th Street
COUNT DATE: December 3, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.941

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements				22							949				1,728	27
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS				**23**							**987**				**1,797**	**28**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH				1							37				67	1
YEAR 2015 BASE TRAFFIC				**24**							**1,024**				**1,864**	**29**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																-5
FECI																
Miami World Center				5							13				17	-3
TOTAL "VESTED" TRAFFIC				5							13				17	-8
Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH				12							512				932	14
YEAR 2035 TRAFFIC				**41**							**1,549**				**2,813**	**35**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N Miami Avenue & N 7th Street
COUNT DATE: December 11, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.906

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements				0		9								45	877	0
Peak Season Correction Factor	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
EXISTING CONDITIONS				**0**		**9**								**47**	**921**	**0**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH				0		0								2	35	0
YEAR 2015 BASE TRAFFIC				**0**		**9**								**49**	**956**	**0**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction															783	
Project Street Closures						-10								-50		
FECI															47	
Miami World Center						-3								-23		
TOTAL "VESTED" TRAFFIC				0		-13								-73	830	0
Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH				0		4								24	478	0
YEAR 2035 TRAFFIC				**0**		**0**								**0**	**2,264**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N Miami Avenue & N 9th Street
COUNT DATE: December 11, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.886

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			18	22		29	13							19	862	8
Peak Season Correction Factor	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
EXISTING CONDITIONS			**19**	**23**		**30**	**14**							**20**	**905**	**8**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			1	1		1	1							1	34	0
YEAR 2015 BASE TRAFFIC			**20**	**24**		**31**	**15**							**21**	**939**	**8**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction														11	783	7
Project Street Closures			-7	7										-7	7	
FECI															47	
Miami World Center						63	2								68	
TOTAL "VESTED" TRAFFIC			-7	7		63	2							4	905	7
Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			10	12		15	7							10	469	4
YEAR 2035 TRAFFIC			**23**	**43**		**109**	**24**							**35**	**2,313**	**19**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 1st Avenue (West) & NW 10th St
COUNT DATE: December 11, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.793

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		16	82	1							1	4		42	0	
Peak Season Correction Factor	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
EXISTING CONDITIONS		**17**	**86**	**1**							**1**	**4**		**44**	**0**	
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		1	3	0							0	0		2	0	
YEAR 2015 BASE TRAFFIC		**18**	**89**	**1**							**1**	**4**		**46**	**0**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
TOTAL "VESTED" TRAFFIC		0	0	0							0	0		0	0	
Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		9	44	0							0	2		23	0	
YEAR 2035 TRAFFIC		**27**	**133**	**1**							**1**	**6**		**69**	**0**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 1st Avenue (East) & NW 10th St
COUNT DATE: December 11, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.778

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		2	78	50							45	52		6	19	
Peak Season Correction Factor	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
EXISTING CONDITIONS		**2**	**82**	**53**							**47**	**55**		**6**	**20**	
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		0	3	2							2	2		0	1	
YEAR 2015 BASE TRAFFIC		**2**	**85**	**55**							**49**	**57**		**6**	**21**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI											25				47	
Miami World Center			10													
TOTAL "VESTED" TRAFFIC		0	10	0							25	0		0	47	
Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		1	42	27							24	28		3	10	
YEAR 2035 TRAFFIC		**3**	**137**	**82**							**98**	**85**		**9**	**78**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 1st Avenue (West) & NW 11th St
COUNT DATE: December 11, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.838

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						2	32	17		7	9				42	15
Peak Season Correction Factor	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
EXISTING CONDITIONS						**2**	**34**	**18**		**7**	**9**				**44**	**16**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						0	1	1		0	0				2	1
YEAR 2015 BASE TRAFFIC						**2**	**35**	**19**		**7**	**9**				**46**	**17**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI											25				47	
Miami World Center							28									
TOTAL "VESTED" TRAFFIC						0	28	0		0	25				47	0
Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						1	17	9		3	4				23	8
YEAR 2035 TRAFFIC						**3**	**80**	**28**		**10**	**38**				**116**	**25**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 1st Avenue (East) & NW 11th St
COUNT DATE: December 11, 2013
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.823

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						10	23	3		32	10				16	5
Peak Season Correction Factor	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
EXISTING CONDITIONS						**11**	**24**	**3**		**34**	**11**				**17**	**5**

"YEAR 2015 TRAFFIC"

Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						0	1	0		1	0				1	0
YEAR 2015 BASE TRAFFIC						**11**	**25**	**3**		**35**	**11**				**18**	**5**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
TOTAL "VESTED" TRAFFIC						0	0	0		0	0				0	0
Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						5	12	1		17	5				9	2
YEAR 2035 TRAFFIC						**16**	**37**	**4**		**52**	**16**				**27**	**7**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Avenue & NE 6th St
COUNT DATE: April 3, 2014
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9271

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						35	343								920	241
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
EXISTING CONDITIONS						**35**	**346**								**929**	**243**
Port Tunnel Trucks							-157								-91	
POST-TUNNEL EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**35**	**189**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**838**	**243**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	1	4	0	0	0	0	0	0	0	16	5
YEAR 2015 BASE TRAFFIC	**0**	**0**	**0**	**0**	**0**	**36**	**193**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**854**	**248**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction															-369	-97
Project Street Closures																
FECI							70									
Miami World Center															144	17
TOTAL "VESTED" TRAFFIC						0	70								-225	-80
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	17	91	0	0	0	0	0	0	0	404	117
YEAR 2035 TRAFFIC	**0**	**0**	**0**	**0**	**0**	**53**	**354**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,033**	**285**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Avenue & NE 5th St
COUNT DATE: April 3, 2014
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9311

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			565	190										310	611	
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
EXISTING CONDITIONS			**571**	**192**										**313**	**617**	
Port Tunnel Trucks			-36											-91		
POST-TUNNEL EXISTING TRAFFIC	**0**	**0**	**535**	**192**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**222**	**617**	**0**

"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	10	4	0	0	0	0	0	0	0	0	0	4	11	0
YEAR 2015 BASE TRAFFIC	**0**	**0**	**545**	**196**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**226**	**628**	**0**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction														-124	-245	
Project Street Closures																
FECI			29													
Miami World Center				6											144	
TOTAL "VESTED" TRAFFIC			29	6										-124	-101	
Years To Buildout	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	258	93	0	0	0	0	0	0	0	0	0	107	297	0
YEAR 2035 TRAFFIC	**0**	**0**	**832**	**295**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**209**	**824**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 8th St & NW 3rd Ct
COUNT DATE: March 3, 2015
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9822

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			210	46		39	83							478	1,403	86
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS			**210**	**46**		**39**	**83**							**478**	**1,403**	**86**
"YEAR 2015 TRAFFIC"																
Years To 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			0	0		0	0							0	0	0
YEAR 2015 BASE TRAFFIC			**210**	**46**		**39**	**83**							**478**	**1,403**	**86**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI			125				66									
Miami World Center			19				33									
TOTAL "VESTED" TRAFFIC			144	0		0	99							0	0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			94	21		17	37							213	625	38
YEAR 2035 TRAFFIC			**448**	**67**		**56**	**219**							**691**	**2,028**	**124**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 6th St & NW 3rd Ct
COUNT DATE: March 3, 2015
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9693

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						114	129								1,617	24
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS						**114**	**129**								**1,617**	**24**
"YEAR 2015 TRAFFIC"																
Years To 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						0	0								0	0
YEAR 2015 BASE TRAFFIC						**114**	**129**								**1,617**	**24**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI							58									
Miami World Center							5									
TOTAL "VESTED" TRAFFIC						0	63								0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						51	57								721	11
YEAR 2035 TRAFFIC						**165**	**249**								**2,338**	**35**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 6th St & NW 3rd Ave
COUNT DATE: March 3, 2015
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9081

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements							182	54		56	465					
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS							**182**	**54**		**56**	**465**					

"YEAR 2015 TRAFFIC"																
Years To 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH							0	0		0	0					
YEAR 2015 BASE TRAFFIC							**182**	**54**		**56**	**465**					

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI							58									
Miami World Center							5									
TOTAL "VESTED" TRAFFIC							63	0		0	0					
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH							81	24		25	207					
YEAR 2035 TRAFFIC							**326**	**78**		**81**	**672**					

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 5th St & NW 3rd Ct
COUNT DATE: March 3, 2015
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9437

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			440	96										571	1,143	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS			**440**	**96**										**571**	**1,143**	
"YEAR 2015 TRAFFIC"																
Years To 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			0	0										0	0	
YEAR 2015 BASE TRAFFIC			**440**	**96**										**571**	**1,143**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI			109													
Miami World Center																
TOTAL "VESTED" TRAFFIC			109	0										0	0	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			196	43										254	509	
YEAR 2035 TRAFFIC			**745**	**139**										**825**	**1,652**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 3rd St & NW 3rd Ct
COUNT DATE: March 3, 2015
TIME PERIOD: AM Period
PEAK HOUR FACTOR: 0.9677

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						65	57							238	1,034	19
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS						**65**	**57**							**238**	**1,034**	**19**
"YEAR 2015 TRAFFIC"																
Years To 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						0	0							0	0	0
YEAR 2015 BASE TRAFFIC						**65**	**57**							**238**	**1,034**	**19**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Brickell CityCentre North 2																
Brickell CitiCentre																
Miami River																
I-395 Reconstruction																
Project Street Closures																
FECI							70									
Miami World Center																
TOTAL "VESTED" TRAFFIC						0	70							0	0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						29	25							106	461	8
YEAR 2035 TRAFFIC						**94**	**152**							**344**	**1,495**	**27**

PM Peak Hour

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N Bayshore Drive and NE 15th Street
COUNT DATE: May 8, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.965

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		94	156	73		43	172	121		24	228	47		111	168	114
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS		**96**	**159**	**74**		**44**	**175**	**123**		**24**	**233**	**48**		**113**	**171**	**116**

"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		4	6	3		2	7	5		1	9	2		4	6	4
YEAR 2015 BASE TRAFFIC		**100**	**165**	**77**		**46**	**182**	**128**		**25**	**242**	**50**		**117**	**177**	**120**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard			4				6									
The Chelsea			8				4									
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC		0	12	0		0	10	0		0	0	0		0	0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		45	74	34		21	81	57		11	108	22		52	79	53
YEAR 2035 TRAFFIC		**145**	**251**	**111**		**67**	**273**	**185**		**36**	**350**	**72**		**169**	**256**	**173**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N Miami Avenue and NE 14th Street
COUNT DATE: May 30, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.923

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			200	25		25	140							38	244	74
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS			**204**	**26**		**26**	**143**							**39**	**249**	**75**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			8	1		1	5							1	9	3
YEAR 2015 BASE TRAFFIC			**212**	**27**		**27**	**148**							**40**	**258**	**78**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard			15				7									
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center															212	
Miami River																
TOTAL "VESTED" TRAFFIC			15	0		0	7							0	212	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			94	12		12	66							18	115	35
YEAR 2035 TRAFFIC			**321**	**39**		**39**	**221**							**58**	**585**	**113**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Avenue and NE 13th Street
COUNT DATE: May 8, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.951

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						211	56	66		17	523				863	14
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS						**215**	**57**	**67**		**17**	**533**				**880**	**14**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						8	2	3		1	20				33	1
YEAR 2015 BASE TRAFFIC						**223**	**59**	**70**		**18**	**553**				**913**	**15**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard											5				3	
The Chelsea															30	
1700 Biscayne Boulevard MUSP											24				46	
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center															323	
Miami River																
TOTAL "VESTED" TRAFFIC						0	0	0		0	29				402	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						99	26	31		8	246				407	7
YEAR 2035 TRAFFIC						**322**	**85**	**101**		**26**	**828**				**1,722**	**22**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N Miami Avenue and N 11th Street
COUNT DATE: May 14, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.898

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						39	61								312	19
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS						**40**	**62**								**318**	**19**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						2	2								12	1
YEAR 2015 BASE TRAFFIC						**42**	**64**								**330**	**20**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum							13									
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI															35	
Miami World Center							51								212	
Miami River																
TOTAL "VESTED" TRAFFIC						0	64								247	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						19	29								147	9
YEAR 2035 TRAFFIC						**61**	**157**								**724**	**29**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N Miami Avenue and N 10th Street
COUNT DATE: May 14, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.841

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			139	46										70	280	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS			**142**	**47**										**71**	**286**	
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			5	2										3	11	
YEAR 2015 BASE TRAFFIC			**147**	**49**										**74**	**297**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI															35	
Miami World Center			30												212	
Miami River																
TOTAL "VESTED" TRAFFIC			30	0										0	247	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			66	22										33	132	
YEAR 2035 TRAFFIC			**243**	**71**										**107**	**676**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N Miami Avenue and N 8th Street
COUNT DATE: May 14, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.885

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			105	35		6	55							22	288	52
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS			**107**	**36**		**6**	**56**							**22**	**294**	**53**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			4	1		0	2							1	11	2
YEAR 2015 BASE TRAFFIC			**111**	**37**		**6**	**58**							**23**	**305**	**55**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum			2				2									
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI															35	
Miami World Center			51	10		103	126							225	91	41
Miami River																
TOTAL "VESTED" TRAFFIC			53	10		103	128							225	126	41
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			49	16		3	26							10	136	25
YEAR 2035 TRAFFIC			**213**	**63**		**112**	**212**							**258**	**567**	**121**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard (US 1) (SB) and NE 4th Street
COUNT DATE: May 23, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.939

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements				12		78	11								930	40
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS				**12**		**80**	**11**								**949**	**41**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH				0		3	0								36	2
YEAR 2015 BASE TRAFFIC				**12**		**83**	**11**								**985**	**43**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum															11	
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center															41	
Miami River																
TOTAL "VESTED" TRAFFIC				0		0	0								52	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH				5		37	5								439	19
YEAR 2035 TRAFFIC				**17**		**120**	**16**								**1,476**	**62**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard (US 1) (NB) and NE 4th Street
COUNT DATE: May 23, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.872

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements							70	111		43	1,283					
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS							**71**	**113**		**44**	**1,309**					
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH							3	4		2	49					
YEAR 2015 BASE TRAFFIC							**74**	**117**		**46**	**1,358**					

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum											5					
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center											40					
Miami River																
TOTAL "VESTED" TRAFFIC							0	0		0	45					
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH							33	52		21	605					
YEAR 2035 TRAFFIC							**107**	**169**		**67**	**2,008**					

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 3rd Avenue and NW 3rd Street
COUNT DATE: June 11, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.9

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		8	77				223	270		28	511	17				
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS		**8**	**79**				**227**	**275**		**29**	**521**	**17**				
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		0	3				9	10		1	20	1				
YEAR 2015 BASE TRAFFIC		**8**	**82**				**236**	**285**		**30**	**541**	**18**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI			92				154									
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC		0	92				154	0		0	0	0				
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		4	37				105	127		13	241	8				
YEAR 2035 TRAFFIC		**12**	**211**				**495**	**412**		**43**	**782**	**26**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N Miami Avenue and N 3rd Street — With INT 71
COUNT DATE: May 21, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.953

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						72	229								280	44
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS						**73**	**234**								**286**	**45**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						3	9								11	2
YEAR 2015 BASE TRAFFIC						**76**	**243**								**297**	**47**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC						0	0								0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						34	108								132	21
YEAR 2035 TRAFFIC						**110**	**351**								**429**	**68**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 1st Avenue and NE 3rd Street
COUNT DATE: May 21, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.949

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements							170	230		80	359					
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS							**173**	**235**		**82**	**366**					
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH							6	9		3	14					
YEAR 2015 BASE TRAFFIC							**179**	**244**		**85**	**380**					

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center											272					
Miami River																
TOTAL "VESTED" TRAFFIC							0	0		0	272					
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH							80	109		38	169					
YEAR 2035 TRAFFIC							**259**	**353**		**123**	**821**					

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard (US 1) (SB) and NE 3rd Street
COUNT DATE: May 21, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.926

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						26	122								800	159
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS						**27**	**124**								**816**	**162**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						1	5								31	6
YEAR 2015 BASE TRAFFIC						**28**	**129**								**847**	**168**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum															11	
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center															41	
Miami River																
TOTAL "VESTED" TRAFFIC						0	0								52	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						12	57								377	75
YEAR 2035 TRAFFIC						**40**	**186**								**1,276**	**243**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard (US 1) (NB) and NE 3rd Street
COUNT DATE: May 16, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.947

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements										139	1,341	167				
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS										**142**	**1,368**	**170**				
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH										5	51	6				
YEAR 2015 BASE TRAFFIC										**147**	**1,419**	**176**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum											5					
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center											40					
Miami River																
TOTAL "VESTED" TRAFFIC										0	45	0				
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH										66	632	78				
YEAR 2035 TRAFFIC										**213**	**2,096**	**254**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N Miami Avenue and N 2nd Street
COUNT DATE: June 6, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.826

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			151	104										75	308	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS			**154**	**106**										**77**	**314**	
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			6	4										3	12	
YEAR 2015 BASE TRAFFIC			**160**	**110**										**80**	**326**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC			0	0										0	0	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			71	49										36	145	
YEAR 2035 TRAFFIC			**231**	**159**										**116**	**471**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 1st Avenue and NE 2nd Street
COUNT DATE: June 11, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.804

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		60	122								375	125				
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS		**61**	**124**								**383**	**128**				
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		2	5								14	5				
YEAR 2015 BASE TRAFFIC		**63**	**129**								**397**	**133**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center											272					
Miami River																
TOTAL "VESTED" TRAFFIC		0	0								272	0				
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		28	57								177	59				
YEAR 2035 TRAFFIC		**91**	**186**								**846**	**192**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard (US 1) (SB) and NE 2nd Street
COUNT DATE: May 16, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.912

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			230	117										147	593	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS			**235**	**119**										**150**	**605**	
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			9	4										6	23	
YEAR 2015 BASE TRAFFIC			**244**	**123**										**156**	**628**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum															11	
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center															41	
Miami River																
TOTAL "VESTED" TRAFFIC			0	0										0	52	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			109	55										70	280	
YEAR 2035 TRAFFIC			**353**	**178**										**226**	**960**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard (US 1) (NB) and NE 2nd Street
COUNT DATE: May 16, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.864

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		410									1,132					
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS		**418**									**1,155**					
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		16									43					
YEAR 2015 BASE TRAFFIC		**434**									**1,198**					

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum											5					
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center											40					
Miami River																
TOTAL "VESTED" TRAFFIC		0									45					
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		193									534					
YEAR 2035 TRAFFIC		**627**									**1,777**					

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 3rd Avenue and NW 1st Street
COUNT DATE: June 11, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.875

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						246	23	84	2	3	53					
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS						**251**	**23**	**86**	**2**	**3**	**54**					
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						9	1	3	0	0	2					
YEAR 2015 BASE TRAFFIC						**260**	**24**	**89**	**2**	**3**	**56**					

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI											12					
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC						0	0	0	0	0	12					
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						116	11	40	1	1	25					
YEAR 2035 TRAFFIC						**376**	**35**	**129**	**3**	**4**	**93**					

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N Miami Avenue and N 1st Street with INT 75
COUNT DATE: June 6, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.929

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						141	284								360	77
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS						**144**	**290**								**367**	**79**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						5	11								14	3
YEAR 2015 BASE TRAFFIC						**149**	**301**								**381**	**82**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC						0	0								0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						66	134								170	37
YEAR 2035 TRAFFIC						**215**	**435**								**551**	**119**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 1st Avenue and NE 1st Street — With INT 71
COUNT DATE: June 6, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.935

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements							351	255		58	379					
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS							**358**	**260**		**59**	**387**					
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH							13	10		2	15					
YEAR 2015 BASE TRAFFIC							**371**	**270**		**61**	**402**					

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center											40					
Miami River																
TOTAL "VESTED" TRAFFIC							0	0		0	40					
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH							165	120		27	179					
YEAR 2035 TRAFFIC							**536**	**390**		**88**	**621**					

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Avenue and NE 1st Street
COUNT DATE: June 6, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.934

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						151	300								438	183
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS						**154**	**306**								**447**	**187**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						6	11								17	7
YEAR 2015 BASE TRAFFIC						**160**	**317**								**464**	**194**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center															277	
Miami River																
TOTAL "VESTED" TRAFFIC						0	0								277	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						71	141								207	86
YEAR 2035 TRAFFIC						**231**	**458**								**948**	**280**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard (US 1) (SB) and NE 1st Street
COUNT DATE: May 30, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.968

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						42	78								796	164
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS						**43**	**80**								**812**	**167**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						2	3								30	6
YEAR 2015 BASE TRAFFIC						**45**	**83**								**842**	**173**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum															11	
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC						0	0								11	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						20	37								375	77
YEAR 2035 TRAFFIC						**65**	**120**								**1,228**	**250**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: W Flagler Street and W 2nd Avenue
COUNT DATE: June 11, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.902

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		6	23	4		34	249	29		173	339	37			264	79
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS		**6**	**23**	**4**		**35**	**254**	**30**		**176**	**346**	**38**			**269**	**81**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		0	1	0		1	10	1		7	13	1			10	3
YEAR 2015 BASE TRAFFIC		**6**	**24**	**4**		**36**	**264**	**31**		**183**	**359**	**39**			**279**	**84**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI											35				54	
Miami World Center																
Miami River											55				52	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	90	0			106	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		3	11	2		16	118	14		82	160	17			124	37
YEAR 2035 TRAFFIC		**9**	**35**	**6**		**52**	**382**	**45**		**265**	**609**	**56**			**509**	**121**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: W Flagler Street and W 1st Avenue
COUNT DATE: May 30, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.98

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		4	54	4		4	250	99		38	102	24		15	77	19
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS		**4**	**55**	**4**		**4**	**255**	**101**		**39**	**104**	**24**		**15**	**79**	**19**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		0	2	0		0	10	4		1	4	1		1	3	1
YEAR 2015 BASE TRAFFIC		**4**	**57**	**4**		**4**	**265**	**105**		**40**	**108**	**25**		**16**	**82**	**20**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI											40				63	
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	40	0		0	63	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		2	25	2		2	118	47		18	48	11		7	37	9
YEAR 2035 TRAFFIC		**6**	**82**	**6**		**6**	**383**	**152**		**58**	**196**	**36**		**23**	**182**	**29**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Flagler Street and Miami Avenue
COUNT DATE: May 30, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.917

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			71	12		37	297							52	299	39
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS			**72**	**12**		**38**	**303**							**53**	**305**	**40**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			3	0		1	11							2	11	2
YEAR 2015 BASE TRAFFIC			**75**	**12**		**39**	**314**							**55**	**316**	**42**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC			0	0		0	0							0	0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			33	5		17	140							25	141	19
YEAR 2035 TRAFFIC			**108**	**17**		**56**	**454**							**80**	**457**	**61**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: E Flagler Street and E 1st Avenue
COUNT DATE: June 11, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.955

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		19	101				206	62		80	378	44				
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS		**19**	**103**				**210**	**63**		**82**	**386**	**45**				
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		1	4				8	2		3	14	2				
YEAR 2015 BASE TRAFFIC		**20**	**107**				**218**	**65**		**85**	**400**	**47**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2											56					
Brickell CitiCentre											343					
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center											40					
Miami River																
TOTAL "VESTED" TRAFFIC		0	0				0	0		0	439	0				
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		9	48				97	29		38	178	21				
YEAR 2035 TRAFFIC		**29**	**155**				**315**	**94**		**123**	**1,017**	**68**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: E Flagler Sreet and E 2nd Avenue
COUNT DATE: May 30, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.955

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			117	49		20	217							38	407	103
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS			**119**	**50**		**20**	**221**							**39**	**415**	**105**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			4	2		1	8							1	16	4
YEAR 2015 BASE TRAFFIC			**123**	**52**		**21**	**229**							**40**	**431**	**109**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2															49	
Brickell CitiCentre															98	
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center															277	
Miami River																
TOTAL "VESTED" TRAFFIC			0	0		0	0							0	424	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			55	23		9	102							18	192	49
YEAR 2035 TRAFFIC			**178**	**75**		**30**	**331**							**58**	**1,047**	**158**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: E Flagler Sreet and E 3rd Avenue
COUNT DATE: June 11, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.788

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			136	34		9	174									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS			**139**	**35**		**9**	**177**									
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			5	1		0	7									
YEAR 2015 BASE TRAFFIC			**144**	**36**		**9**	**184**									

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC			0	0		0	0									
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			64	16		4	82									
YEAR 2035 TRAFFIC			**208**	**52**		**13**	**266**									

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: E Flagler Street and Biscayne Boulevard (US 1) (SB)
COUNT DATE: May 30, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.921

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			61	27		92	158							25	676	177
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS			**62**	**28**		**94**	**161**							**26**	**690**	**181**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			2	1		4	6							1	26	7
YEAR 2015 BASE TRAFFIC			**64**	**29**		**98**	**167**							**27**	**716**	**188**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum															11	
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC			0	0		0	0							0	11	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			29	13		44	74							12	319	84
YEAR 2035 TRAFFIC			**93**	**42**		**142**	**241**							**39**	**1,046**	**272**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: E Flagler Street and Biscayne Boulevard (US 1) (NB)
COUNT DATE: May 30, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.959

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		92								249	1,654					
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS		**94**								**254**	**1,687**					
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		4								10	63					
YEAR 2015 BASE TRAFFIC		**98**								**264**	**1,750**					

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum											5					
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2											47					
Brickell CitiCentre											142					
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC		0								0	194					
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		44								118	780					
YEAR 2035 TRAFFIC		**142**								**382**	**2,724**					

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SW 2nd Avenue and SW 1st Street
COUNT DATE: June 4, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.932

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		114	285	56							422	170		88	181	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS		**116**	**291**	**57**							**430**	**173**		**90**	**185**	

"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		4	11	2							16	6		3	7	
YEAR 2015 BASE TRAFFIC		**120**	**302**	**59**							**446**	**179**		**93**	**192**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI											35				54	
Miami World Center																
Miami River											55				52	
TOTAL "VESTED" TRAFFIC		0	0	0							90	0		0	106	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		53	135	26							199	80		41	86	
YEAR 2035 TRAFFIC		**173**	**437**	**85**							**735**	**259**		**134**	**384**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: S Miami Avenue and S 1st Street
COUNT DATE: June 6, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.944

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			406	389										78	426	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS			**414**	**397**										**80**	**435**	
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			16	15										3	16	
YEAR 2015 BASE TRAFFIC			**430**	**412**										**83**	**451**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2															79	
Brickell CitiCentre															238	
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC			0	0										0	317	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			192	184										37	201	
YEAR 2035 TRAFFIC			**622**	**596**										**120**	**969**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 1st Avenue and SE 1st Street
COUNT DATE: June 6, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.919

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		185	307								349	196				
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS		**189**	**313**								**356**	**200**				
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		7	12								13	8				
YEAR 2015 BASE TRAFFIC		**196**	**325**								**369**	**208**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2											56					
Brickell CitiCentre											343					
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC		0	0								399	0				
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		87	145								164	93				
YEAR 2035 TRAFFIC		**283**	**470**								**932**	**301**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SW 2nd Avenue and SW 3rd Street
COUNT DATE: June 4, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.951

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		20	38	127		55	28	35		101	415	127		27	355	3
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS		**20**	**39**	**130**		**56**	**29**	**36**		**103**	**423**	**130**		**28**	**362**	**3**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		1	1	5		2	1	1		4	16	5		1	14	0
YEAR 2015 BASE TRAFFIC		**21**	**40**	**135**		**58**	**30**	**37**		**107**	**439**	**135**		**29**	**376**	**3**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI											35				54	
Miami World Center																
Miami River											55				52	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	90	0		0	106	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		9	18	60		26	13	16		48	196	60		13	168	1
YEAR 2035 TRAFFIC		**30**	**58**	**195**		**84**	**43**	**53**		**155**	**725**	**195**		**42**	**650**	**4**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 3th Street and 95 off-ramp/ SE 2nd Ave
COUNT DATE: June 11, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.91

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			280	687											906	996
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
EXISTING CONDITIONS			**286**	**701**											**924**	**1,016**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			11	26											35	38
YEAR 2015 BASE TRAFFIC			**297**	**727**											**959**	**1,054**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2															49	
Brickell CitiCentre															98	
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC			0	0											147	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			132	324											427	470
YEAR 2035 TRAFFIC			**429**	**1,051**											**1,533**	**1,524**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Avenue and NE 15th Street
COUNT DATE: May 5, 2012
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		25	24	98		81	32	67		19	576	78		55	690	14
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS		**25**	**24**	**98**		**81**	**32**	**67**		**19**	**576**	**78**		**55**	**690**	**14**
"YEAR 2015 TRAFFIC"																
Years To 2015	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		1	1	6		5	2	4		1	33	4		3	39	1
YEAR 2015 BASE TRAFFIC		**26**	**25**	**104**		**86**	**34**	**71**		**20**	**609**	**82**		**58**	**729**	**15**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard				2		9		1		2	3	3		2	8	
The Chelsea			24												30	
1700 Biscayne Boulevard MUSP											24				46	
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center														323		
Miami River																
TOTAL "VESTED" TRAFFIC		0	24	2		9	0	1		2	27	3		325	84	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		12	11	46		38	15	32		9	271	37		26	325	7
YEAR 2035 TRAFFIC		**38**	**60**	**152**		**133**	**49**	**104**		**31**	**907**	**122**		**409**	**1,138**	**22**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard (US 1) and NE 15th Street
COUNT DATE: May 5, 2012
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		12	128	17		99	117	60		46	1,338	198		115	795	21
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS		**12**	**128**	**17**		**99**	**117**	**60**		**46**	**1,338**	**198**		**115**	**795**	**21**
"YEAR 2015 TRAFFIC"																
Years To 2015	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		1	7	1		6	7	3		3	76	11		7	45	1
YEAR 2015 BASE TRAFFIC		**13**	**135**	**18**		**105**	**124**	**63**		**49**	**1,414**	**209**		**122**	**840**	**22**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum											4				2	
1400 Biscayne Boulevard		2	4	2			6			1					2	6
The Chelsea		12	8	4				4			8				6	
1700 Biscayne Boulevard MUSP											48				24	
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center											72					
Miami River																
TOTAL "VESTED" TRAFFIC		14	12	6		0	6	4		1	132	0		0	34	6
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		6	60	8		47	55	28		22	630	93		54	374	10
YEAR 2035 TRAFFIC		**33**	**207**	**32**		**152**	**185**	**95**		**72**	**2,176**	**302**		**176**	**1,248**	**38**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Avenue and NE 14th Street
COUNT DATE: May 5, 2012
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		217	82	36		63	40	50		11	509	102		51	768	20
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS		**217**	**82**	**36**		**63**	**40**	**50**		**11**	**509**	**102**		**51**	**768**	**20**
"YEAR 2015 TRAFFIC"																
Years To 2015	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		12	5	2		4	2	3		1	29	6		3	44	1
YEAR 2015 BASE TRAFFIC		**229**	**87**	**38**		**67**	**42**	**53**		**12**	**538**	**108**		**54**	**812**	**21**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard		15						9			5				3	7
The Chelsea															30	
1700 Biscayne Boulevard MUSP											24				46	
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center														323		
Miami River																
TOTAL "VESTED" TRAFFIC		15	0	0		0	0	9		0	29	0		323	79	7
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		102	39	17		30	19	24		5	240	48		24	362	9
YEAR 2035 TRAFFIC		**346**	**126**	**55**		**97**	**61**	**86**		**17**	**807**	**156**		**401**	**1,253**	**37**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard (US 1) and NE 14th Street
COUNT DATE: May 5, 2012
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		58	127	35		40	75	34		50	1,528	191		57	833	21
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS		**58**	**127**	**35**		**40**	**75**	**34**		**50**	**1,528**	**191**		**57**	**833**	**21**
"YEAR 2015 TRAFFIC"																
Years To 2015	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		3	7	2		2	4	2		3	87	11		3	47	1
YEAR 2015 BASE TRAFFIC		**61**	**134**	**37**		**42**	**79**	**36**		**53**	**1,615**	**202**		**60**	**880**	**22**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum											4				2	
1400 Biscayne Boulevard							1			6	1				2	2
The Chelsea											8				10	
1700 Biscayne Boulevard MUSP											48				24	
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center											72				71	
Miami River																
TOTAL "VESTED" TRAFFIC		0	0	0		0	1	0		6	133	0		0	109	2
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		27	60	16		19	35	16		24	720	90		27	392	10
YEAR 2035 TRAFFIC		**88**	**194**	**53**		**61**	**115**	**52**		**83**	**2,468**	**292**		**87**	**1,381**	**34**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard (US 1) and NE 13th Street
COUNT DATE: March 18, 2010
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						416	94	120		102	1,233				843	10
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS						**416**	**94**	**120**		**102**	**1,233**				**843**	**10**
"YEAR 2015 TRAFFIC"																
Years To 2015	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						40	9	12		10	119				81	1
YEAR 2015 BASE TRAFFIC						**456**	**103**	**132**		**112**	**1,352**				**924**	**11**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum						2					4				2	
1400 Biscayne Boulevard											7				2	
The Chelsea											8				10	
1700 Biscayne Boulevard MUSP											48				24	
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center											72				71	
Miami River																
TOTAL "VESTED" TRAFFIC						2	0	0		0	139				109	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						203	46	59		50	603				412	5
YEAR 2035 TRAFFIC						**661**	**149**	**191**		**162**	**2,094**				**1,445**	**16**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard (US 1) and NE 11th Terrace
COUNT DATE: March 18, 2010
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		303		47							1,144	423			877	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS		**303**		**47**							**1,144**	**423**			**877**	
"YEAR 2015 TRAFFIC"																
Years To 2015	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		29		5							110	41			85	
YEAR 2015 BASE TRAFFIC		**332**		**52**							**1,254**	**464**			**962**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum											4	5			4	
1400 Biscayne Boulevard											7				2	
The Chelsea											8				10	
1700 Biscayne Boulevard MUSP											48				24	
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center											72				71	
Miami River																
TOTAL "VESTED" TRAFFIC		0		0							139	5			111	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		148		23							559	207			429	
YEAR 2035 TRAFFIC		**480**		**75**							**1,952**	**676**			**1,502**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard (US 1) and NE 6th Street
COUNT DATE: March 18, 2010
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						96	664	140		221	1,445				800	130
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS						**96**	**664**	**140**		**221**	**1,445**				**800**	**130**
"YEAR 2015 TRAFFIC"																
Years To 2015	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						9	64	14		21	139				77	13
YEAR 2015 BASE TRAFFIC						**105**	**728**	**154**		**242**	**1,584**				**877**	**143**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum											5				11	2
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center											40			41		
Miami River																
TOTAL "VESTED" TRAFFIC						0	0	0		0	45			41	11	2
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						47	324	69		108	706				391	64
YEAR 2035 TRAFFIC						**152**	**1,052**	**223**		**350**	**2,335**			**41**	**1,279**	**209**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard (US 1) (SB) and NE 5th Street
COUNT DATE: March 18, 2010
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			280	79										95	720	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS			**280**	**79**										**95**	**720**	
"YEAR 2015 TRAFFIC"																
Years To 2015	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			27	8										9	69	
YEAR 2015 BASE TRAFFIC			**307**	**87**										**104**	**789**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum															11	
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI			63													
Miami World Center														41		
Miami River																
TOTAL "VESTED" TRAFFIC			63	0										41	11	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			137	39										46	352	
YEAR 2035 TRAFFIC			**507**	**126**										**191**	**1,152**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard (US 1) (NB) and NE 5th Street
COUNT DATE: March 18, 2010
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		187	188								1,366	42				
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS		**187**	**188**								**1,366**	**42**				
"YEAR 2015 TRAFFIC"																
Years To 2015	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		18	18								132	4				
YEAR 2015 BASE TRAFFIC		**205**	**206**								**1,498**	**46**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum											5					
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI			63													
Miami World Center											40					
Miami River																
TOTAL "VESTED" TRAFFIC		0	63								45	0				
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		91	92								668	21				
YEAR 2035 TRAFFIC		**296**	**361**								**2,211**	**67**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 2nd Avenue and SE 1st Street
COUNT DATE: May 5, 2012
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			315	155										50	485	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS			**315**	**155**										**50**	**485**	
"YEAR 2015 TRAFFIC"																
Years To 2015	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			18	9										3	28	
YEAR 2015 BASE TRAFFIC			**333**	**164**										**53**	**513**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2															49	
Brickell CitiCentre															98	
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC			0	0										0	147	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			148	73										24	229	
YEAR 2035 TRAFFIC			**481**	**237**										**77**	**889**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 3rd Avenue and SE 1st Street
COUNT DATE: May 5, 2012
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			305	60								130		15	45	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS			**305**	**60**								**130**		**15**	**45**	
"YEAR 2015 TRAFFIC"																
Years To 2015	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			17	3								7		1	3	
YEAR 2015 BASE TRAFFIC			**322**	**63**								**137**		**16**	**48**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC			0	0								0		0	0	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			144	28								61		7	21	
YEAR 2035 TRAFFIC			**466**	**91**								**198**		**23**	**69**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard (US 1) (SB) and SE 1st Street
COUNT DATE: May 5, 2012
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			585	220										45	750	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS			**585**	**220**										**45**	**750**	
"YEAR 2015 TRAFFIC"																
Years To 2015	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			33	13										3	43	
YEAR 2015 BASE TRAFFIC			**618**	**233**										**48**	**793**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC			0	0										0	0	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			275	104										21	353	
YEAR 2035 TRAFFIC			**893**	**337**										**69**	**1,146**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard (US 1) (NB) and SE 1st Street
COUNT DATE: May 10, 2012
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		585		30							1,325					
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS		**585**		**30**							**1,325**					
"YEAR 2015 TRAFFIC"																
Years To 2015	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		33		2							75					
YEAR 2015 BASE TRAFFIC		**618**		**32**							**1,400**					

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2											47					
Brickell CitiCentre											142					
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC		0		0							189					
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		275		14							624					
YEAR 2035 TRAFFIC		**893**		**46**							**2,213**					

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 2nd Avenue and SE 2nd Street
COUNT DATE: May 5, 2012
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements					600	985	180								490	150
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS					**600**	**985**	**180**								**490**	**150**
"YEAR 2015 TRAFFIC"																
Years To 2015	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH					34	56	10								28	9
YEAR 2015 BASE TRAFFIC					**634**	**1,041**	**190**								**518**	**159**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2															49	
Brickell CitiCentre															98	
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC					0	0	0								147	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH					283	464	85								231	71
YEAR 2035 TRAFFIC					**917**	**1,505**	**275**								**896**	**230**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 3rd Avenue and SE 2nd Street
COUNT DATE: May 5, 2012
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						85	1,260	15		430	115				20	85
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS						**85**	**1,260**	**15**		**430**	**115**				**20**	**85**
"YEAR 2015 TRAFFIC"																
Years To 2015	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						5	72	1		24	7				1	5
YEAR 2015 BASE TRAFFIC						**90**	**1,332**	**16**		**454**	**122**				**21**	**90**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC						0	0	0		0	0				0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						40	594	7		202	54				9	40
YEAR 2035 TRAFFIC						**130**	**1,926**	**23**		**656**	**176**				**30**	**130**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard (US 1) (SB) and SE 2nd Street
COUNT DATE: May 5, 2012
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements										360						970
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS										**360**						**970**

"YEAR 2015 TRAFFIC"

Years To 2015	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH										20						55
YEAR 2015 BASE TRAFFIC										**380**						**1,025**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC										0						0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH										169						457
YEAR 2035 TRAFFIC										**549**						**1,482**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Chopin Plaza and Biscayne Boulevard (US 1)/SE 2nd St
COUNT DATE: May 5, 2012
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements								190			1,130	65	5	25		
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS								**190**			**1,130**	**65**	**5**	**25**		
"YEAR 2015 TRAFFIC"																
Years To 2015	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH								11			64	4	0	1		
YEAR 2015 BASE TRAFFIC								**201**			**1,194**	**69**	**5**	**26**		

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2											47					
Brickell CitiCentre											142					
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC								0			189	0	0	0		
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH								90			532	31	2	12		
YEAR 2035 TRAFFIC								**291**			**1,915**	**100**	**7**	**38**		

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 3rd Avenue and SE 3rd Street with INT 75
COUNT DATE: May 5, 2012
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements	115	15	215	20						420	15	25	5	35	65	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS	**115**	**15**	**215**	**20**						**420**	**15**	**25**	**5**	**35**	**65**	
"YEAR 2015 TRAFFIC"																
Years To 2015	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	7	1	12	1						24	1	1	0	2	4	
YEAR 2015 BASE TRAFFIC	**122**	**16**	**227**	**21**						**444**	**16**	**26**	**5**	**37**	**69**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
Years To Buildout																
TOTAL "VESTED" TRAFFIC	0	0	0	0						0	0	0	0	0	0	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	54	7	101	9						198	7	12	2	16	31	
YEAR 2035 TRAFFIC	**176**	**23**	**328**	**30**						**642**	**23**	**38**	**7**	**53**	**100**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: S Miami Avenue and S 4th Street
COUNT DATE: April 26, 2011
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		9	65	63					2	60	53	534	1		664	95
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS		**9**	**65**	**63**					**2**	**60**	**53**	**534**	**1**		**664**	**95**
"YEAR 2015 TRAFFIC"																
Years To 2015	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		1	5	5					0	5	4	41	0		51	7
YEAR 2015 BASE TRAFFIC		**10**	**70**	**68**					**2**	**65**	**57**	**575**	**1**		**715**	**102**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2												56			79	
Brickell CitiCentre												343			238	
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
Years To Buildout																
TOTAL "VESTED" TRAFFIC		0	0	0					0	0	0	399	0		317	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		4	31	30					1	29	25	256	0		319	45
YEAR 2035 TRAFFIC		**14**	**101**	**98**					**3**	**94**	**82**	**1,230**	**1**		**1,351**	**147**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 2nd Avenue and SE 4th Street
COUNT DATE: May 5, 2012
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements												1,310		220	1,130	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS												**1,310**		**220**	**1,130**	
"YEAR 2015 TRAFFIC"																
Years To 2015	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH												74		13	64	
YEAR 2015 BASE TRAFFIC												**1,384**		**233**	**1,194**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2												47			49	
Brickell CitiCentre												142			98	
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
Years To Buildout																
TOTAL "VESTED" TRAFFIC												189		0	147	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH												617		104	532	
YEAR 2035 TRAFFIC												**2,190**		**337**	**1,873**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 3rd Avenue and SE 4th Street
COUNT DATE: May 5, 2012
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		440	1,030	65							60	30		65	40	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS		**440**	**1,030**	**65**							**60**	**30**		**65**	**40**	

"YEAR 2015 TRAFFIC"																
Years To 2015	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		25	59	4							3	2		4	2	
YEAR 2015 BASE TRAFFIC		**465**	**1,089**	**69**							**63**	**32**		**69**	**42**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2			47													
Brickell CitiCentre			142													
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
Years To Buildout																
TOTAL "VESTED" TRAFFIC		0	189	0							0	0		0	0	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		207	485	31							28	14		31	19	
YEAR 2035 TRAFFIC		**672**	**1,763**	**100**							**91**	**46**		**100**	**61**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Avenue and NE 4th Street
COUNT DATE: March 18, 2010
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						139								23	737	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS						**139**								**23**	**737**	

"YEAR 2015 TRAFFIC"

Years To 2015	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						13								2	71	
YEAR 2015 BASE TRAFFIC						**152**								**25**	**808**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center															277	
Years To Buildout																
TOTAL "VESTED" TRAFFIC						0								0	277	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						68								11	360	
YEAR 2035 TRAFFIC						**220**								**36**	**1,445**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Avenue and NE 3rd Street
COUNT DATE: March 18, 2010
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						92	241								480	341
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS						**92**	**241**								**480**	**341**
"YEAR 2015 TRAFFIC"																
Years To 2015	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						9	23								46	33
YEAR 2015 BASE TRAFFIC						**101**	**264**								**526**	**374**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI							40									
Miami World Center															277	
Miami River																
TOTAL "VESTED" TRAFFIC						0	40								277	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						45	118								234	167
YEAR 2035 TRAFFIC						**146**	**422**								**1,037**	**541**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Avenue and NE 2nd Street
COUNT DATE: March 18, 2010
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			141	181										105	433	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS			**141**	**181**										**105**	**433**	
"YEAR 2015 TRAFFIC"																
Years To 2015	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			14	17										10	42	
YEAR 2015 BASE TRAFFIC			**155**	**198**										**115**	**475**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center															277	
Miami River																
TOTAL "VESTED" TRAFFIC			0	0										0	277	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			69	88										51	212	
YEAR 2035 TRAFFIC			**224**	**286**										**166**	**964**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: S Miami Avenue and S 2nd Street
COUNT DATE: January 24, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.959

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						159	1,124								253	40
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
EXISTING CONDITIONS						**161**	**1,135**								**256**	**40**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						6	43								10	2
YEAR 2015 BASE TRAFFIC						**167**	**1,178**								**266**	**42**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2															79	
Brickell CitiCentre															238	
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC						0	0								317	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						74	525								119	19
YEAR 2035 TRAFFIC						**241**	**1,703**								**702**	**61**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 1st Avenue and SE 2nd Street
COUNT DATE: January 24, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.924

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements							697	127		505	494					
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
EXISTING CONDITIONS							**704**	**128**		**510**	**499**					
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH							26	5		19	19					
YEAR 2015 BASE TRAFFIC							**730**	**133**		**529**	**518**					

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2											56					
Brickell CitiCentre											343					
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC							0	0		0	399					
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH							325	59		236	231					
YEAR 2035 TRAFFIC							**1,055**	**192**		**765**	**1,148**					

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 8th St & NW 3rd Ave
COUNT DATE: July 11, 2014
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.98

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements	101	50	234		30		120	282	25	640	235	54				
Peak Season Correction Factor	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070	1.070
EXISTING CONDITIONS	**108**	**54**	**250**		**32**		**128**	**302**	**27**	**685**	**251**	**58**				
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	2	1	5		1		2	6	1	13	5	1				
YEAR 2015 BASE TRAFFIC	**110**	**55**	**255**		**33**		**130**	**308**	**28**	**698**	**256**	**59**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI			93				145									
Miami World Center			61				62									
Miami River																
TOTAL "VESTED" TRAFFIC	0	0	154		0		207	0	0	0	0	0				
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	49	25	114		15		58	137	12	311	114	26				
YEAR 2035 TRAFFIC	**159**	**80**	**523**		**48**		**395**	**445**	**40**	**1,009**	**370**	**85**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 8th St & NW 2nd Ave
COUNT DATE: March 19, 2014
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.861

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		31	222	32		16	203	26		132	255	57		11	103	59
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS		**31**	**222**	**32**		**16**	**203**	**26**		**132**	**255**	**57**		**11**	**103**	**59**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		1	4	1		0	4	0		2	5	1		0	2	1
YEAR 2015 BASE TRAFFIC		**32**	**226**	**33**		**16**	**207**	**26**		**134**	**260**	**58**		**11**	**105**	**60**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI			81	12			127	27		18				17		
Miami World Center			61				62									
Miami River																
TOTAL "VESTED" TRAFFIC		0	142	12		0	189	27		18	0	0		17	0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		14	101	15		7	92	12		60	116	26		5	47	27
YEAR 2035 TRAFFIC		**46**	**469**	**60**		**23**	**488**	**65**		**212**	**376**	**84**		**33**	**152**	**87**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 8th St & NW 1st Ct
COUNT DATE: March 19, 2014
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.913

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			248	44		9	157			58		50				
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS			**248**	**44**		**9**	**157**			**58**		**50**				
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			5	1		0	3			1		1				
YEAR 2015 BASE TRAFFIC			**253**	**45**		**9**	**160**			**59**		**51**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum			2				2									
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI			40	58		17	45			109		72				
Miami World Center			61				62									
Miami River																
TOTAL "VESTED" TRAFFIC			103	58		17	109			109		72				
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			113	20		4	71			26		23				
YEAR 2035 TRAFFIC			**469**	**123**		**30**	**340**			**194**		**146**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 8th St & NW 1st Ave
COUNT DATE: March 19, 2014
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.951

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		114	182	34		6	96	23		42	118	14		3	23	11
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS		**114**	**182**	**34**		**6**	**96**	**23**		**42**	**118**	**14**		**3**	**23**	**11**

"YEAR 2015 TRAFFIC"

Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		2	3	1		0	2	0		1	2	0		0	0	0
YEAR 2015 BASE TRAFFIC		**116**	**185**	**35**		**6**	**98**	**23**		**43**	**120**	**14**		**3**	**23**	**11**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum			2				2									
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI		9	18	85		35	12			45	45	54			29	6
Miami World Center			61				62									
Miami River																
TOTAL "VESTED" TRAFFIC		9	81	85		35	76	0		45	45	54		0	29	6
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		52	82	16		3	44	10		19	53	6		1	10	5
YEAR 2035 TRAFFIC		**177**	**348**	**136**		**44**	**218**	**33**		**107**	**218**	**74**		**4**	**62**	**22**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 7th St & NW 2nd Ave
COUNT DATE: March 19, 2014
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.882

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						7		35			412				148	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS						**7**		**35**			**412**				**148**	
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						0		1			8				3	
YEAR 2015 BASE TRAFFIC						**7**		**36**			**420**				**151**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI											18				12	
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC						0		0			18				12	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						3		16			187				67	
YEAR 2035 TRAFFIC						**10**		**52**			**625**				**230**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 7th St & NW 1st Ct
COUNT DATE: March 19, 2014
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.783

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements										34	101				38	11
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS										**34**	**101**				**38**	**11**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH										1	2				1	0
YEAR 2015 BASE TRAFFIC										**35**	**103**				**39**	**11**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI											181				75	
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC										0	181				75	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH										16	46				17	5
YEAR 2035 TRAFFIC										**51**	**330**				**131**	**16**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 6th St & NW 2nd Ave
COUNT DATE: March 19, 2014
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.889

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						66	608	71		133	308				117	45
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS						**66**	**608**	**71**		**133**	**308**				**117**	**45**
Port Tunnel Diversions							-14									
POST-TUNNEL EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**66**	**594**	**71**	**0**	**133**	**308**	**0**	**0**	**0**	**117**	**45**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	1	11	1	0	2	6	0	0	0	2	1
YEAR 2015 BASE TRAFFIC	**0**	**0**	**0**	**0**	**0**	**67**	**605**	**72**	**0**	**135**	**314**	**0**	**0**	**0**	**119**	**46**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI						36	109			18	18				12	
Miami World Center							10									
Miami River																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	36	119	0	0	18	18	0	0	0	12	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	30	270	32	0	60	140	0	0	0	53	21
YEAR 2035 TRAFFIC	**0**	**0**	**0**	**0**	**0**	**133**	**994**	**104**	**0**	**213**	**472**	**0**	**0**	**0**	**184**	**67**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 6th St & NW 1st Ct
COUNT DATE: March 19, 2014
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.786

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						11	706	122		10	11				8	25
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS						**11**	**706**	**122**		**10**	**11**				**8**	**25**
Port Tunnel Diversions							-14									
POST-TUNNEL EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**11**	**692**	**122**	**0**	**10**	**11**	**0**	**0**	**0**	**8**	**25**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	13	2	0	0	0	0	0	0	0	0
YEAR 2015 BASE TRAFFIC	**0**	**0**	**0**	**0**	**0**	**11**	**705**	**124**	**0**	**10**	**11**	**0**	**0**	**0**	**8**	**25**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum							2									
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI						81	36	70			69				36	109
Miami World Center							10									
Miami River																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	81	48	70	0	0	69	0	0	0	36	109
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	5	314	55	0	4	5	0	0	0	4	11
YEAR 2035 TRAFFIC	**0**	**0**	**0**	**0**	**0**	**97**	**1,067**	**249**	**0**	**14**	**85**	**0**	**0**	**0**	**48**	**145**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 6th St & NW 1st Ave
COUNT DATE: March 20, 2014
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.918

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						6	446	27		64	157				44	23
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS						**6**	**446**	**27**		**64**	**157**				**44**	**23**
Port Tunnel Diversions							-14									
POST-TUNNEL EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**6**	**432**	**27**	**0**	**64**	**157**	**0**	**0**	**0**	**44**	**23**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	8	1	0	1	3	0	0	0	1	0
YEAR 2015 BASE TRAFFIC	**0**	**0**	**0**	**0**	**0**	**6**	**440**	**28**	**0**	**65**	**160**	**0**	**0**	**0**	**45**	**23**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum							2									
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI						52	35			55	145				75	93
Miami World Center							10									
Miami River																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	52	47	0	0	55	145	0	0	0	75	93
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	3	196	12	0	29	71	0	0	0	20	10
YEAR 2035 TRAFFIC	**0**	**0**	**0**	**0**	**0**	**61**	**683**	**40**	**0**	**149**	**376**	**0**	**0**	**0**	**140**	**126**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 5th St & NW 2nd Ave
COUNT DATE: March 20, 2014
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.943

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		26	342	68							472	109		19	156	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS		**26**	**342**	**68**							**472**	**109**		**19**	**156**	
Port Tunnel Diversions			-20													
POST-TUNNEL EXISTING TRAFFIC	**0**	**26**	**322**	**68**	**0**	**0**	**0**	**0**	**0**	**0**	**472**	**109**	**0**	**19**	**156**	**0**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	6	1	0	0	0	0	0	0	9	2	0	0	3	0
YEAR 2015 BASE TRAFFIC	**0**	**26**	**328**	**69**	**0**	**0**	**0**	**0**	**0**	**0**	**481**	**111**	**0**	**19**	**159**	**0**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse				13							40	38			12	
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI			69	12							36	23			48	
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC	0	0	69	25	0	0	0	0	0	0	76	61	0	0	60	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	12	146	31	0	0	0	0	0	0	214	49	0	8	71	0
YEAR 2035 TRAFFIC	**0**	**38**	**543**	**125**	**0**	**0**	**0**	**0**	**0**	**0**	**771**	**221**	**0**	**27**	**290**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 5th St & NW 1st Ct
COUNT DATE: March 20, 2014
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.947

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		20	490											13		
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS		**20**	**490**											**13**		
Port Tunnel Diversions			-20													
POST-TUNNEL EXISTING TRAFFIC	**0**	**20**	**470**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**0**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0
YEAR 2015 BASE TRAFFIC	**0**	**20**	**479**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**0**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI		69	23											118		
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC	0	69	23	0	0	0	0	0	0	0	0	0	0	118	0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	9	213	0	0	0	0	0	0	0	0	0	0	6	0	0
YEAR 2035 TRAFFIC	**0**	**98**	**715**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**137**	**0**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 5th St & NW 1st Ave
COUNT DATE: March 20, 2014
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.956

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		51	447	47							161	100		15	34	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS		**51**	**447**	**47**							**161**	**100**		**15**	**34**	
Port Tunnel Diversions			-20													
POST-TUNNEL EXISTING TRAFFIC	**0**	**51**	**427**	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**161**	**100**	**0**	**15**	**34**	**0**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	1	8	1	0	0	0	0	0	0	3	2	0	0	1	0
YEAR 2015 BASE TRAFFIC	**0**	**52**	**435**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**164**	**102**	**0**	**15**	**35**	**0**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse		15	23												13	
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI		24	63	69							176	72			127	
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC	0	39	86	69	0	0	0	0	0	0	176	72	0	0	140	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	23	194	21	0	0	0	0	0	0	73	45	0	7	16	0
YEAR 2035 TRAFFIC	**0**	**114**	**715**	**138**	**0**	**0**	**0**	**0**	**0**	**0**	**413**	**219**	**0**	**22**	**191**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 4th St & NW 2nd Ave
COUNT DATE: March 20, 2014
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.91

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						55		71			501	4		10	213	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS						**55**		**71**			**501**	**4**		**10**	**213**	
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						1		1			9	0		0	4	
YEAR 2015 BASE TRAFFIC						**56**		**72**			**510**	**4**		**10**	**217**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse						14		64						25		
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI											59				59	
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC						14		64			59	0		25	59	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						25		32			227	2		4	97	
YEAR 2035 TRAFFIC						**95**		**168**			**796**	**6**		**39**	**373**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 3rd St & NW 2nd Ave
COUNT DATE: March 20, 2014
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.949

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		12	70	13		71	318	54		103	434	50		23	176	77
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS		**12**	**70**	**13**		**71**	**318**	**54**		**103**	**434**	**50**		**23**	**176**	**77**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		0	1	0		1	6	1		2	8	1		0	3	1
YEAR 2015 BASE TRAFFIC		**12**	**71**	**13**		**72**	**324**	**55**		**105**	**442**	**51**		**23**	**179**	**78**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse		14				21	45	42			6					14
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI		6	86			45	136	36			17	29		23	18	18
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC		20	86	0		66	181	78		0	23	29		23	18	32
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		5	32	6		32	144	25		47	197	23		10	80	35
YEAR 2035 TRAFFIC		**37**	**189**	**19**		**170**	**649**	**158**		**152**	**662**	**103**		**56**	**277**	**145**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 3rd St & NW 1st Ave
COUNT DATE: March 20, 2014
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.921

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		39		102		47	254	51		97	144				81	43
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS		**39**		**102**		**47**	**254**	**51**		**97**	**144**				**81**	**43**

"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		1		2		1	5	1		2	3				2	1
YEAR 2015 BASE TRAFFIC		**40**		**104**		**48**	**259**	**52**		**99**	**147**				**83**	**44**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse							11			4						13
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI		151		48			23	17		39	80				94	101
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC		151		48		0	34	17		43	80				94	114
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		18		46		21	115	23		44	66				37	20
YEAR 2035 TRAFFIC		**209**		**198**		**69**	**408**	**92**		**186**	**293**				**214**	**178**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SW 2nd St & NW 2nd Ave
COUNT DATE: March 20, 2014
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.92

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		41		60						41	557				236	24
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS		**41**		**60**						**41**	**557**				**236**	**24**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		1		1						1	10				4	0
YEAR 2015 BASE TRAFFIC		**42**		**61**						**42**	**567**				**240**	**24**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI		12									35				54	9
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC		12		0						0	35				54	9
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		19		27						19	253				107	11
YEAR 2035 TRAFFIC		**73**		**88**						**61**	**855**				**401**	**44**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 1st St & NW 2nd Ave with INT 75
COUNT DATE: March 20, 2014
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.9

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						35	305	53		54	564				193	95
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS						**35**	**305**	**53**		**54**	**564**				**193**	**95**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						1	6	1		1	10				4	2
YEAR 2015 BASE TRAFFIC						**36**	**311**	**54**		**55**	**574**				**197**	**97**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI											35				54	
Miami World Center																
Miami River											55				52	
TOTAL "VESTED" TRAFFIC						0	0	0		0	90				106	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						16	139	24		25	256				88	43
YEAR 2035 TRAFFIC						**52**	**450**	**78**		**80**	**920**				**391**	**140**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 1st St & NW 1st Ave — With INT 71
COUNT DATE: March 20, 2014
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.866

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						19	321	78		40	157	9		3	64	54
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS						**19**	**321**	**78**		**40**	**157**	**9**		**3**	**64**	**54**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						0	6	1		1	3	0		0	1	1
YEAR 2015 BASE TRAFFIC						**19**	**327**	**79**		**41**	**160**	**9**		**3**	**65**	**55**
"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI											40			63	63	
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC						0	0	0		0	40	0		63	63	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						8	146	35		18	71	4		1	29	25
YEAR 2035 TRAFFIC						**27**	**473**	**114**		**59**	**271**	**13**		**67**	**157**	**80**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N 6th Street & N Miami Ave
COUNT DATE: April 23, 2014
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.937

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						76	407								403	66
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
EXISTING CONDITIONS						**77**	**411**								**407**	**67**
Port Tunnel Diversions							-14									
POST-TUNNEL EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**77**	**397**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**407**	**67**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	1	7	0	0	0	0	0	0	0	8	1
YEAR 2015 BASE TRAFFIC	**0**	**0**	**0**	**0**	**0**	**78**	**404**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**415**	**68**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum							2									
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI							52									35
Miami World Center															144	10
Miami River																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	54	0	0	0	0	0	0	0	144	45
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	35	180	0	0	0	0	0	0	0	185	30
YEAR 2035 TRAFFIC	**0**	**0**	**0**	**0**	**0**	**113**	**638**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**744**	**143**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 6th Street & NE 1st Ave
COUNT DATE: April 23, 2014
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.857

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements							402	814		91	694					
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
EXISTING CONDITIONS							**406**	**822**		**92**	**701**					
Port Tunnel Diversions							-14									
POST-TUNNEL EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**392**	**822**	**0**	**92**	**701**	**0**	**0**	**0**	**0**	**0**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	7	15	0	2	13	0	0	0	0	0
YEAR 2015 BASE TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**399**	**837**	**0**	**94**	**714**	**0**	**0**	**0**	**0**	**0**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum							2									
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI							52				72					
Miami World Center								31			405					
Miami River																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	54	31	0	0	477	0	0	0	0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	178	373	0	42	318	0	0	0	0	0
YEAR 2035 TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**631**	**1,241**	**0**	**136**	**1,509**	**0**	**0**	**0**	**0**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N 5th Street & N Miami Ave
COUNT DATE: April 23, 2014
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.914

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			683	69										124	338	
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
EXISTING CONDITIONS			**690**	**70**										**125**	**341**	
Port Tunnel Diversions			-20													
POST-TUNNEL EXISTING TRAFFIC	**0**	**0**	**670**	**70**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**125**	**341**	**0**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	12	1	0	0	0	0	0	0	0	0	0	2	6	0
YEAR 2015 BASE TRAFFIC	**0**	**0**	**682**	**71**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**127**	**347**	**0**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI			136													
Miami World Center														144		
Miami River																
TOTAL "VESTED" TRAFFIC	0	0	136	0	0	0	0	0	0	0	0	0	0	144	0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	304	32	0	0	0	0	0	0	0	0	0	57	155	0
YEAR 2035 TRAFFIC	**0**	**0**	**1,122**	**103**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**328**	**502**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 5th Street & NE 1st Ave
COUNT DATE: April 23, 2014
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.96

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		231	635								545	190				
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
EXISTING CONDITIONS		**233**	**641**								**550**	**192**				
Port Tunnel Diversions			-20													
POST-TUNNEL EXISTING TRAFFIC	**0**	**233**	**621**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**550**	**192**	**0**	**0**	**0**	**0**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	4	12	0	0	0	0	0	0	0	10	4	0	0	0	0
YEAR 2015 BASE TRAFFIC	**0**	**237**	**633**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**560**	**196**	**0**	**0**	**0**	**0**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI		72	63													
Miami World Center		133	10								272					
Miami River																
TOTAL "VESTED" TRAFFIC	0	205	73	0	0	0	0	0	0	0	272	0	0	0	0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	106	282	0	0	0	0	0	0	0	250	87	0	0	0	0
YEAR 2035 TRAFFIC	**0**	**548**	**988**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,082**	**283**	**0**	**0**	**0**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 5th Street & NW 3rd Avenue
COUNT DATE: June 3, 2014
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.966

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		81	261								829	104				
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS		**84**	**271**								**862**	**108**				
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		2	5								16	2				
YEAR 2015 BASE TRAFFIC		**86**	**276**								**878**	**110**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI			81													
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC		0	81								0	0				
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		38	123								391	49				
YEAR 2035 TRAFFIC		**124**	**480**								**1,269**	**159**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 1st Avenue & NE 11th Street
COUNT DATE: December 3, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.912

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements							88	128		22	2,261					
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS							**92**	**133**		**23**	**2,351**					
Port Tunnel Diversions											-145					
POST-TUNNEL EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**92**	**133**	**0**	**23**	**2,206**	**0**	**0**	**0**	**0**	**0**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	3	5	0	1	83	0	0	0	0	0
YEAR 2015 BASE TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**95**	**138**	**0**	**24**	**2,289**	**0**	**0**	**0**	**0**	**0**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum			5				13									
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
700 Biscayne											21					
I-395 Reconstruction																
Project Street Closures																
FECI											72					
Miami World Center										51	512					
Miami River																
TOTAL "VESTED" TRAFFIC	0	0	5	0	0	0	13	0	0	51	605	0	0	0	0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	0	42	62	0	11	1,020	0	0	0	0	0
YEAR 2035 TRAFFIC	**0**	**0**	**5**	**0**	**0**	**0**	**150**	**200**	**0**	**86**	**3,914**	**0**	**0**	**0**	**0**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 1st Avenue & NE 10th Street
COUNT DATE: December 3, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.923

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		236	103								2,035	91				
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS		**245**	**107**								**2,116**	**95**				
Port Tunnel Diversions											-145					
POST-TUNNEL EXISTING TRAFFIC	**0**	**245**	**107**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,971**	**95**	**0**	**0**	**0**	**0**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	9	4	0	0	0	0	0	0	0	74	4	0	0	0	0
YEAR 2015 BASE TRAFFIC	**0**	**254**	**111**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,045**	**99**	**0**	**0**	**0**	**0**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
700 Biscayne											21					
I-395 Reconstruction																
Project Street Closures											-170	35				
FECI											72					
Miami World Center			30					195			379	133				
Miami River																
TOTAL "VESTED" TRAFFIC	0	0	30	0	0	0	0	195	0	0	302	168	0	0	0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	113	49	0	0	0	0	0	0	0	911	44	0	0	0	0
YEAR 2035 TRAFFIC	**0**	**367**	**190**	**0**	**0**	**0**	**0**	**195**	**0**	**0**	**3,258**	**311**	**0**	**0**	**0**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 1st Avenue & NE 9th Street
COUNT DATE: December 3, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.987

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		26	21				71	243		40	1,872	41				
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS		**27**	**22**				**74**	**253**		**42**	**1,947**	**43**				
Port Tunnel Diversions											-145					
POST-TUNNEL EXISTING TRAFFIC	**0**	**27**	**22**	**0**	**0**	**0**	**74**	**253**	**0**	**42**	**1,802**	**43**	**0**	**0**	**0**	**0**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	1	1	0	0	0	3	9	0	2	68	2	0	0	0	0
YEAR 2015 BASE TRAFFIC	**0**	**28**	**23**	**0**	**0**	**0**	**77**	**262**	**0**	**44**	**1,870**	**45**	**0**	**0**	**0**	**0**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
700 Biscayne											21					
I-395 Reconstruction																
Project Street Closures		12	-23				-111	-379		33	115	-46				
FECI											72					
Miami World Center		10	-10				103	225		7	306	-6				
Miami River																
TOTAL "VESTED" TRAFFIC	0	22	-33	0	0	0	-8	-154	0	40	514	-52	0	0	0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	12	10	0	0	0	34	117	0	20	833	20	0	0	0	0
YEAR 2035 TRAFFIC	**0**	**62**	**0**	**0**	**0**	**0**	**103**	**225**	**0**	**104**	**3,217**	**13**	**0**	**0**	**0**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 1st Avenue & NE 8th Street
COUNT DATE: December 3, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.912

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		63	94				70	147		9	1,778	58				
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS		**66**	**98**				**73**	**153**		**9**	**1,849**	**60**				
Port Tunnel Diversions											-145					
POST-TUNNEL EXISTING TRAFFIC	**0**	**66**	**98**	**0**	**0**	**0**	**73**	**153**	**0**	**9**	**1,704**	**60**	**0**	**0**	**0**	**0**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	2	4	0	0	0	3	6	0	0	64	2	0	0	0	0
YEAR 2015 BASE TRAFFIC	**0**	**68**	**102**	**0**	**0**	**0**	**76**	**159**	**0**	**9**	**1,768**	**62**	**0**	**0**	**0**	**0**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum			2				2									
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
700 Biscayne								5			16	64				
I-395 Reconstruction																
Project Street Closures			27				90	197		12	-95	34				
FECI											72					
Miami World Center		214	125				246	351		165	335	250				
Miami River																
TOTAL "VESTED" TRAFFIC	0	214	154	0	0	0	338	553	0	177	328	348	0	0	0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	30	45	0	0	0	34	71	0	4	788	28	0	0	0	0
YEAR 2035 TRAFFIC	**0**	**312**	**301**	**0**	**0**	**0**	**448**	**783**	**0**	**190**	**2,884**	**438**	**0**	**0**	**0**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 1st Avenue & NE 7th Street
COUNT DATE: December 3, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.97

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		36	27				41	65		11	1,756	11				
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS		**37**	**28**				**43**	**68**		**11**	**1,826**	**11**				
Port Tunnel Diversions											-145					
POST-TUNNEL EXISTING TRAFFIC	**0**	**37**	**28**	**0**	**0**	**0**	**43**	**68**	**0**	**11**	**1,681**	**11**	**0**	**0**	**0**	**0**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	1	1	0	0	0	2	3	0	0	63	0	0	0	0	0
YEAR 2015 BASE TRAFFIC	**0**	**38**	**29**	**0**	**0**	**0**	**45**	**71**	**0**	**11**	**1,744**	**11**	**0**	**0**	**0**	**0**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
700 Biscayne											80					
I-395 Reconstruction																
Project Street Closures		-39	-30				-46	-72		-12	23	-12				
FECI											72					
Miami World Center		-312	-217				-222	-503		-95	314	-219				
Miami River																
TOTAL "VESTED" TRAFFIC	0	-351	-247	0	0	0	-268	-575	0	-107	489	-231	0	0	0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	17	13	0	0	0	20	32	0	5	777	5	0	0	0	0
YEAR 2035 TRAFFIC	**0**	**-296**	**-205**	**0**	**0**	**0**	**-203**	**-472**	**0**	**-91**	**3,010**	**-215**	**0**	**0**	**0**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Avenue & NE 11th Street with INT 75
COUNT DATE: December 3, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.884

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						53	86							217	941	117
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS						**55**	**89**							**226**	**979**	**122**
Port Tunnel Diversions															-32	
POST-TUNNEL EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**55**	**89**	**0**	**0**	**0**	**0**	**0**	**0**	**226**	**947**	**122**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	2	3	0	0	0	0	0	0	8	36	5
YEAR 2015 BASE TRAFFIC	**0**	**0**	**0**	**0**	**0**	**57**	**92**	**0**	**0**	**0**	**0**	**0**	**0**	**234**	**983**	**127**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum			5				13									
1400 Biscayne Boulevard															3	
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
700 Biscayne															34	
I-395 Reconstruction														-150	-652	-81
Project Street Closures																
FECI																
Miami World Center															323	
Miami River																
TOTAL "VESTED" TRAFFIC	0	0	5	0	0	0	13	0	0	0	0	0	0	-150	-292	-81
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	25	41	0	0	0	0	0	0	104	438	57
YEAR 2035 TRAFFIC	**0**	**0**	**5**	**0**	**0**	**82**	**146**	**0**	**0**	**0**	**0**	**0**	**0**	**188**	**1,129**	**103**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Avenue & NE 10th Street — With INT 71
COUNT DATE: December 3, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.817

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			162	36		153								165	880	
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS			**168**	**37**		**159**								**172**	**915**	
Port Tunnel Diversions															-32	
POST-TUNNEL EXISTING TRAFFIC	**0**	**0**	**168**	**37**	**0**	**159**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**172**	**883**	**0**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	6	1	0	6	0	0	0	0	0	0	0	6	33	0
YEAR 2015 BASE TRAFFIC	**0**	**0**	**174**	**38**	**0**	**165**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**178**	**916**	**0**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
700 Biscayne															34	
I-395 Reconstruction														-97	-465	-90
Project Street Closures			35				70								-100	170
FECI																
Miami World Center			52	162			95								223	100
Miami River																
TOTAL "VESTED" TRAFFIC	0	0	87	162	0	0	165	0	0	0	0	0	0	-97	-308	180
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	78	17	0	74	0	0	0	0	0	0	0	79	408	0
YEAR 2035 TRAFFIC	**0**	**0**	**339**	**217**	**0**	**239**	**165**	**0**	**0**	**0**	**0**	**0**	**0**	**160**	**1,016**	**180**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Avenue & NE 9th Street
COUNT DATE: December 3, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.946

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			56	28		55	126							64	759	180
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS			**58**	**29**		**57**	**131**							**67**	**789**	**187**
Port Tunnel Diversions															-32	
POST-TUNNEL EXISTING TRAFFIC	**0**	**0**	**58**	**29**	**0**	**57**	**131**	**0**	**0**	**0**	**0**	**0**	**0**	**67**	**757**	**187**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	2	1	0	2	5	0	0	0	0	0	0	3	28	7
YEAR 2015 BASE TRAFFIC	**0**	**0**	**60**	**30**	**0**	**59**	**136**	**0**	**0**	**0**	**0**	**0**	**0**	**70**	**785**	**194**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
700 Biscayne															34	
I-395 Reconstruction														-33	-432	
Project Street Closures			-87	-43			-197								99	-280
FECI																
Miami World Center			51	143		20	51								417	333
Miami River																
TOTAL "VESTED" TRAFFIC	0	0	-36	100	0	20	-146	0	0	0	0	0	0	-33	118	53
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	27	13	0	26	61	0	0	0	0	0	0	31	350	86
YEAR 2035 TRAFFIC	**0**	**0**	**51**	**143**	**0**	**105**	**51**	**0**	**0**	**0**	**0**	**0**	**0**	**68**	**1,253**	**333**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Avenue & NE 8th Street
COUNT DATE: December 3, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.924

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			131	17		21	197							85	654	66
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS			**136**	**18**		**22**	**205**							**88**	**680**	**69**
Port Tunnel Diversions															-32	
POST-TUNNEL EXISTING TRAFFIC	**0**	**0**	**136**	**18**	**0**	**22**	**205**	**0**	**0**	**0**	**0**	**0**	**0**	**88**	**648**	**69**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	5	1	0	1	8	0	0	0	0	0	0	3	24	3
YEAR 2015 BASE TRAFFIC	**0**	**0**	**141**	**19**	**0**	**23**	**213**	**0**	**0**	**0**	**0**	**0**	**0**	**91**	**672**	**72**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum			2				2									
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
700 Biscayne			6	58		29	5							8	26	
I-395 Reconstruction														-45	-296	-91
Project Street Closures			23	37			127								-54	130
FECI			72				47									
Miami World Center			189	144		10	63								162	114
Miami River																
TOTAL "VESTED" TRAFFIC	0	0	292	239	0	39	244	0	0	0	0	0	0	-37	-162	153
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	63	8	0	10	95	0	0	0	0	0	0	41	299	32
YEAR 2035 TRAFFIC	**0**	**0**	**496**	**266**	**0**	**72**	**552**	**0**	**0**	**0**	**0**	**0**	**0**	**95**	**809**	**257**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Avenue & NE 7th Street
COUNT DATE: December 3, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.727

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			21	13		19	52							18	698	28
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS			**22**	**14**		**20**	**54**							**19**	**726**	**29**
Port Tunnel Diversions															-32	
POST-TUNNEL EXISTING TRAFFIC	**0**	**0**	**22**	**14**	**0**	**20**	**54**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**694**	**29**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	1	1	0	1	2	0	0	0	0	0	0	1	26	1
YEAR 2015 BASE TRAFFIC	**0**	**0**	**23**	**15**	**0**	**21**	**56**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**720**	**30**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
700 Biscayne															66	
I-395 Reconstruction														-7	-289	
Project Street Closures			-23	-15			-58								14	-31
FECI																
Miami World Center			-10	-7		10	-23							42	286	-12
Miami River																
TOTAL "VESTED" TRAFFIC	0	0	-33	-22	0	10	-81	0	0	0	0	0	0	35	77	-43
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	10	7	0	9	25	0	0	0	0	0	0	9	321	13
YEAR 2035 TRAFFIC	**0**	**0**	**0**	**0**	**0**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**64**	**1,118**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard & NE 11th Street
COUNT DATE: December 3, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.889

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		6	0	196				128		0	1,393	113			1,077	116
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS		**6**	**0**	**204**				**133**		**0**	**1,449**	**118**			**1,120**	**121**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		0	0	8				5		0	54	4			42	5
YEAR 2015 BASE TRAFFIC		**6**	**0**	**212**				**138**		**0**	**1,503**	**122**			**1,162**	**126**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum			5			15	13	9				11			4	
1400 Biscayne Boulevard															2	
The Chelsea															10	
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne											15				25	
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center											72				71	
Miami River																
TOTAL "VESTED" TRAFFIC		0	5	0		15	13	9		0	87	11			112	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		3	0	94				62		0	670	54			518	56
YEAR 2035 TRAFFIC		**9**	**5**	**306**		**15**	**13**	**209**		**0**	**2,260**	**187**			**1,792**	**182**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard & NE 10th Street
COUNT DATE: December 3, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.917

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		224	1	77				13		51	992	1	269	0	888	76
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS		**233**	**1**	**80**				**14**		**53**	**1,032**	**1**	**280**	**0**	**924**	**79**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		9	0	3				1		2	39	0	11	0	35	3
YEAR 2015 BASE TRAFFIC		**242**	**1**	**83**				**15**		**55**	**1,071**	**1**	**291**	**0**	**959**	**82**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard															2	
The Chelsea															10	
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne											15				25	
I-395 Reconstruction																
Project Street Closures		35									-35				-58	58
FECI																
Miami World Center		47									31				-24	95
Miami River																
TOTAL "VESTED" TRAFFIC		82	0	0				0		0	11	0	0	0	-45	153
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		108	0	37				7		25	477	0	130	0	427	37
YEAR 2035 TRAFFIC		**432**	**1**	**120**				**22**		**80**	**1,559**	**1**	**421**	**0**	**1,341**	**272**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard & NE 9th Street
COUNT DATE: December 3, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.893

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		63		19						33	940				887	103
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS		**66**		**20**						**34**	**978**				**922**	**107**

"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		2		1						1	37				35	4
YEAR 2015 BASE TRAFFIC		**68**		**21**						**35**	**1,015**				**957**	**111**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard															2	
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne											15				25	
I-395 Reconstruction																
Project Street Closures		-35		-11						-18						-58
FECI																
Miami World Center		31		21											20	-44
Miami River																
TOTAL "VESTED" TRAFFIC		-4		10						-18	15				47	-102
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		30		9						16	452				427	49
YEAR 2035 TRAFFIC		**94**		**40**						**33**	**1,482**				**1,431**	**58**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard & NE 8th Street
COUNT DATE: December 3, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.878

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		74	64	30		1	23	18		58	929	25	25	69	674	76
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS		**77**	**67**	**31**		**1**	**24**	**19**		**60**	**966**	**26**	**26**	**72**	**701**	**79**

"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		3	3	1		0	1	1		2	36	1	1	3	26	3
YEAR 2015 BASE TRAFFIC		**80**	**70**	**32**		**1**	**25**	**20**		**62**	**1,002**	**27**	**27**	**75**	**727**	**82**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum		2									5				13	2
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne		8		4						15	7					25
I-395 Reconstruction																
Project Street Closures				11						18	-18				-30	19
FECI			72				47									
Miami World Center		70	70	49					10	30					-2	43
Miami River																
TOTAL "VESTED" TRAFFIC		80	142	64		0	47	0	10	63	-6	0	0	0	-19	89
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		36	31	14		0	11	9		28	447	12	12	33	324	37
YEAR 2035 TRAFFIC		**196**	**243**	**110**		**1**	**83**	**29**	**10**	**153**	**1,443**	**39**	**39**	**108**	**1,032**	**208**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Biscayne Boulevard & NE 7th Street
COUNT DATE: December 3, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.971

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements				35							1,012				904	24
Peak Season Correction Factor	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040
EXISTING CONDITIONS				**36**							**1,052**				**940**	**25**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH				1							39				35	1
YEAR 2015 BASE TRAFFIC				**37**							**1,091**				**975**	**26**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne											22				4	
I-395 Reconstruction																
Project Street Closures																-19
FECI																
Miami World Center				10							40				31	-13
Miami River																
TOTAL "VESTED" TRAFFIC				10							62				35	-32
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH				16							486				435	12
YEAR 2035 TRAFFIC				**63**							**1,639**				**1,445**	**6**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N Miami Avenue & N 7th Street
COUNT DATE: December 11, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.91

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements				2		21								13	366	2
Peak Season Correction Factor	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
EXISTING CONDITIONS				**2**		**22**								**14**	**384**	**2**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH				0		1								1	14	0
YEAR 2015 BASE TRAFFIC				**2**		**23**								**15**	**398**	**2**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction															741	
Project Street Closures				-2		-23								-15		-2
FECI														35		
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC				-2		-23								20	741	-2
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH				1		10								7	177	1
YEAR 2035 TRAFFIC				**1**		**10**								**42**	**1,316**	**1**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: N Miami Avenue & N 9th Street
COUNT DATE: December 11, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.933

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			16	44		46	34							8	348	23
Peak Season Correction Factor	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
EXISTING CONDITIONS			**17**	**46**		**48**	**36**							**8**	**365**	**24**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			1	2		2	1							0	14	1
YEAR 2015 BASE TRAFFIC			**18**	**48**		**50**	**37**							**8**	**379**	**25**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction														11	741	49
Project Street Closures			-9	9										-3	3	
FECI														35		
Miami World Center						103									212	
Miami River																
TOTAL "VESTED" TRAFFIC			-9	9		103	0							43	956	49
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			8	21		22	16							4	169	11
YEAR 2035 TRAFFIC			**17**	**78**		**175**	**53**							**55**	**1,504**	**85**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 1st Avenue (West) & NW 10th St
COUNT DATE: December 11, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.929

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		15	57	2							6	0		21	3	
Peak Season Correction Factor	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
EXISTING CONDITIONS		**16**	**60**	**2**							**6**	**0**		**22**	**3**	
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		1	2	0							0	0		1	0	
YEAR 2015 BASE TRAFFIC		**17**	**62**	**2**							**6**	**0**		**23**	**3**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC		0	0	0							0	0		0	0	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		8	28	1							3	0		10	1	
YEAR 2035 TRAFFIC		**25**	**90**	**3**							**9**	**0**		**33**	**4**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 1st Avenue (East) & NW 10th St
COUNT DATE: December 11, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.895

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		4	48	27							89	150		10	5	
Peak Season Correction Factor	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
EXISTING CONDITIONS		**4**	**50**	**28**							**93**	**158**		**11**	**5**	
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		0	2	1							3	6		0	0	
YEAR 2015 BASE TRAFFIC		**4**	**52**	**29**							**96**	**164**		**11**	**5**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI											54			35		
Miami World Center			30													
Miami River																
TOTAL "VESTED" TRAFFIC		0	30	0							54	0		35	0	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH		2	23	13							43	73		5	2	
YEAR 2035 TRAFFIC		**6**	**105**	**42**							**193**	**237**		**51**	**7**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 1st Avenue (West) & NW 11th St
COUNT DATE: December 11, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.808

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						7	71	63		6	11				19	17
Peak Season Correction Factor	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
EXISTING CONDITIONS						**7**	**75**	**66**		**6**	**12**				**20**	**18**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						0	3	2		0	0				1	1
YEAR 2015 BASE TRAFFIC						**7**	**78**	**68**		**6**	**12**				**21**	**19**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum							13									
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI											54					
Miami World Center							51									
Miami River																
TOTAL "VESTED" TRAFFIC						0	64	0		0	54				0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						3	35	30		3	5				9	8
YEAR 2035 TRAFFIC						**10**	**177**	**98**		**9**	**71**				**30**	**27**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 1st Avenue (East) & NW 11th St
COUNT DATE: December 11, 2013
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.83

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						15	58	2		74	19				1	6
Peak Season Correction Factor	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050	1.050
EXISTING CONDITIONS						**16**	**61**	**2**		**78**	**20**				**1**	**6**
"YEAR 2015 TRAFFIC"																
Years To 2015	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						1	2	0		3	1				0	0
YEAR 2015 BASE TRAFFIC						**17**	**63**	**2**		**81**	**21**				**1**	**6**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum							13									
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI																
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC						0	13	0		0	0				0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						8	28	1		36	9				0	3
YEAR 2035 TRAFFIC						**25**	**104**	**3**		**117**	**30**				**1**	**9**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Avenue & NE 6th St
COUNT DATE: April 3, 2014
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.916

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						27	1,024								545	192
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
EXISTING CONDITIONS						**27**	**1,034**								**550**	**194**
Port Tunnel Diversions							-159								-32	
POST-TUNNEL EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**27**	**875**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**518**	**194**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	1	16	0	0	0	0	0	0	0	10	4
YEAR 2015 BASE TRAFFIC	**0**	**0**	**0**	**0**	**0**	**28**	**891**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**528**	**198**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum							2									
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
700 Biscayne															28	38
I-395 Reconstruction															-211	-78
Project Street Closures																
FECI							52									
Miami World Center															267	31
Miami River																
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	54	0	0	0	0	0	0	0	84	-9
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	0	0	0	12	397	0	0	0	0	0	0	0	235	88
YEAR 2035 TRAFFIC	**0**	**0**	**0**	**0**	**0**	**40**	**1,342**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**847**	**277**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 2nd Avenue & NE 5th St
COUNT DATE: April 3, 2014
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.956

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			278	150										96	451	
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
EXISTING CONDITIONS			**281**	**152**										**97**	**456**	
Port Tunnel Diversions			-20											-32		
POST-TUNNEL EXISTING TRAFFIC	**0**	**0**	**261**	**152**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**65**	**456**	**0**
"YEAR 2015 TRAFFIC"																
Years To 2015	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	5	3	0	0	0	0	0	0	0	0	0	1	8	0
YEAR 2015 BASE TRAFFIC	**0**	**0**	**266**	**155**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**66**	**464**	**0**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
700 Biscayne														12	17	
I-395 Reconstruction														-39	-172	
Project Street Closures																
FECI			63													
Miami World Center				10											267	
Miami River																
TOTAL "VESTED" TRAFFIC	0	0	63	10	0	0	0	0	0	0	0	0	0	-27	112	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH	0	0	119	69	0	0	0	0	0	0	0	0	0	29	207	0
YEAR 2035 TRAFFIC	**0**	**0**	**448**	**234**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**68**	**783**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 8th St & NW 3rd Ct
COUNT DATE: March 3, 2015
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.946

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			140	66		44	188							270	932	118
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS			**140**	**66**		**44**	**188**							**270**	**932**	**118**
"YEAR 2015 TRAFFIC"																
Years To 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			0	0		0	0							0	0	0
YEAR 2015 BASE TRAFFIC			**140**	**66**		**44**	**188**							**270**	**932**	**118**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI			93				145									
Miami World Center			61				62									
Miami River																
TOTAL "VESTED" TRAFFIC			154	0		0	207							0	0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			62	29		20	84							120	415	53
YEAR 2035 TRAFFIC			**356**	**95**		**64**	**479**							**390**	**1,347**	**171**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 6th St & NW 3rd Ct
COUNT DATE: March 3, 2015
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.874

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						269	372								1,017	57
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS						**269**	**372**								**1,017**	**57**
"YEAR 2015 TRAFFIC"																
Years To 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						0	0								0	0
YEAR 2015 BASE TRAFFIC						**269**	**372**								**1,017**	**57**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI							127									
Miami World Center							10									
Miami River																
TOTAL "VESTED" TRAFFIC						0	137								0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						120	166								453	25
YEAR 2035 TRAFFIC						**389**	**675**								**1,470**	**82**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 6th St & NW 3rd Ave
COUNT DATE: March 3, 2015
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.968

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements							629	208		110	815					
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS							**629**	**208**		**110**	**815**					
"YEAR 2015 TRAFFIC"																
Years To 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH							0	0		0	0					
YEAR 2015 BASE TRAFFIC							**629**	**208**		**110**	**815**					

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI							127									
Miami World Center							10									
Miami River																
TOTAL "VESTED" TRAFFIC							137	0		0	0					
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH							280	93		49	363					
YEAR 2035 TRAFFIC							**1,046**	**301**		**159**	**1,178**					

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 5th St & NW 3rd Ct
COUNT DATE: March 3, 2015
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.916

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements			272	112										200	1,097	
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS			**272**	**112**										**200**	**1,097**	
"YEAR 2015 TRAFFIC"																
Years To 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			0	0										0	0	
YEAR 2015 BASE TRAFFIC			**272**	**112**										**200**	**1,097**	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI			81													
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC			81	0										0	0	
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH			121	50										89	489	
YEAR 2035 TRAFFIC			**474**	**162**										**289**	**1,586**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NW 3rd St & NW 3rd Ct
COUNT DATE: March 3, 2015
TIME PERIOD: PM Period
PEAK HOUR FACTOR: 0.898

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						160	53							48	1,109	16
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
EXISTING CONDITIONS						**160**	**53**							**48**	**1,109**	**16**
"YEAR 2015 TRAFFIC"																
Years To 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						0	0							0	0	0
YEAR 2015 BASE TRAFFIC						**160**	**53**							**48**	**1,109**	**16**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miami Science Museum																
1400 Biscayne Boulevard																
The Chelsea																
1700 Biscayne Boulevard MUSP																
Brickell CityCentre North 2																
Brickell CitiCentre																
Element																
888 Biscyane																
Riverside Tower																
Childrens Courthouse																
Port Tunnel Diversions																
700 Biscayne																
I-395 Reconstruction																
Project Street Closures																
FECI							154									
Miami World Center																
Miami River																
TOTAL "VESTED" TRAFFIC						0	154							0	0	0
Years To Buildout	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Yearly Growth Rate	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%	1.86%
BACKGROUND TRAFFIC GROWTH						71	24							21	494	7
YEAR 2035 TRAFFIC						**231**	**231**							**69**	**1,603**	**23**

Appendix D:
Synchro Worksheets

Existing Conditions

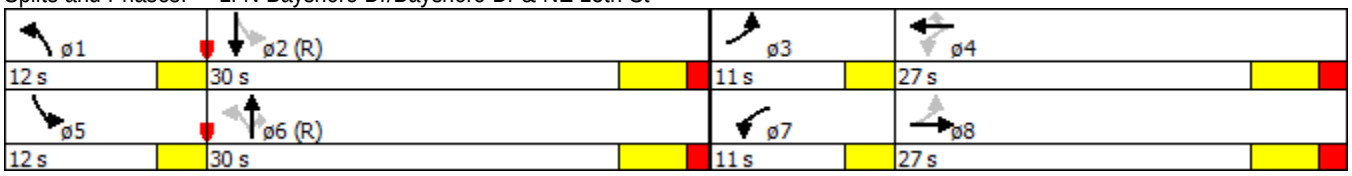
AM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Volume (vph)	59	143	112	148	83	20	129	23	157	256
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	3	8	7	4		1	6		5	2
Permitted Phases	8		4		4	6		6	2	
Detector Phase	3	8	7	4	4	1	6	6	5	2
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0
Minimum Split (s)	9.0	26.8	9.0	26.8	26.8	9.0	23.4	23.4	9.0	23.4
Total Split (s)	11.0	27.0	11.0	27.0	27.0	12.0	30.0	30.0	12.0	30.0
Total Split (%)	13.8%	33.8%	13.8%	33.8%	33.8%	15.0%	37.5%	37.5%	15.0%	37.5%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.8	0.0	1.8	1.8	0.0	1.4	1.4	0.0	1.4
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	5.8	3.0	5.8	5.8		5.4	5.4	3.0	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 75 (94%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 1: N Bayshore Dr/Bayshore Dr & NE 15th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	59	143	83	112	148	83	20	129	23	157	256	58
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		1.00	1.00		0.98	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	162.9	171.0	162.9	162.9	162.9	162.9	171.0
Lanes	1	1	0	1	1	1	0	2	1	1	2	0
Cap, veh/h	357	227	132	292	434	332	105	522	475	523	1233	274
Arrive On Green	0.02	0.08	0.08	0.03	0.09	0.00	0.35	0.35	0.35	0.08	0.48	0.48
Sat Flow, veh/h	1551	954	557	1551	1629	1246	6	1483	1350	1551	2580	574
Grp Volume(v), veh/h	69	0	266	132	174	0	24	152	27	185	188	181
Grp Sat Flow(s),veh/h/ln	1551	0	1511	1551	1629	1246	6	1483	1350	1551	1629	1526
Q Serve(g_s), s	2.3	0.0	12.1	4.1	7.1	0.0	0.1	5.2	0.9	3.9	4.8	4.9
Cycle Q Clear(g_c), s	2.3	0.0	12.1	4.1	7.1	0.0	24.6	5.2	0.9	3.9	4.8	4.9
Prop In Lane	1.00		0.37	1.00		1.00	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	357	0	359	292	434	332	105	522	475	523	778	729
V/C Ratio(X)	0.19	0.00	0.74	0.45	0.40	0.00	0.23	0.29	0.06	0.35	0.24	0.25
Avail Cap(c_a), veh/h	453	0	458	343	494	378	105	522	475	594	778	729
HCM Platoon Ratio	0.32	0.32	0.32	0.32	0.32	0.32	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	0.0	30.2	18.5	26.7	0.0	32.7	16.4	15.0	8.9	10.8	10.8
Incr Delay (d2), s/veh	0.1	0.0	4.1	0.4	0.4	0.0	5.0	1.4	0.2	0.2	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.9	0.0	5.3	1.6	3.1	0.0	0.1	2.0	0.3	1.3	1.9	1.9
Lane Grp Delay (d), s/veh	19.4	0.0	34.3	18.9	27.1	0.0	37.7	17.8	15.2	9.1	11.5	11.6
Lane Grp LOS	B		C	B	C		D	B	B	A	B	B
Approach Vol, veh/h		335			306			203			554	
Approach Delay, s/veh		31.2			23.6			19.8			10.7	
Approach LOS		C			C			B			B	

Timer												
Assigned Phs	3	8		7	4		1	6		5	2	
Phs Duration (G+Y+Rc), s	6.7	22.4		8.7	24.4		0.0	30.0		8.8	38.8	
Change Period (Y+Rc), s	3.0	5.8		3.0	5.8		3.0	5.4		3.0	5.4	
Max Green Setting (Gmax), s	8.0	21.2		8.0	21.2		9.0	24.6		9.0	24.6	
Max Q Clear Time (g_c+I1), s	4.3	14.1		6.1	9.1		0.0	26.6		5.9	6.9	
Green Ext Time (p_c), s	0.0	1.3		0.0	1.8		0.0	0.0		0.1	1.1	

Intersection Summary			
HCM 2010 Ctrl Delay		19.8	
HCM 2010 LOS		B	

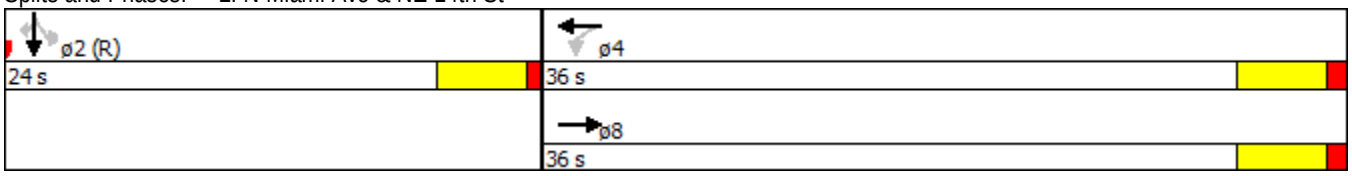
Notes

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Volume (vph)	151	47	118	570	70
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	8		4	2	
Permitted Phases		4			2
Detector Phase	8	4	4	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	22.7	22.7
Total Split (s)	36.0	36.0	36.0	24.0	24.0
Total Split (%)	60.0%	60.0%	60.0%	40.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.7	0.7
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	4.7	4.7
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 50 (83%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 2: N Miami Ave & NE 14th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	151	35	47	118	0	0	0	0	36	570	70
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Adj Sat Flow veh/h/ln	0.0	162.9	171.0	171.0	162.9	0.0				171.0	162.9	162.9
Lanes	0	1	0	0	1	0				0	2	1
Cap, veh/h	0	596	136	250	567	0				57	936	401
Arrive On Green	0.00	0.52	0.52	0.52	0.52	0.00				0.32	0.32	0.00
Sat Flow, veh/h	0	1154	264	334	1097	0				176	2909	1246
Grp Volume(v), veh/h	0	0	204	182	0	0				330	336	0
Grp Sat Flow(s),veh/h/ln	0	0	1418	1431	0	0				1457	1629	1246
Q Serve(g_s), s	0.0	0.0	4.9	0.0	0.0	0.0				11.9	10.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	4.9	3.6	0.0	0.0				11.9	10.6	0.0
Prop In Lane	0.00		0.19	0.29		0.00				0.12		1.00
Lane Grp Cap(c), veh/h	0	0	733	817	0	0				469	524	401
V/C Ratio(X)	0.00	0.00	0.28	0.22	0.00	0.00				0.70	0.64	0.00
Avail Cap(c_a), veh/h	0	0	733	817	0	0				469	524	401
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	8.2	7.9	0.0	0.0				17.9	17.4	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.9	0.6	0.0	0.0				8.6	5.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.0	1.6	1.4	0.0	0.0				5.1	4.8	0.0
Lane Grp Delay (d), s/veh	0.0	0.0	9.1	8.5	0.0	0.0				26.5	23.3	0.0
Lane Grp LOS			A	A						C	C	
Approach Vol, veh/h		204			182						666	
Approach Delay, s/veh		9.1			8.5						24.9	
Approach LOS		A			A						C	

Timer												
Assigned Phs		8			4						2	
Phs Duration (G+Y+Rc), s		36.0			36.0						24.0	
Change Period (Y+Rc), s		5.0			5.0						4.7	
Max Green Setting (Gmax), s		31.0			31.0						19.3	
Max Q Clear Time (g_c+I1), s		6.9			5.6						13.9	
Green Ext Time (p_c), s		1.9			1.9						0.9	

Intersection Summary												
HCM 2010 Ctrl Delay			19.0									
HCM 2010 LOS			B									

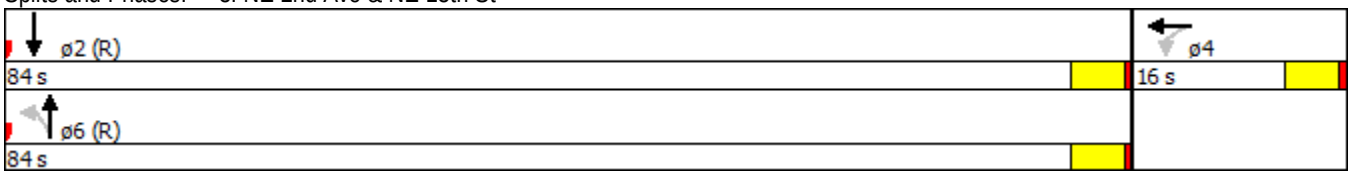
Notes

Lane Group	WBL	WBT	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	104	42	20	631	966
Turn Type	Perm	NA	Perm	NA	NA
Protected Phases		4		6	2
Permitted Phases	4		6		
Detector Phase	4	4	6	6	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	16.0	16.0	22.7	22.7	22.7
Total Split (s)	16.0	16.0	84.0	84.0	84.0
Total Split (%)	16.0%	16.0%	84.0%	84.0%	84.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.7	0.7	0.7
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.8	4.8		4.7	4.7
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 68 (68%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 40
Control Type: Pretimed

Splits and Phases: 3: NE 2nd Ave & NE 13th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	104	42	60	20	631	0	0	966	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.8	4.8			4.7			4.7	
Lane Util. Factor				0.91	0.91			0.95			0.95	
Frpb, ped/bikes				1.00	0.98			1.00			1.00	
Flpb, ped/bikes				1.00	1.00			1.00			1.00	
Frt				1.00	0.93			1.00			1.00	
Flt Protected				0.95	0.99			1.00			1.00	
Satd. Flow (prot)				1382	2629			3032			3031	
Flt Permitted				0.95	0.99			0.90			1.00	
Satd. Flow (perm)				1382	2629			2741			3031	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	114	46	66	22	693	0	0	1062	13
RTOR Reduction (vph)	0	0	0	0	59	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	78	89	0	0	715	0	0	1074	0
Confl. Peds. (#/hr)	12					12			2	2		
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			6			2	
Permitted Phases				4			6					
Actuated Green, G (s)				11.2	11.2			79.3			79.3	
Effective Green, g (s)				11.2	11.2			79.3			79.3	
Actuated g/C Ratio				0.11	0.11			0.79			0.79	
Clearance Time (s)				4.8	4.8			4.7			4.7	
Lane Grp Cap (vph)				154	294			2173			2403	
v/s Ratio Prot											c0.35	
v/s Ratio Perm				c0.06	0.03			0.26				
v/c Ratio				0.51	0.30			0.33			0.45	
Uniform Delay, d1				41.8	40.8			2.9			3.3	
Progression Factor				1.00	1.00			1.00			1.00	
Incremental Delay, d2				11.4	2.7			0.4			0.6	
Delay (s)				53.2	43.5			3.3			3.9	
Level of Service				D	D			A			A	
Approach Delay (s)		0.0			46.8			3.3			3.9	
Approach LOS		A			D			A			A	

Intersection Summary

HCM 2000 Control Delay	8.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.5
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		

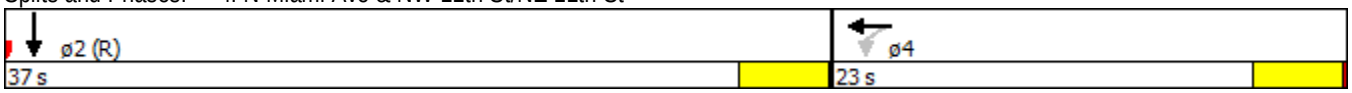
c Critical Lane Group

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	18	737
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.3	22.2
Total Split (s)	23.0	37.0
Total Split (%)	38.3%	61.7%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.3	0.2
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.3	4.2
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 38 (63%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 4: N Miami Ave & NW 11th St/NE 11th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	32	18	0	0	0	0	0	737	17
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	162.9	0.0				0.0	162.9	171.0
Lanes				0	2	0				0	3	0
Cap, veh/h				120	462	0				0	2512	59
Arrive On Green				0.31	0.31	0.00				0.00	0.55	0.55
Sat Flow, veh/h				0	1482	0				0	4594	108
Grp Volume(v), veh/h				35	20	0				0	574	255
Grp Sat Flow(s),veh/h/ln				0	1482	0				0	1629	1445
Q Serve(g_s), s				0.0	0.6	0.0				0.0	5.8	5.8
Cycle Q Clear(g_c), s				18.7	0.6	0.0				0.0	5.8	5.8
Prop In Lane				1.00		0.00				0.00		0.07
Lane Grp Cap(c), veh/h				120	462	0				0	1781	790
V/C Ratio(X)				0.29	0.04	0.00				0.00	0.32	0.32
Avail Cap(c_a), veh/h				120	462	0				0	1781	790
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				30.0	14.4	0.0				0.0	7.5	7.5
Incr Delay (d2), s/veh				6.1	0.2	0.0				0.0	0.5	1.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				0.7	0.2	0.0				0.0	2.1	2.0
Lane Grp Delay (d), s/veh				36.1	14.6	0.0				0.0	8.0	8.6
Lane Grp LOS				D	B						A	A
Approach Vol, veh/h					55						829	
Approach Delay, s/veh					28.3						8.2	
Approach LOS					C						A	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	23.0 37.0
Change Period (Y+Rc), s	4.3 4.2
Max Green Setting (Gmax), s	18.7 32.8
Max Q Clear Time (g_c+I1), s	20.7 7.8
Green Ext Time (p_c), s	0.0 3.8

Intersection Summary	
HCM 2010 Ctrl Delay	9.4
HCM 2010 LOS	A

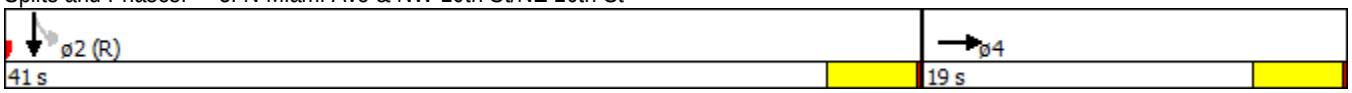
Notes

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	153	723
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	18.3	18.3
Total Split (s)	19.0	41.0
Total Split (%)	31.7%	68.3%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.3	0.3
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.3	4.3
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 48 (80%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 40
Control Type: Pretimed

Splits and Phases: 5: N Miami Ave & NW 10th St/NE 10th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	153	92	0	0	0	0	0	0	59	723	0
Number	7	4	14							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00							1.00		1.00
Parking Bus Adj	1.00	1.00	0.90							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	162.9	171.0							171.0	162.9	0.0
Lanes	0	2	0							0	3	0
Cap, veh/h	0	455	257							120	1813	0
Arrive On Green	0.00	0.24	0.24							0.20	0.20	0.00
Sat Flow, veh/h	0	1858	1049							0	2964	0
Grp Volume(v), veh/h	0	143	121							63	777	0
Grp Sat Flow(s),veh/h/ln	0	1629	1278							0	1482	0
Q Serve(g_s), s	0.0	4.4	4.7							0.0	13.7	0.0
Cycle Q Clear(g_c), s	0.0	4.4	4.7							36.7	13.7	0.0
Prop In Lane	0.00		0.82							1.00		0.00
Lane Grp Cap(c), veh/h	0	399	313							120	1813	0
V/C Ratio(X)	0.00	0.36	0.39							0.52	0.43	0.00
Avail Cap(c_a), veh/h	0	399	313							120	1813	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	18.8	18.9							42.3	14.8	0.0
Incr Delay (d2), s/veh	0.0	2.5	3.6							15.5	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	1.9	1.8							1.5	5.7	0.0
Lane Grp Delay (d), s/veh	0.0	21.3	22.4							57.8	15.5	0.0
Lane Grp LOS		C	C							E	B	
Approach Vol, veh/h		264									840	
Approach Delay, s/veh		21.8									18.7	
Approach LOS		C									B	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	19.0	41.0
Change Period (Y+Rc), s	4.3	4.3
Max Green Setting (Gmax), s	14.7	36.7
Max Q Clear Time (g_c+I1), s	6.7	38.7
Green Ext Time (p_c), s	0.6	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	19.4
HCM 2010 LOS	B

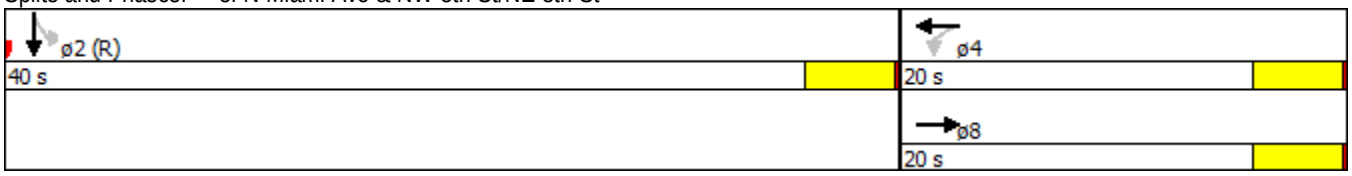
Notes

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Volume (vph)	121	11	27	730
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	18.3	18.3	18.3	18.3
Total Split (s)	20.0	20.0	20.0	40.0
Total Split (%)	33.3%	33.3%	33.3%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.3		4.3	4.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 1 (2%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 40
Control Type: Pretimed

Splits and Phases: 8: N Miami Ave & NW 8th St/NE 8th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	121	73	11	27	0	0	0	0	55	730	99
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		1.00				1.00		0.99
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Adj Sat Flow veh/h/ln	0.0	162.9	171.0	171.0	162.9	0.0				171.0	162.9	171.0
Lanes	0	1	0	0	1	0				0	3	0
Cap, veh/h	0	223	135	123	236	0				156	2190	304
Arrive On Green	0.00	0.26	0.26	0.26	0.26	0.00				0.20	0.20	0.20
Sat Flow, veh/h	0	852	516	173	902	0				262	3680	511
Grp Volume(v), veh/h	0	0	228	45	0	0				361	368	311
Grp Sat Flow(s),veh/h/ln	0	0	1368	1075	0	0				1453	1629	1372
Q Serve(g_s), s	0.0	0.0	8.9	0.1	0.0	0.0				13.0	11.8	11.8
Cycle Q Clear(g_c), s	0.0	0.0	8.9	9.0	0.0	0.0				13.0	11.8	11.8
Prop In Lane	0.00		0.38	0.29		0.00				0.18		0.37
Lane Grp Cap(c), veh/h	0	0	358	359	0	0				864	969	816
V/C Ratio(X)	0.00	0.00	0.64	0.13	0.00	0.00				0.42	0.38	0.38
Avail Cap(c_a), veh/h	0	0	358	359	0	0				864	969	816
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	19.6	17.0	0.0	0.0				15.0	14.5	14.5
Incr Delay (d2), s/veh	0.0	0.0	8.4	0.7	0.0	0.0				1.5	1.1	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.0	3.7	0.6	0.0	0.0				5.5	5.5	4.7
Lane Grp Delay (d), s/veh	0.0	0.0	28.0	17.7	0.0	0.0				16.5	15.6	15.9
Lane Grp LOS			C	B						B	B	B
Approach Vol, veh/h		228			45						1040	
Approach Delay, s/veh		28.0			17.7						16.0	
Approach LOS		C			B						B	

Timer	
Assigned Phs	8	4	2
Phs Duration (G+Y+Rc), s	20.0	20.0	40.0
Change Period (Y+Rc), s	4.3	4.3	4.3
Max Green Setting (Gmax), s	15.7	15.7	35.7
Max Q Clear Time (g_c+I1), s	10.9	11.0	15.0
Green Ext Time (p_c), s	0.5	0.5	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	18.1
HCM 2010 LOS	B

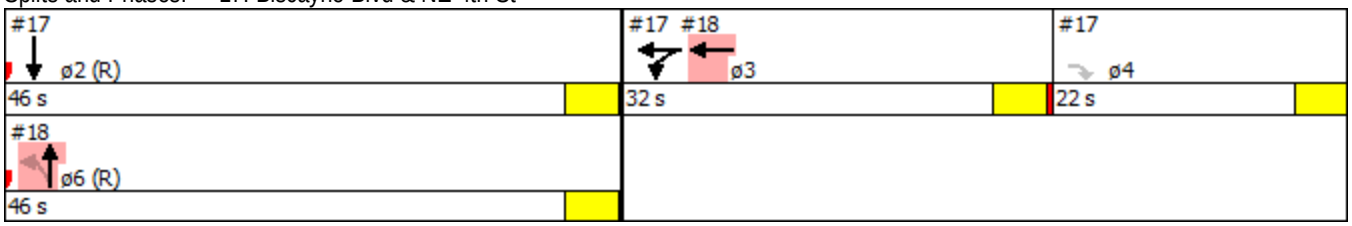
Notes

Lane Group	EBR	WBL	WBT	SBT	ø6
Lane Configurations					
Volume (vph)	17	21	8	1250	
Turn Type	custom	Split	NA	NA	
Protected Phases		3	3	2	6
Permitted Phases	4				
Detector Phase	4	3	3	2	
Switch Phase					
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0
Minimum Split (s)	21.0	21.5	21.5	22.3	22.3
Total Split (s)	22.0	32.0	32.0	46.0	46.0
Total Split (%)	22.0%	32.0%	32.0%	46.0%	46%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.5	0.5	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.5	4.5	4.3	
Lead/Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 86 (86%), Referenced to phase 2:SBT and 6:, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 17: Biscayne Blvd & NE 4th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	17	21	8	0	0	0	0	0	1250	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0	4.5	4.5						4.3	
Lane Util. Factor			1.00	0.91	0.91						0.86	
Frpb, ped/bikes			0.96	1.00	1.00						1.00	
Flpb, ped/bikes			1.00	1.00	1.00						1.00	
Frt			0.86	1.00	1.00						1.00	
Flt Protected			1.00	0.95	0.99						1.00	
Satd. Flow (prot)			1353	2816	1469						5579	
Flt Permitted			1.00	0.95	0.99						1.00	
Satd. Flow (perm)			1353	2816	1469						5579	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	19	23	9	0	0	0	0	0	1374	21
RTOR Reduction (vph)	0	0	16	15	8	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	0	3	6	3	0	0	0	0	0	1393	0
Confl. Peds. (#/hr)	27		14	14		27	31		8	8		31
Confl. Bikes (#/hr)						3			2			2
Turn Type			custom	Split	NA						NA	
Protected Phases				3	3						2	
Permitted Phases			4									
Actuated Green, G (s)			18.0	27.5	27.5						41.7	
Effective Green, g (s)			18.0	27.5	27.5						41.7	
Actuated g/C Ratio			0.18	0.28	0.28						0.42	
Clearance Time (s)			4.0	4.5	4.5						4.3	
Lane Grp Cap (vph)			243	774	403						2326	
v/s Ratio Prot				0.00	c0.00						c0.25	
v/s Ratio Perm			c0.00									
v/c Ratio			0.01	0.01	0.01						0.60	
Uniform Delay, d1			33.7	26.3	26.3						22.7	
Progression Factor			1.00	1.00	1.00						1.00	
Incremental Delay, d2			0.1	0.0	0.0						1.1	
Delay (s)			33.8	26.4	26.4						23.8	
Level of Service			C	C	C						C	
Approach Delay (s)		33.8			26.4			0.0			23.8	
Approach LOS		C			C			A			C	

Intersection Summary

HCM 2000 Control Delay	24.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.8
Intersection Capacity Utilization	40.4%	ICU Level of Service	A
Analysis Period (min)	15		

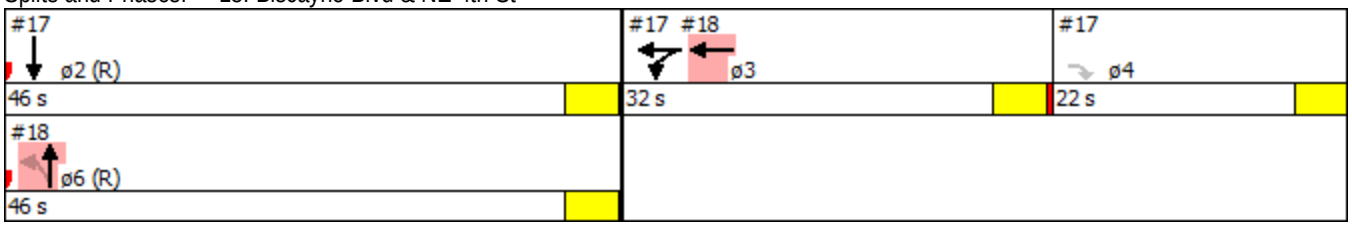
c Critical Lane Group

Lane Group	WBT	NBT	ø2	ø4
Lane Configurations				
Volume (vph)	11	985		
Turn Type	NA	NA		
Protected Phases	3	6	2	4
Permitted Phases				
Detector Phase	3	6		
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	5.0
Minimum Split (s)	21.5	22.3	22.3	21.0
Total Split (s)	32.0	46.0	46.0	22.0
Total Split (%)	32.0%	46.0%	46%	22%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.3	0.3	0.0
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	4.5	4.3		
Lead/Lag	Lead			Lag
Lead-Lag Optimize?	Yes			Yes
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 86 (86%), Referenced to phase 2:SBT and 6:, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 18: Biscayne Blvd & NE 4th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	11	20	22	985	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.5			4.3				
Lane Util. Factor					0.95			0.86				
Frpb, ped/bikes					0.97			1.00				
Flpb, ped/bikes					1.00			1.00				
Frt					0.90			1.00				
Flt Protected					1.00			1.00				
Satd. Flow (prot)					3011			6212				
Flt Permitted					1.00			1.00				
Satd. Flow (perm)					3011			6212				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	12	21	23	1037	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	15	0	0	35	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	18	0	0	1025	0	0	0	0
Confl. Peds. (#/hr)	19		16	16		19	22		16	16		22
Confl. Bikes (#/hr)			22			1			4			
Turn Type					NA		Perm	NA				
Protected Phases					3			6				
Permitted Phases							6					
Actuated Green, G (s)					27.5			41.7				
Effective Green, g (s)					27.5			41.7				
Actuated g/C Ratio					0.28			0.42				
Clearance Time (s)					4.5			4.3				
Lane Grp Cap (vph)					828			2590				
v/s Ratio Prot					c0.01							
v/s Ratio Perm								0.17				
v/c Ratio					0.02			0.40				
Uniform Delay, d1					26.4			20.4				
Progression Factor					1.00			0.83				
Incremental Delay, d2					0.0			0.4				
Delay (s)					26.5			17.3				
Level of Service					C			B				
Approach Delay (s)		0.0			26.5			17.3			0.0	
Approach LOS		A			C			B			A	

Intersection Summary

HCM 2000 Control Delay	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.20		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.8
Intersection Capacity Utilization	40.4%	ICU Level of Service	A
Analysis Period (min)	15		

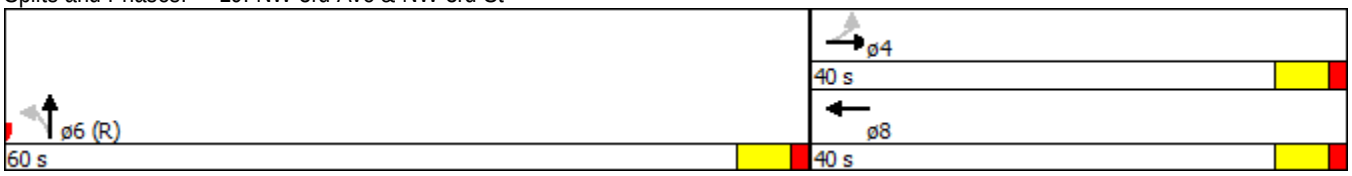
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Configurations					
Volume (vph)	2	251	63	25	439
Turn Type	Perm	NA	NA	Perm	NA
Protected Phases		4	8		6
Permitted Phases	4			6	
Detector Phase	4	4	8	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	12.0	12.0
Minimum Split (s)	29.5	29.5	29.5	21.5	21.5
Total Split (s)	40.0	40.0	40.0	60.0	60.0
Total Split (%)	40.0%	40.0%	40.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 73 (73%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 19: NW 3rd Ave & NW 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	251	0	0	63	71	25	439	100	0	0	0
Number	7	4	14	3	8	18	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.99	1.00		0.99			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	162.9	162.9	0.0	0.0	162.9	171.0	162.9	162.9	171.0			
Lanes	1	1	0	0	2	0	1	2	0			
Cap, veh/h	398	562	0	0	562	474	845	1400	316			
Arrive On Green	0.34	0.34	0.00	0.00	0.34	0.34	0.55	0.55	0.55			
Sat Flow, veh/h	1071	1629	0	0	1629	1374	1551	2568	580			
Grp Volume(v), veh/h	2	282	0	0	71	80	28	311	294			
Grp Sat Flow(s),veh/h/ln	1071	1629	0	0	1629	1374	1551	1629	1520			
Q Serve(g_s), s	0.1	13.7	0.0	0.0	3.0	4.0	0.8	10.8	10.9			
Cycle Q Clear(g_c), s	4.2	13.7	0.0	0.0	3.0	4.0	0.8	10.8	10.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.38			
Lane Grp Cap(c), veh/h	398	562	0	0	562	474	845	888	828			
V/C Ratio(X)	0.01	0.50	0.00	0.00	0.13	0.17	0.03	0.35	0.35			
Avail Cap(c_a), veh/h	398	562	0	0	562	474	845	888	828			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	24.2	25.9	0.0	0.0	22.4	22.8	10.5	12.8	12.8			
Incr Delay (d2), s/veh	0.0	3.2	0.0	0.0	0.5	0.8	0.1	1.1	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	0.0	6.1	0.0	0.0	1.3	1.5	0.3	4.4	4.2			
Lane Grp Delay (d), s/veh	24.3	29.1	0.0	0.0	22.9	23.5	10.6	13.9	14.0			
Lane Grp LOS	C	C			C	C	B	B	B			
Approach Vol, veh/h		284			151			633				
Approach Delay, s/veh		29.1			23.2			13.8				
Approach LOS		C			C			B				

Timer

Assigned Phs		4			8			6				
Phs Duration (G+Y+Rc), s		40.0			40.0			60.0				
Change Period (Y+Rc), s		5.5			5.5			5.5				
Max Green Setting (Gmax), s		34.5			34.5			54.5				
Max Q Clear Time (g_c+I1), s		15.7			6.0			12.9				
Green Ext Time (p_c), s		1.7			1.9			1.4				

Intersection Summary

HCM 2010 Ctrl Delay			19.2									
HCM 2010 LOS			B									

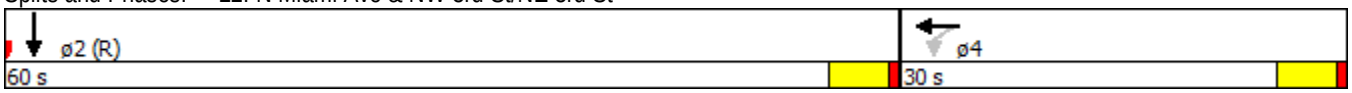
Notes

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	186	522
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.8	22.8
Total Split (s)	30.0	60.0
Total Split (%)	33.3%	66.7%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.8	0.8
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.8	4.8
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 30 (33%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 22: N Miami Ave & NW 3rd St/NE 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	46	186	0	0	0	0	0	522	142
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	162.9	0.0				0.0	162.9	171.0
Lanes				0	2	0				0	2	0
Cap, veh/h				80	415	0				0	1513	411
Arrive On Green				0.09	0.09	0.00				0.00	0.20	0.20
Sat Flow, veh/h				0	1482	0				0	2468	670
Grp Volume(v), veh/h				54	219	0				0	405	376
Grp Sat Flow(s),veh/h/ln				0	1482	0				0	1629	1509
Q Serve(g_s), s				0.0	12.7	0.0				0.0	19.4	19.5
Cycle Q Clear(g_c), s				25.2	12.7	0.0				0.0	19.4	19.5
Prop In Lane				1.00		0.00				0.00		0.44
Lane Grp Cap(c), veh/h				80	415	0				0	999	925
V/C Ratio(X)				0.67	0.53	0.00				0.00	0.41	0.41
Avail Cap(c_a), veh/h				80	415	0				0	999	925
HCM Platoon Ratio				0.33	0.33	1.00				1.00	0.33	0.33
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				53.4	35.2	0.0				0.0	21.6	21.7
Incr Delay (d2), s/veh				37.2	4.7	0.0				0.0	1.2	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				2.1	5.6	0.0				0.0	8.9	8.3
Lane Grp Delay (d), s/veh				90.7	39.9	0.0				0.0	22.9	23.0
Lane Grp LOS				F	D						C	C
Approach Vol, veh/h					273						781	
Approach Delay, s/veh					50.0						22.9	
Approach LOS					D						C	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	30.0	60.0
Change Period (Y+Rc), s	4.8	4.8
Max Green Setting (Gmax), s	25.2	55.2
Max Q Clear Time (g_c+I1), s	27.2	21.5
Green Ext Time (p_c), s	0.0	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	29.9
HCM 2010 LOS	C

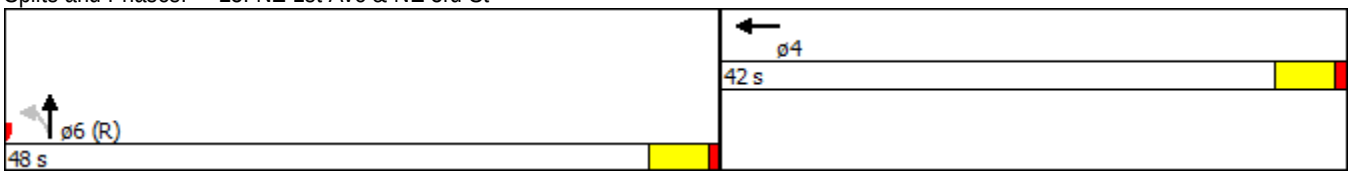
Notes

Lane Group	WBT	NBT
Lane Configurations		
Volume (vph)	197	293
Turn Type	NA	NA
Protected Phases	4	6
Permitted Phases		
Detector Phase	4	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	42.0	48.0
Total Split (%)	46.7%	53.3%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 16 (18%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 23: NE 1st Ave & NE 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	197	186	93	293	0	0	0	0
Number				7	4	14	1	6	16			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus Adj				1.00	1.00	0.90	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln				0.0	162.9	171.0	171.0	162.9	0.0			
Lanes				0	2	0	0	3	0			
Cap, veh/h				0	671	512	80	1419	0			
Arrive On Green				0.00	0.41	0.41	0.16	0.16	0.00			
Sat Flow, veh/h				0	1629	1242	0	2964	0			
Grp Volume(v), veh/h				0	219	207	103	326	0			
Grp Sat Flow(s),veh/h/ln				0	1629	1242	0	1482	0			
Q Serve(g_s), s				0.0	8.2	10.6	0.0	8.6	0.0			
Cycle Q Clear(g_c), s				0.0	8.2	10.6	43.1	8.6	0.0			
Prop In Lane				0.00		1.00	1.00		0.00			
Lane Grp Cap(c), veh/h				0	671	512	80	1419	0			
V/C Ratio(X)				0.00	0.33	0.40	1.29	0.23	0.00			
Avail Cap(c_a), veh/h				0	671	512	80	1419	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	18.0	18.7	59.4	23.4	0.0			
Incr Delay (d2), s/veh				0.0	1.3	2.4	195.9	0.4	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln				0.0	3.5	3.5	6.3	3.5	0.0			
Lane Grp Delay (d), s/veh				0.0	19.3	21.0	255.4	23.8	0.0			
Lane Grp LOS					B	C	F	C				
Approach Vol, veh/h					426			429				
Approach Delay, s/veh					20.1			79.4				
Approach LOS					C			E				

Timer

Assigned Phs	4 6
Phs Duration (G+Y+Rc), s	42.0 48.0
Change Period (Y+Rc), s	4.9 4.9
Max Green Setting (Gmax), s	37.1 43.1
Max Q Clear Time (g_c+I1), s	12.6 45.1
Green Ext Time (p_c), s	1.0 0.0

Intersection Summary

HCM 2010 Ctrl Delay	49.8
HCM 2010 LOS	D

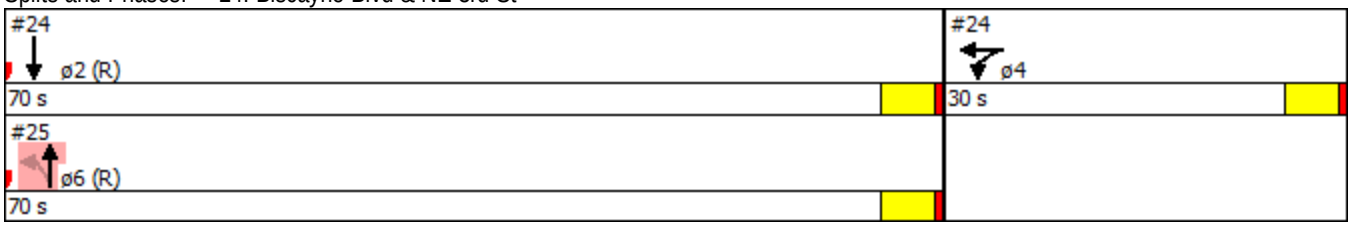
Notes

Lane Group	WBL	WBT	SBT	ø6
Lane Configurations				
Volume (vph)	30	70	1163	
Turn Type	Split	NA	NA	
Protected Phases	4	4	2	6
Permitted Phases				
Detector Phase	4	4	2	
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.8	24.8	22.8	22.8
Total Split (s)	30.0	30.0	70.0	70.0
Total Split (%)	30.0%	30.0%	70.0%	70%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	
Total Lost Time (s)	4.8	4.8	4.8	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 2:SBT and 6:, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 24: Biscayne Blvd & NE 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	30	70	0	0	0	0	0	1163	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.8	4.8						4.8	
Lane Util. Factor				0.91	0.91						0.86	
Frpb, ped/bikes				1.00	1.00						1.00	
Flpb, ped/bikes				1.00	1.00						1.00	
Frt				1.00	1.00						0.98	
Flt Protected				0.95	1.00						1.00	
Satd. Flow (prot)				1408	2957						5500	
Flt Permitted				0.95	1.00						1.00	
Satd. Flow (perm)				1408	2957						5500	
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	0	0	0	36	83	0	0	0	0	0	1385	171
RTOR Reduction (vph)	0	0	0	29	18	0	0	0	0	0	13	0
Lane Group Flow (vph)	0	0	0	3	69	0	0	0	0	0	1543	0
Confl. Peds. (#/hr)	81					81	2		16	16		2
Confl. Bikes (#/hr)						6			1			
Turn Type				Split	NA						NA	
Protected Phases				4	4						2	
Permitted Phases												
Actuated Green, G (s)				10.8	10.8						79.6	
Effective Green, g (s)				10.8	10.8						79.6	
Actuated g/C Ratio				0.11	0.11						0.80	
Clearance Time (s)				4.8	4.8						4.8	
Vehicle Extension (s)				2.5	2.5						1.0	
Lane Grp Cap (vph)				152	319						4378	
v/s Ratio Prot				0.00	c0.02						c0.28	
v/s Ratio Perm												
v/c Ratio				0.02	0.22						0.35	
Uniform Delay, d1				39.9	40.7						2.9	
Progression Factor				2.19	1.39						0.27	
Incremental Delay, d2				0.0	0.2						0.2	
Delay (s)				87.2	56.9						1.0	
Level of Service				F	E						A	
Approach Delay (s)		0.0			65.0			0.0			1.0	
Approach LOS		A			E			A			A	

Intersection Summary

HCM 2000 Control Delay	5.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.6
Intersection Capacity Utilization	45.4%	ICU Level of Service	A
Analysis Period (min)	15		

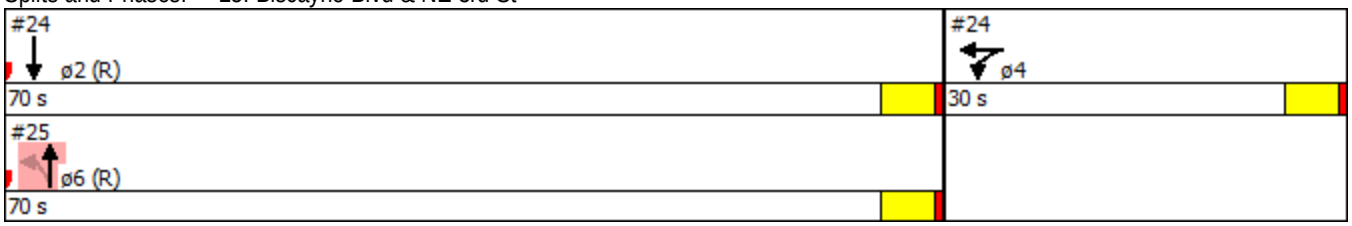
c Critical Lane Group

Lane Group	NBT	ø2	ø4
Lane Configurations			
Volume (vph)	991		
Turn Type	NA		
Protected Phases	6	2	4
Permitted Phases			
Detector Phase	6		
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	22.8	22.8	24.8
Total Split (s)	70.0	70.0	30.0
Total Split (%)	70.0%	70%	30%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.8
Lost Time Adjust (s)	0.0		
Total Lost Time (s)	4.8		
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 2:SBT and 6:, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 25: Biscayne Blvd & NE 3rd St



Movement	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations										
Volume (vph)	0	0	108	991	100	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.8						
Lane Util. Factor				0.86						
Frpb, ped/bikes				0.99						
Flpb, ped/bikes				1.00						
Frt				0.99						
Flt Protected				1.00						
Satd. Flow (prot)				6058						
Flt Permitted				1.00						
Satd. Flow (perm)				6058						
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	110	1011	102	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	18	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	1205	0	0	0	0	0	0
Confl. Peds. (#/hr)			5		25					
Confl. Bikes (#/hr)		6			4			1		
Turn Type			Perm	NA						
Protected Phases				6						
Permitted Phases			6							
Actuated Green, G (s)				79.6						
Effective Green, g (s)				79.6						
Actuated g/C Ratio				0.80						
Clearance Time (s)				4.8						
Vehicle Extension (s)				1.0						
Lane Grp Cap (vph)				4822						
v/s Ratio Prot										
v/s Ratio Perm				0.20						
v/c Ratio				0.25						
Uniform Delay, d1				2.6						
Progression Factor				0.55						
Incremental Delay, d2				0.1						
Delay (s)				1.6						
Level of Service				A						
Approach Delay (s)	0.0			1.6			0.0		0.0	
Approach LOS	A			A			A		A	

Intersection Summary

HCM 2000 Control Delay	1.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.22		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.6
Intersection Capacity Utilization	21.9%	ICU Level of Service	A
Analysis Period (min)	15		

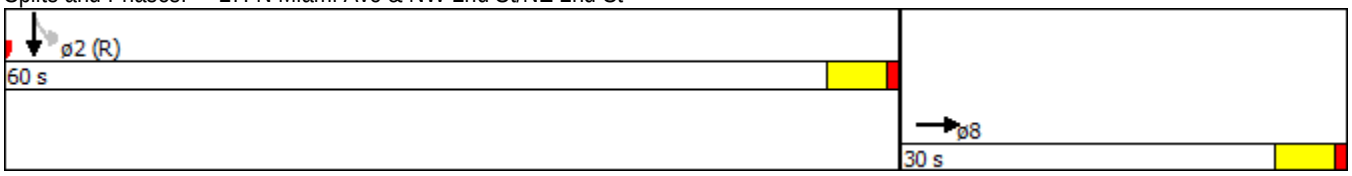
c Critical Lane Group

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	93	383
Turn Type	NA	NA
Protected Phases	8	2
Permitted Phases		
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	30.0	60.0
Total Split (%)	33.3%	66.7%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 47 (52%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 27: N Miami Ave & NW 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	93	57	0	0	0	0	0	0	103	383	0
Number	3	8	18							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96							1.00		1.00
Parking Bus Adj	1.00	1.00	0.90							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	162.9	171.0							171.0	162.9	0.0
Lanes	0	2	0							0	2	0
Cap, veh/h	0	512	286							80	907	0
Arrive On Green	0.00	0.28	0.28							0.20	0.20	0.00
Sat Flow, veh/h	0	1835	1024							0	1482	0
Grp Volume(v), veh/h	0	98	83							124	461	0
Grp Sat Flow(s),veh/h/ln	0	1629	1231							0	1482	0
Q Serve(g_s), s	0.0	4.2	4.7							0.0	24.9	0.0
Cycle Q Clear(g_c), s	0.0	4.2	4.7							55.1	24.9	0.0
Prop In Lane	0.00		0.83							1.00		0.00
Lane Grp Cap(c), veh/h	0	454	343							80	907	0
V/C Ratio(X)	0.00	0.22	0.24							1.55	0.51	0.00
Avail Cap(c_a), veh/h	0	454	343							80	907	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	24.9	25.1							63.5	23.9	0.0
Incr Delay (d2), s/veh	0.0	1.1	1.7							299.8	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	1.8	1.6							8.6	10.5	0.0
Lane Grp Delay (d), s/veh	0.0	26.0	26.8							363.3	25.9	0.0
Lane Grp LOS		C	C							F	C	
Approach Vol, veh/h		181									585	
Approach Delay, s/veh		26.3									97.4	
Approach LOS		C									F	

Timer

Assigned Phs		8									2	
Phs Duration (G+Y+Rc), s		30.0									60.0	
Change Period (Y+Rc), s		4.9									4.9	
Max Green Setting (Gmax), s		25.1									55.1	
Max Q Clear Time (g_c+I1), s		6.7									57.1	
Green Ext Time (p_c), s		0.3									0.0	

Intersection Summary

HCM 2010 Ctrl Delay			80.6									
HCM 2010 LOS			F									

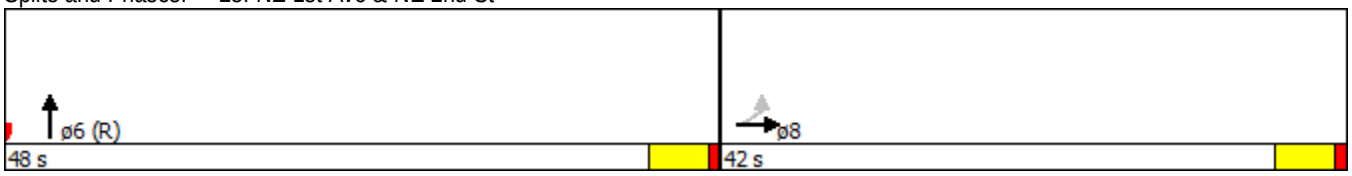
Notes

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	135	279
Turn Type	NA	NA
Protected Phases	8	6
Permitted Phases		
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	42.0	48.0
Total Split (%)	46.7%	53.3%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 2 (2%), Referenced to phase 2: and 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 28: NE 1st Ave & NE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	95	135	0	0	0	0	0	279	148	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	171.0	162.9	0.0				0.0	162.9	171.0			
Lanes	0	2	0				0	3	0			
Cap, veh/h	80	611	0				0	1560	660			
Arrive On Green	0.14	0.14	0.00				0.00	0.16	0.16			
Sat Flow, veh/h	0	1482	0				0	3257	1379			
Grp Volume(v), veh/h	112	159	0				0	328	174			
Grp Sat Flow(s),veh/h/ln	0	1482	0				0	1629	1379			
Q Serve(g_s), s	0.0	8.6	0.0				0.0	7.9	10.0			
Cycle Q Clear(g_c), s	37.1	8.6	0.0				0.0	7.9	10.0			
Prop In Lane	1.00		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	80	611	0				0	1560	660			
V/C Ratio(X)	1.40	0.26	0.00				0.00	0.21	0.26			
Avail Cap(c_a), veh/h	80	611	0				0	1560	660			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	0.33	0.33			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	57.4	26.6	0.0				0.0	23.1	23.9			
Incr Delay (d2), s/veh	239.2	1.0	0.0				0.0	0.3	1.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	7.3	3.6	0.0				0.0	3.5	3.9			
Lane Grp Delay (d), s/veh	296.7	27.6	0.0				0.0	23.4	24.9			
Lane Grp LOS	F	C						C	C			
Approach Vol, veh/h		271						502				
Approach Delay, s/veh		138.8						23.9				
Approach LOS		F						C				

Timer

Assigned Phs		8						6				
Phs Duration (G+Y+Rc), s		42.0						48.0				
Change Period (Y+Rc), s		4.9						4.9				
Max Green Setting (Gmax), s		37.1						43.1				
Max Q Clear Time (g_c+I1), s		39.1						12.0				
Green Ext Time (p_c), s		0.0						1.3				

Intersection Summary

HCM 2010 Ctrl Delay			64.2									
HCM 2010 LOS			E									

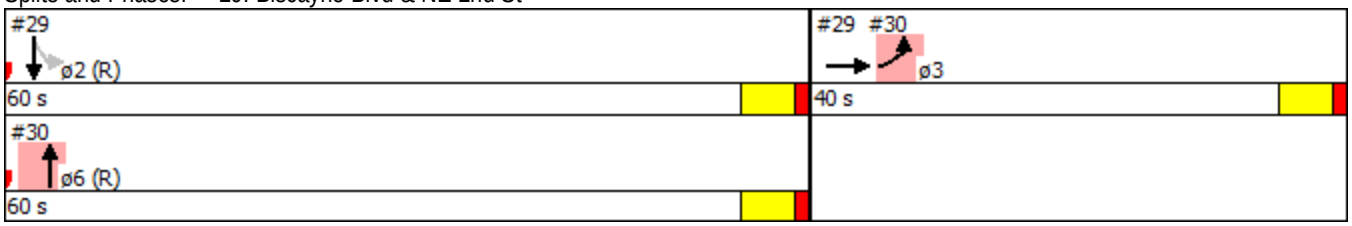
Notes

Lane Group	EBT	SBT	ø6
Lane Configurations			
Volume (vph)	145	1022	
Turn Type	NA	NA	
Protected Phases	3	2	6
Permitted Phases			
Detector Phase	3	2	
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	26.2	23.2	23.2
Total Split (s)	40.0	60.0	60.0
Total Split (%)	40.0%	60.0%	60%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.2	1.2	1.2
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	5.2	5.2	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 29: Biscayne Blvd & NE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	145	131	0	0	0	0	0	0	96	1022	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2									5.2	
Lane Util. Factor		0.95									0.86	
Frpb, ped/bikes		1.00									1.00	
Flpb, ped/bikes		1.00									1.00	
Frt		0.93									1.00	
Flt Protected		1.00									1.00	
Satd. Flow (prot)		2874									5578	
Flt Permitted		1.00									1.00	
Satd. Flow (perm)		2874									5578	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	159	144	0	0	0	0	0	0	105	1123	0
RTOR Reduction (vph)	0	59	0	0	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	244	0	0	0	0	0	0	0	0	1220	0
Confl. Peds. (#/hr)	29					29	6					6
Confl. Bikes (#/hr)						5						
Parking (#/hr)			0									
Turn Type		NA								Perm	NA	
Protected Phases		3									2	
Permitted Phases										2		
Actuated Green, G (s)		14.0									75.6	
Effective Green, g (s)		14.0									75.6	
Actuated g/C Ratio		0.14									0.76	
Clearance Time (s)		5.2									5.2	
Vehicle Extension (s)		2.5									1.0	
Lane Grp Cap (vph)		402									4216	
v/s Ratio Prot		c0.08										
v/s Ratio Perm											0.22	
v/c Ratio		0.61									0.29	
Uniform Delay, d1		40.4									3.8	
Progression Factor		1.13									0.58	
Incremental Delay, d2		2.1									0.2	
Delay (s)		47.7									2.4	
Level of Service		D									A	
Approach Delay (s)		47.7			0.0			0.0			2.4	
Approach LOS		D			A			A			A	

Intersection Summary

HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	49.2%	ICU Level of Service	A
Analysis Period (min)	15		

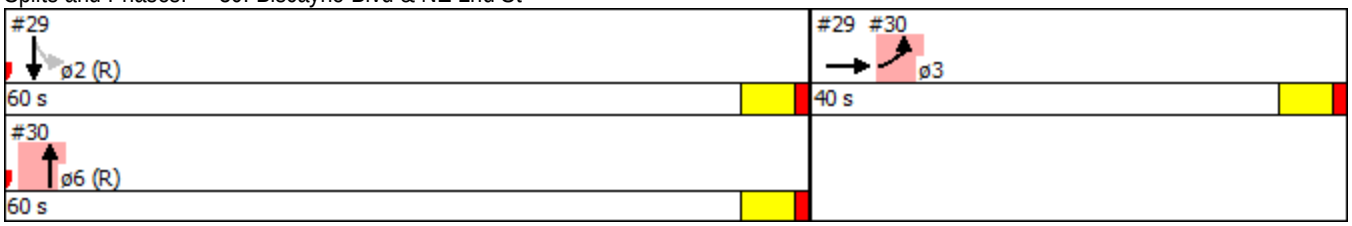
c Critical Lane Group

Lane Group	EBL	NBT	ø2
Lane Configurations			
Volume (vph)	222	944	
Turn Type	NA	NA	
Protected Phases	3	6	2
Permitted Phases			
Detector Phase	3	6	
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	26.2	23.2	23.2
Total Split (s)	40.0	60.0	60.0
Total Split (%)	40.0%	60.0%	60%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.2	1.2	1.2
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	5.2	5.2	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 30: Biscayne Blvd & NE 2nd St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	222	0	0	944	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2			5.2		
Lane Util. Factor	0.94			0.86		
Frpb, ped/bikes	1.00			1.00		
Flpb, ped/bikes	1.00			1.00		
Frt	1.00			1.00		
Flt Protected	0.95			1.00		
Satd. Flow (prot)	4848			6225		
Flt Permitted	0.95			1.00		
Satd. Flow (perm)	4848			6225		
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	231	0	0	983	0	0
RTOR Reduction (vph)	199	0	0	0	0	0
Lane Group Flow (vph)	32	0	0	983	0	0
Confl. Peds. (#/hr)	12	8	7			7
Confl. Bikes (#/hr)		3				
Turn Type	NA			NA		
Protected Phases	3			6		
Permitted Phases						
Actuated Green, G (s)	14.0			75.6		
Effective Green, g (s)	14.0			75.6		
Actuated g/C Ratio	0.14			0.76		
Clearance Time (s)	5.2			5.2		
Vehicle Extension (s)	2.5			1.0		
Lane Grp Cap (vph)	678			4706		
v/s Ratio Prot	c0.01			c0.16		
v/s Ratio Perm						
v/c Ratio	0.05			0.21		
Uniform Delay, d1	37.2			3.5		
Progression Factor	0.68			1.00		
Incremental Delay, d2	0.0			0.1		
Delay (s)	25.3			3.6		
Level of Service	C			A		
Approach Delay (s)	25.3			3.6	0.0	
Approach LOS	C			A	A	

Intersection Summary

HCM 2000 Control Delay	7.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.18		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	53.9%	ICU Level of Service	A
Analysis Period (min)	15		

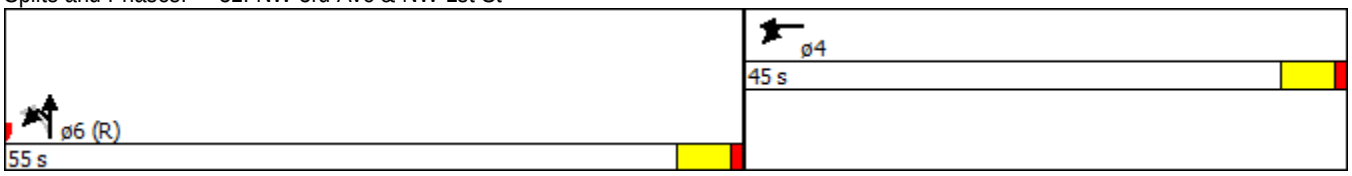
c Critical Lane Group

Lane Group	WBL	WBT	WBR	NBL2	NBT
Lane Configurations					
Volume (vph)	102	19	57	1	34
Turn Type	Split	NA	Free	Split	NA
Protected Phases	4	4		6	6
Permitted Phases			Free		
Detector Phase	4	4		6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0		16.0	16.0
Minimum Split (s)	21.0	21.0		21.0	21.0
Total Split (s)	45.0	45.0		55.0	55.0
Total Split (%)	45.0%	45.0%		55.0%	55.0%
Yellow Time (s)	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max		Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 52 (52%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 31: NW 3rd Ave & NW 1st St



Movement	WBL	WBT	WBR	NBL2	NBL	NBT
Lane Configurations						
Volume (vph)	102	19	57	1	9	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	4.0	5.0		5.0
Lane Util. Factor	0.97	1.00	1.00	0.95		0.95
Frpb, ped/bikes	1.00	1.00	0.99	1.00		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	1.00	0.85	1.00		1.00
Flt Protected	0.95	1.00	1.00	0.95		0.99
Satd. Flow (prot)	3335	1810	1516	1633		1702
Flt Permitted	0.95	1.00	1.00	0.95		0.99
Satd. Flow (perm)	3335	1810	1516	1633		1702
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	119	22	66	1	10	40
RTOR Reduction (vph)	0	0	0	1	0	0
Lane Group Flow (vph)	119	22	66	1	0	50
Confl. Peds. (#/hr)			8	3		
Turn Type	Split	NA	Free	Split	Perm	NA
Protected Phases	4	4		6		6
Permitted Phases			Free		6	
Actuated Green, G (s)	40.0	40.0	100.0	50.0		50.0
Effective Green, g (s)	40.0	40.0	100.0	50.0		50.0
Actuated g/C Ratio	0.40	0.40	1.00	0.50		0.50
Clearance Time (s)	5.0	5.0		5.0		5.0
Lane Grp Cap (vph)	1334	724	1516	816		851
v/s Ratio Prot	c0.04	0.01		0.00		
v/s Ratio Perm			0.04			0.03
v/c Ratio	0.09	0.03	0.04	0.00		0.06
Uniform Delay, d1	18.7	18.2	0.0	12.5		12.9
Progression Factor	1.24	1.28	1.00	1.00		1.00
Incremental Delay, d2	0.1	0.1	0.1	0.0		0.1
Delay (s)	23.4	23.5	0.1	12.5		13.0
Level of Service	C	C	A	B		B
Approach Delay (s)		15.9				13.0
Approach LOS		B				B

Intersection Summary

HCM 2000 Control Delay	15.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.07		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	27.5%	ICU Level of Service	A
Analysis Period (min)	15		

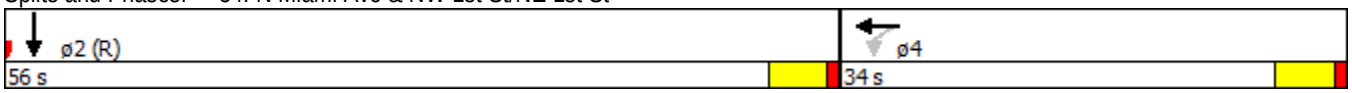
c Critical Lane Group

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	172	372
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	34.0	56.0
Total Split (%)	37.8%	62.2%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 53 (59%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 34: N Miami Ave & NW 1st St/NE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	51	172	0	0	0	0	0	372	85
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	162.9	0.0				0.0	162.9	171.0
Lanes				0	2	0				0	2	0
Cap, veh/h				80	479	0				0	1371	311
Arrive On Green				0.11	0.11	0.00				0.00	0.19	0.19
Sat Flow, veh/h				0	1482	0				0	2415	547
Grp Volume(v), veh/h				62	210	0				0	305	253
Grp Sat Flow(s),veh/h/ln				0	1482	0				0	1629	1334
Q Serve(g_s), s				0.0	12.0	0.0				0.0	14.6	14.8
Cycle Q Clear(g_c), s				29.1	12.0	0.0				0.0	14.6	14.8
Prop In Lane				1.00		0.00				0.00		0.41
Lane Grp Cap(c), veh/h				80	479	0				0	925	757
V/C Ratio(X)				0.77	0.44	0.00				0.00	0.33	0.33
Avail Cap(c_a), veh/h				80	479	0				0	925	757
HCM Platoon Ratio				0.33	0.33	1.00				1.00	0.33	0.33
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				54.7	32.5	0.0				0.0	21.7	21.8
Incr Delay (d2), s/veh				51.4	2.9	0.0				0.0	1.0	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				2.6	5.2	0.0				0.0	6.6	5.6
Lane Grp Delay (d), s/veh				106.2	35.4	0.0				0.0	22.7	23.0
Lane Grp LOS				F	D						C	C
Approach Vol, veh/h					272						558	
Approach Delay, s/veh					51.6						22.8	
Approach LOS					D						C	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	34.0	56.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	29.1	51.1
Max Q Clear Time (g_c+I1), s	31.1	16.8
Green Ext Time (p_c), s	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	32.2
HCM 2010 LOS	C

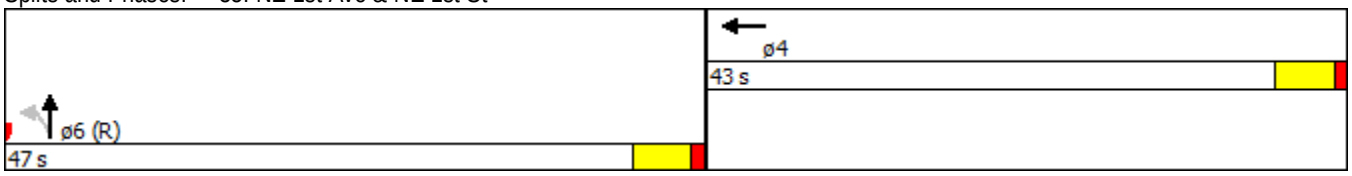
Notes

Lane Group	WBT	NBT
Lane Configurations		
Volume (vph)	156	359
Turn Type	NA	NA
Protected Phases	4	6
Permitted Phases		
Detector Phase	4	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	43.0	47.0
Total Split (%)	47.8%	52.2%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 86 (96%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 35: NE 1st Ave & NE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	156	87	73	359	0	0	0	0
Number				7	4	14	1	6	16			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln				0.0	162.9	171.0	171.0	162.9	0.0			
Lanes				0	2	0	0	3	0			
Cap, veh/h				0	846	450	80	1383	0			
Arrive On Green				0.00	0.42	0.42	0.47	0.47	0.00			
Sat Flow, veh/h				0	2004	1065	0	2964	0			
Grp Volume(v), veh/h				0	135	127	78	386	0			
Grp Sat Flow(s),veh/h/ln				0	1629	1441	0	1482	0			
Q Serve(g_s), s				0.0	4.7	5.0	0.0	7.2	0.0			
Cycle Q Clear(g_c), s				0.0	4.7	5.0	42.0	7.2	0.0			
Prop In Lane				0.00		0.74	1.00		0.00			
Lane Grp Cap(c), veh/h				0	688	608	80	1383	0			
V/C Ratio(X)				0.00	0.20	0.21	0.97	0.28	0.00			
Avail Cap(c_a), veh/h				0	688	608	80	1383	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	16.4	16.5	45.0	14.7	0.0			
Incr Delay (d2), s/veh				0.0	0.6	0.8	93.9	0.5	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln				0.0	2.0	1.9	3.9	2.6	0.0			
Lane Grp Delay (d), s/veh				0.0	17.0	17.3	138.9	15.2	0.0			
Lane Grp LOS					B	B	F	B				
Approach Vol, veh/h					262			464				
Approach Delay, s/veh					17.1			36.0				
Approach LOS					B			D				

Timer	
Assigned Phs	4 6
Phs Duration (G+Y+Rc), s	43.0 47.0
Change Period (Y+Rc), s	5.0 5.0
Max Green Setting (Gmax), s	38.0 42.0
Max Q Clear Time (g_c+I1), s	7.0 44.0
Green Ext Time (p_c), s	0.6 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	29.2
HCM 2010 LOS	C

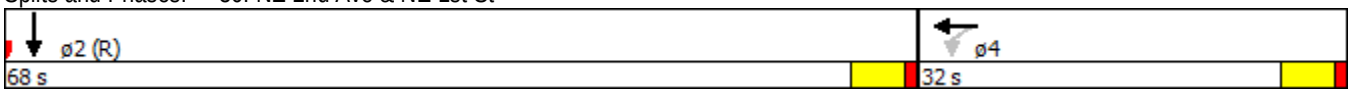
Notes

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	151	481
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	32.0	68.0
Total Split (%)	32.0%	68.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 79 (79%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 36: NE 2nd Ave & NE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	99	151	0	0	0	0	0	481	161
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	159.8	0.0				0.0	159.8	171.0
Lanes				0	2	0				0	3	0
Cap, veh/h				72	393	0				0	2114	685
Arrive On Green				0.27	0.27	0.00				0.00	0.21	0.21
Sat Flow, veh/h				0	1454	0				0	3356	1087
Grp Volume(v), veh/h				112	172	0				0	520	210
Grp Sat Flow(s),veh/h/ln				0	1454	0				0	1598	1246
Q Serve(g_s), s				0.0	9.8	0.0				0.0	13.6	14.1
Cycle Q Clear(g_c), s				27.0	9.8	0.0				0.0	13.6	14.1
Prop In Lane				1.00		0.00				0.00		0.87
Lane Grp Cap(c), veh/h				72	393	0				0	2014	785
V/C Ratio(X)				1.56	0.44	0.00				0.00	0.26	0.27
Avail Cap(c_a), veh/h				72	393	0				0	2014	785
HCM Platoon Ratio				1.00	1.00	1.00				1.00	0.33	0.33
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				50.0	30.2	0.0				0.0	20.0	20.2
Incr Delay (d2), s/veh				307.0	3.5	0.0				0.0	0.3	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				8.0	3.9	0.0				0.0	6.0	4.9
Lane Grp Delay (d), s/veh				357.0	33.7	0.0				0.0	20.4	21.1
Lane Grp LOS				F	C						C	C
Approach Vol, veh/h					284						730	
Approach Delay, s/veh					161.2						20.6	
Approach LOS					F						C	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	32.0	68.0
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	27.0	63.0
Max Q Clear Time (g_c+I1), s	29.0	16.1
Green Ext Time (p_c), s	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	60.0
HCM 2010 LOS	E

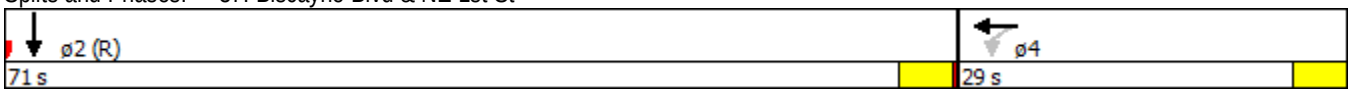
Notes

Lane Group	WBL	WBT	SBT
Lane Configurations			
Volume (vph)	10	108	1043
Turn Type	Perm	NA	NA
Protected Phases		4	2
Permitted Phases	4		
Detector Phase	4	4	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	22.2	22.2	22.5
Total Split (s)	29.0	29.0	71.0
Total Split (%)	29.0%	29.0%	71.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.2	0.2	0.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.2	4.5
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	None	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 34 (34%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 37: Biscayne Blvd & NE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	10	108	0	0	0	0	0	1043	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.2	4.2						4.5	
Lane Util. Factor				0.91	0.91						0.86	
Frpb, ped/bikes				1.00	1.00						1.00	
Flpb, ped/bikes				1.00	1.00						1.00	
Frt				1.00	1.00						0.98	
Flt Protected				0.95	1.00						1.00	
Satd. Flow (prot)				1267	2963						5483	
Flt Permitted				0.95	1.00						1.00	
Satd. Flow (perm)				1267	2963						5483	
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	0	0	0	12	129	0	0	0	0	0	1242	205
RTOR Reduction (vph)	0	0	0	10	15	0	0	0	0	0	15	0
Lane Group Flow (vph)	0	0	0	1	115	0	0	0	0	0	1432	0
Confl. Peds. (#/hr)	13					13						
Confl. Bikes (#/hr)						2						
Parking (#/hr)				0								
Turn Type				Perm	NA						NA	
Protected Phases					4						2	
Permitted Phases				4								
Actuated Green, G (s)				8.6	8.6						82.7	
Effective Green, g (s)				8.6	8.6						82.7	
Actuated g/C Ratio				0.09	0.09						0.83	
Clearance Time (s)				4.2	4.2						4.5	
Vehicle Extension (s)				2.0	2.0						1.0	
Lane Grp Cap (vph)				108	254						4534	
v/s Ratio Prot											c0.26	
v/s Ratio Perm				0.00	0.04							
v/c Ratio				0.01	0.45						0.32	
Uniform Delay, d1				41.8	43.5						2.0	
Progression Factor				1.00	1.00						0.57	
Incremental Delay, d2				0.0	0.5						0.2	
Delay (s)				41.8	43.9						1.3	
Level of Service				D	D						A	
Approach Delay (s)		0.0			43.8			0.0			1.3	
Approach LOS		A			D			A			A	

Intersection Summary

HCM 2000 Control Delay	5.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.7
Intersection Capacity Utilization	30.4%	ICU Level of Service	A
Analysis Period (min)	15		

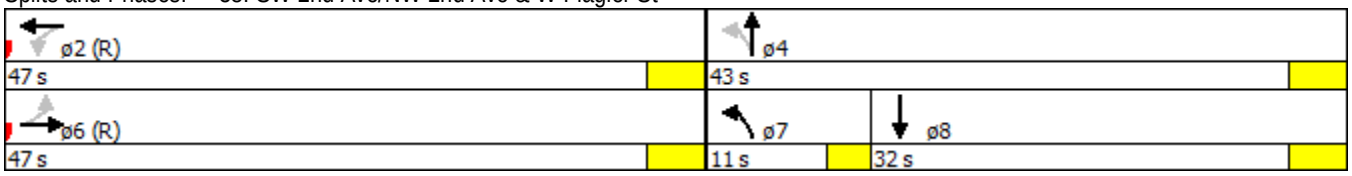
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Configurations							
Volume (vph)	10	45	53	116	59	448	221
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	NA
Protected Phases		6		2	7	4	8
Permitted Phases	6		2		4		
Detector Phase	6	6	2	2	7	4	8
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	22.0	22.0	22.0	22.0	9.0	22.0	22.0
Total Split (s)	47.0	47.0	47.0	47.0	11.0	43.0	32.0
Total Split (%)	52.2%	52.2%	52.2%	52.2%	12.2%	47.8%	35.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0	4.0
Lead/Lag					Lead		Lag
Lead-Lag Optimize?					Yes		Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 46 (51%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 38: SW 2nd Ave/NW 2nd Ave & W Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	45	25	53	116	30	59	448	68	0	221	23
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.95	0.97		0.98	0.99		0.95	1.00		0.99
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	171.0	171.0	162.9	171.0	0.0	162.9	171.0
Lanes	1	1	0	1	1	0	0	2	0	0	1	0
Cap, veh/h	504	414	231	576	534	139	135	1024	136	0	627	66
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.43	0.43	0.43	0.00	0.43	0.43
Sat Flow, veh/h	1044	866	483	1116	1118	290	202	2110	313	0	1448	152
Grp Volume(v), veh/h	12	0	81	62	0	170	335	0	335	0	0	284
Grp Sat Flow(s),veh/h/ln	1044	0	1349	1116	0	1408	1470	0	1407	0	0	1600
Q Serve(g_s), s	0.6	0.0	3.0	2.9	0.0	6.5	0.1	0.0	39.0	0.0	0.0	11.0
Cycle Q Clear(g_c), s	7.1	0.0	3.0	5.9	0.0	6.5	39.0	0.0	39.0	0.0	0.0	11.0
Prop In Lane	1.00		0.36	1.00		0.21	0.20		0.25	0.00		0.10
Lane Grp Cap(c), veh/h	504	0	644	576	0	673	194	0	610	0	0	693
V/C Ratio(X)	0.02	0.00	0.13	0.11	0.00	0.25	1.72	0.00	0.55	0.00	0.00	0.41
Avail Cap(c_a), veh/h	504	0	644	576	0	673	194	0	610	0	0	693
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	13.1	14.7	0.0	14.0	21.7	0.0	25.5	0.0	0.0	17.6
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.4	0.0	0.9	345.3	0.0	3.5	0.0	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.2	0.0	1.0	0.9	0.0	2.3	21.3	0.0	5.9	0.0	0.0	4.5
Lane Grp Delay (d), s/veh	16.1	0.0	13.5	15.1	0.0	14.9	367.1	0.0	29.0	0.0	0.0	19.4
Lane Grp LOS	B		B	B		B	F		C			B
Approach Vol, veh/h		93			232			669			284	
Approach Delay, s/veh		13.8			14.9			198.1			19.4	
Approach LOS		B			B			F			B	

Timer												
Assigned Phs		6			2		7	4			8	
Phs Duration (G+Y+Rc), s		47.0			47.0		0.0	43.0			43.0	
Change Period (Y+Rc), s		4.0			4.0		3.0	4.0			4.0	
Max Green Setting (Gmax), s		43.0			43.0		8.0	39.0			28.0	
Max Q Clear Time (g_c+I1), s		9.1			8.5		0.0	41.0			13.0	
Green Ext Time (p_c), s		0.5			0.5		0.0	0.0			4.5	

Intersection Summary		
HCM 2010 Ctrl Delay	111.7	
HCM 2010 LOS	F	

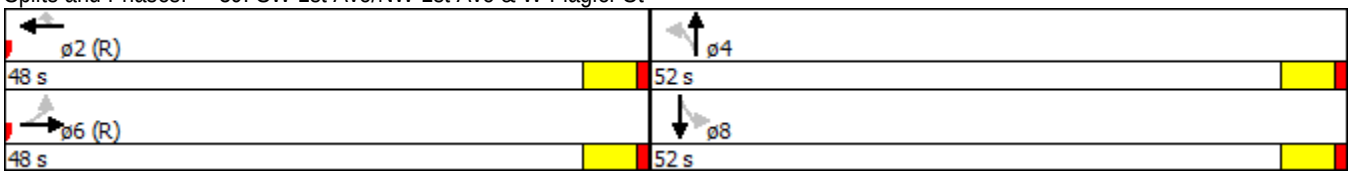
Notes

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	7	77	176	99	25	141	20	89
Turn Type	Perm	NA	NA	Perm	Perm	NA	Perm	NA
Protected Phases		6	2			4		8
Permitted Phases	6			2	4		8	
Detector Phase	6	6	2	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	48.0	48.0	48.0	48.0	52.0	52.0	52.0	52.0
Total Split (%)	48.0%	48.0%	48.0%	48.0%	52.0%	52.0%	52.0%	52.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 48 (48%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 39: SW 1st Ave/NW 1st Ave & W Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	77	4	6	176	99	25	141	40	20	89	13
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.91		0.89	0.92		0.82	0.85		0.80	0.88		0.80
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	171.0	162.9	171.0	171.0	162.9	162.9	171.0	162.9	171.0	171.0	162.9	171.0
Lanes	0	1	0	0	1	1	0	1	0	0	2	0
Cap, veh/h	67	603	33	44	689	439	90	434	116	217	917	141
Arrive On Green	0.43	0.43	0.43	0.14	0.14	0.14	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	65	1402	76	17	1603	1020	105	922	246	360	1951	299
Grp Volume(v), veh/h	101	0	0	207	0	112	233	0	0	72	0	67
Grp Sat Flow(s),veh/h/ln	1544	0	0	1619	0	1020	1274	0	0	1270	0	1340
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	9.8	0.0	0.0	0.0	0.0	0.0	2.8
Cycle Q Clear(g_c), s	3.8	0.0	0.0	11.4	0.0	9.8	11.1	0.0	0.0	2.4	0.0	2.8
Prop In Lane	0.08		0.05	0.03		1.00	0.12		0.19	0.32		0.22
Lane Grp Cap(c), veh/h	703	0	0	734	0	439	639	0	0	644	0	630
V/C Ratio(X)	0.14	0.00	0.00	0.28	0.00	0.26	0.36	0.00	0.00	0.11	0.00	0.11
Avail Cap(c_a), veh/h	703	0	0	734	0	439	639	0	0	644	0	630
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	0.0	29.3	0.0	28.6	17.0	0.0	0.0	14.7	0.0	14.8
Incr Delay (d2), s/veh	0.4	0.0	0.0	1.0	0.0	1.4	1.6	0.0	0.0	0.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.6	0.0	0.0	5.2	0.0	2.9	3.8	0.0	0.0	1.0	0.0	1.0
Lane Grp Delay (d), s/veh	17.8	0.0	0.0	30.3	0.0	30.0	18.6	0.0	0.0	15.0	0.0	15.1
Lane Grp LOS	B			C		C	B			B		B
Approach Vol, veh/h		101			319			233			139	
Approach Delay, s/veh		17.8			30.2			18.6			15.1	
Approach LOS		B			C			B			B	

Timer												
Assigned Phs		6			2			4			8	
Phs Duration (G+Y+Rc), s		48.0			48.0			52.0			52.0	
Change Period (Y+Rc), s		5.0			5.0			5.0			5.0	
Max Green Setting (Gmax), s		43.0			43.0			47.0			47.0	
Max Q Clear Time (g_c+I1), s		5.8			13.4			13.1			4.8	
Green Ext Time (p_c), s		0.7			0.7			2.0			2.0	

Intersection Summary												
HCM 2010 Ctrl Delay			22.6									
HCM 2010 LOS			C									

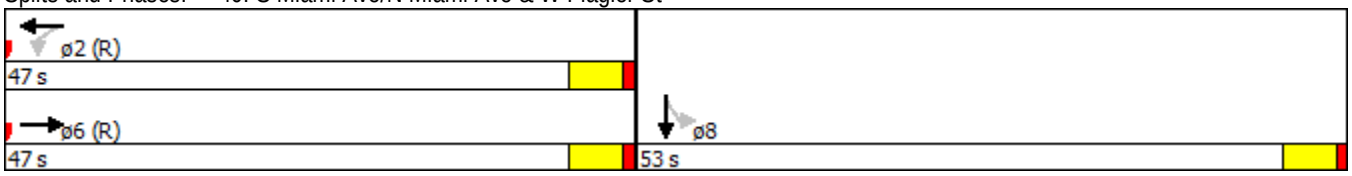
Notes

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Volume (vph)	80	12	255	355
Turn Type	NA	Perm	NA	NA
Protected Phases	6		2	8
Permitted Phases		2		
Detector Phase	6	2	2	8
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	24.0	24.0	22.9
Total Split (s)	47.0	47.0	47.0	53.0
Total Split (%)	47.0%	47.0%	47.0%	53.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.9
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	4.9
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 45 (45%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 40: S Miami Ave/N Miami Ave & W Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	80	17	12	255	0	0	0	0	51	355	67
Number	1	6	16	5	2	12				3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		1.00				1.00		0.93
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln	0.0	162.9	171.0	171.0	162.9	0.0				171.0	162.9	171.0
Lanes	0	1	0	0	1	0				0	3	0
Cap, veh/h	0	491	105	50	665	0				222	1646	311
Arrive On Green	0.00	0.84	0.84	0.84	0.84	0.00				0.48	0.48	0.48
Sat Flow, veh/h	0	1170	250	31	1583	0				461	3421	648
Grp Volume(v), veh/h	0	0	125	342	0	0				226	208	172
Grp Sat Flow(s),veh/h/ln	0	0	1420	1614	0	0				1605	1629	1296
Q Serve(g_s), s	0.0	0.0	1.7	0.0	0.0	0.0				8.5	7.6	7.9
Cycle Q Clear(g_c), s	0.0	0.0	1.7	5.8	0.0	0.0				8.5	7.6	7.9
Prop In Lane	0.00		0.18	0.04		0.00				0.29		0.50
Lane Grp Cap(c), veh/h	0	0	596	715	0	0				772	783	623
V/C Ratio(X)	0.00	0.00	0.21	0.48	0.00	0.00				0.29	0.27	0.28
Avail Cap(c_a), veh/h	0	0	596	715	0	0				772	783	623
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	4.8	5.1	0.0	0.0				15.7	15.4	15.5
Incr Delay (d2), s/veh	0.0	0.0	0.8	2.3	0.0	0.0				1.0	0.8	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.0	0.6	1.9	0.0	0.0				3.5	3.1	2.6
Lane Grp Delay (d), s/veh	0.0	0.0	5.6	7.4	0.0	0.0				16.6	16.3	16.6
Lane Grp LOS			A	A						B	B	B
Approach Vol, veh/h		125			342						606	
Approach Delay, s/veh		5.6			7.4						16.5	
Approach LOS		A			A						B	

Timer												
Assigned Phs		6			2						8	
Phs Duration (G+Y+Rc), s		47.0			47.0						53.0	
Change Period (Y+Rc), s		5.0			5.0						4.9	
Max Green Setting (Gmax), s		42.0			42.0						48.1	
Max Q Clear Time (g_c+I1), s		3.7			7.8						10.5	
Green Ext Time (p_c), s		1.0			1.0						1.3	

Intersection Summary												
HCM 2010 Ctrl Delay			12.3									
HCM 2010 LOS			B									

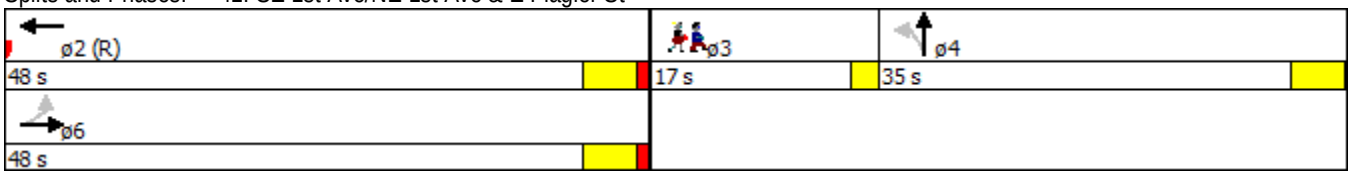
Notes

Lane Group	EBL	EBT	WBT	NBT	ø3
Lane Configurations					
Volume (vph)	23	74	154	444	
Turn Type	Perm	NA	NA	NA	
Protected Phases		6	2	4	3
Permitted Phases	6				
Detector Phase	6	6	2	4	
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	4.0
Minimum Split (s)	21.0	21.0	21.0	20.5	17.0
Total Split (s)	48.0	48.0	48.0	35.0	17.0
Total Split (%)	48.0%	48.0%	48.0%	35.0%	17%
Yellow Time (s)	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	1.0	1.0	1.0	0.3	0.0
Lost Time Adjust (s)		0.0	0.0	0.0	
Total Lost Time (s)		5.0	5.0	4.3	
Lead/Lag				Lag	Lead
Lead-Lag Optimize?				Yes	Yes
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 31 (31%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 41: SE 1st Ave/NE 1st Ave & E Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	74	0	0	154	33	108	444	55	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			4.3				
Lane Util. Factor		1.00			1.00			0.91				
Frpb, ped/bikes		1.00			1.00			0.99				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.98			0.99				
Flt Protected		0.99			1.00			0.99				
Satd. Flow (prot)		1606			1582			4284				
Flt Permitted		0.91			1.00			0.99				
Satd. Flow (perm)		1473			1582			4284				
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	27	86	0	0	179	38	126	516	64	0	0	0
RTOR Reduction (vph)	0	0	0	0	7	0	0	12	0	0	0	0
Lane Group Flow (vph)	0	113	0	0	210	0	0	694	0	0	0	0
Confl. Peds. (#/hr)	20		126	126		20			87	87		
Confl. Bikes (#/hr)						4						
Parking (#/hr)						0						
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		6			2			4				
Permitted Phases	6						4					
Actuated Green, G (s)		43.0			43.0			30.7				
Effective Green, g (s)		43.0			43.0			30.7				
Actuated g/C Ratio		0.43			0.43			0.31				
Clearance Time (s)		5.0			5.0			4.3				
Lane Grp Cap (vph)		633			680			1315				
v/s Ratio Prot					c0.13							
v/s Ratio Perm		0.08						0.16				
v/c Ratio		0.18			0.31			0.53				
Uniform Delay, d1		17.6			18.7			28.7				
Progression Factor		1.21			0.77			1.00				
Incremental Delay, d2		0.6			1.1			1.5				
Delay (s)		21.9			15.6			30.2				
Level of Service		C			B			C				
Approach Delay (s)		21.9			15.6			30.2			0.0	
Approach LOS		C			B			C			A	

Intersection Summary

HCM 2000 Control Delay	26.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.3
Intersection Capacity Utilization	43.2%	ICU Level of Service	A
Analysis Period (min)	15		

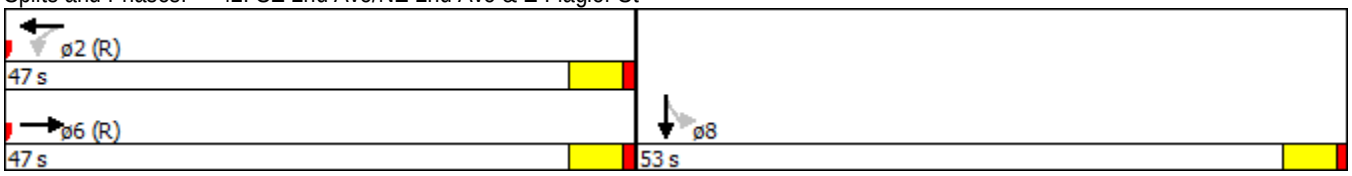
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Volume (vph)	114	8	130	450
Turn Type	NA	Perm	NA	NA
Protected Phases	6		2	8
Permitted Phases		2		
Detector Phase	6	2	2	8
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	24.0	24.0	22.9
Total Split (s)	47.0	47.0	47.0	53.0
Total Split (%)	47.0%	47.0%	47.0%	53.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.9
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	4.9
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 21 (21%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 42: SE 2nd Ave/NE 2nd Ave & E Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	114	39	8	130	0	0	0	0	42	450	77
Number	1	6	16	5	2	12				3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.89
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln	0.0	159.8	171.0	171.0	159.8	0.0				171.0	159.8	171.0
Lanes	0	1	0	0	1	0				0	3	0
Cap, veh/h	0	430	148	56	644	0				150	1686	290
Arrive On Green	0.00	0.42	0.42	0.84	0.84	0.00				0.16	0.16	0.16
Sat Flow, veh/h	0	1025	352	42	1532	0				313	3505	604
Grp Volume(v), veh/h	0	0	184	167	0	0				258	237	191
Grp Sat Flow(s),veh/h/ln	0	0	1376	1574	0	0				1583	1598	1240
Q Serve(g_s), s	0.0	0.0	9.0	0.0	0.0	0.0				14.5	13.1	13.7
Cycle Q Clear(g_c), s	0.0	0.0	9.0	2.1	0.0	0.0				14.5	13.1	13.7
Prop In Lane	0.00		0.26	0.06		0.00				0.20		0.49
Lane Grp Cap(c), veh/h	0	0	578	699	0	0				761	769	596
V/C Ratio(X)	0.00	0.00	0.32	0.24	0.00	0.00				0.34	0.31	0.32
Avail Cap(c_a), veh/h	0	0	578	699	0	0				761	769	596
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	19.4	4.8	0.0	0.0				27.9	27.3	27.6
Incr Delay (d2), s/veh	0.0	0.0	1.4	0.8	0.0	0.0				1.2	1.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.0	3.2	0.8	0.0	0.0				6.5	5.9	4.8
Lane Grp Delay (d), s/veh	0.0	0.0	20.9	5.6	0.0	0.0				29.1	28.4	29.0
Lane Grp LOS			C	A						C	C	C
Approach Vol, veh/h		184			167						686	
Approach Delay, s/veh		20.9			5.6						28.8	
Approach LOS		C			A						C	

Timer												
Assigned Phs		6			2						8	
Phs Duration (G+Y+Rc), s		47.0			47.0						53.0	
Change Period (Y+Rc), s		5.0			5.0						4.9	
Max Green Setting (Gmax), s		42.0			42.0						48.1	
Max Q Clear Time (g_c+I1), s		11.0			4.1						16.5	
Green Ext Time (p_c), s		0.7			0.7						1.6	

Intersection Summary												
HCM 2010 Ctrl Delay			23.7									
HCM 2010 LOS			C									

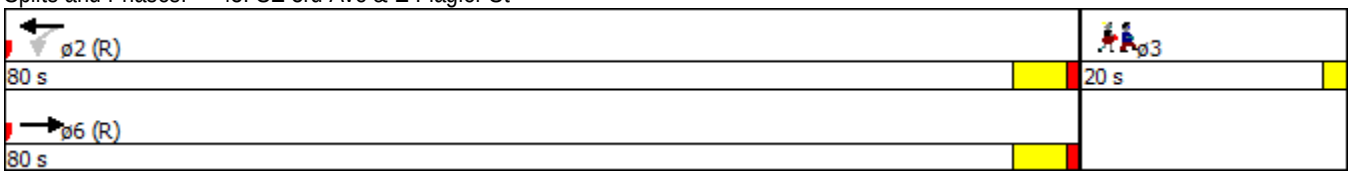
Notes

Lane Group	EBT	WBL	WBT	ø3
Lane Configurations				
Volume (vph)	95	13	147	
Turn Type	NA	Perm	NA	
Protected Phases	6		2	3
Permitted Phases		2		
Detector Phase	6	2	2	
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	4.0
Minimum Split (s)	23.0	23.0	23.0	19.0
Total Split (s)	80.0	80.0	80.0	20.0
Total Split (%)	80.0%	80.0%	80.0%	20%
Yellow Time (s)	4.0	4.0	4.0	2.0
All-Red Time (s)	1.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0		0.0	
Total Lost Time (s)	5.0		5.0	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 34 (34%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 43: SE 3rd Ave & E Flagler St



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	95	61	13	147	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0		
Lane Util. Factor	1.00			1.00		
Frpb, ped/bikes	0.99			1.00		
Flpb, ped/bikes	1.00			1.00		
Frt	0.95			1.00		
Flt Protected	1.00			1.00		
Satd. Flow (prot)	1520			1619		
Flt Permitted	1.00			0.98		
Satd. Flow (perm)	1520			1590		
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	102	66	14	158	0	0
RTOR Reduction (vph)	17	0	0	0	0	0
Lane Group Flow (vph)	152	0	0	172	0	0
Confl. Peds. (#/hr)		64	64		24	5
Parking (#/hr)		0				
Turn Type	NA		Perm	NA		
Protected Phases	6			2		
Permitted Phases			2			
Actuated Green, G (s)	75.0			75.0		
Effective Green, g (s)	75.0			75.0		
Actuated g/C Ratio	0.75			0.75		
Clearance Time (s)	5.0			5.0		
Lane Grp Cap (vph)	1140			1192		
v/s Ratio Prot	0.10					
v/s Ratio Perm				c0.11		
v/c Ratio	0.13			0.14		
Uniform Delay, d1	3.5			3.5		
Progression Factor	0.38			0.64		
Incremental Delay, d2	0.2			0.3		
Delay (s)	1.5			2.5		
Level of Service	A			A		
Approach Delay (s)	1.5			2.5	0.0	
Approach LOS	A			A	A	

Intersection Summary

HCM 2000 Control Delay	2.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.12		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	32.9%	ICU Level of Service	A
Analysis Period (min)	15		

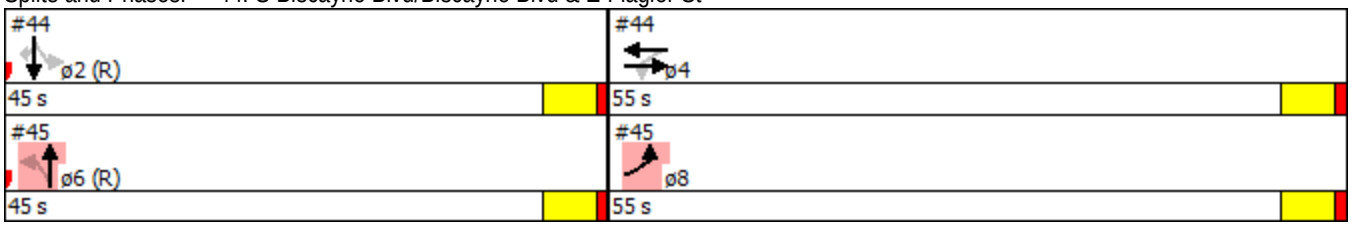
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR	ø6	ø8
Lane Configurations							
Volume (vph)	50	56	94	1023	106		
Turn Type	NA	Perm	NA	NA	Perm		
Protected Phases	4		4	2		6	8
Permitted Phases		4			2		
Detector Phase	4	4	4	2	2		
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	23.0	23.0	23.0	23.0
Total Split (s)	55.0	55.0	55.0	45.0	45.0	45.0	55.0
Total Split (%)	55.0%	55.0%	55.0%	45.0%	45.0%	45%	55%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Min	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 44: S Biscayne Blvd/Biscayne Blvd & E Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	50	31	56	94	0	0	0	0	4	1023	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	5.0
Lane Util. Factor		1.00		1.00	1.00						0.86	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.95
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.95		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1544		1547	1629						5601	1317
Flt Permitted		1.00		0.70	1.00						1.00	1.00
Satd. Flow (perm)		1544		1134	1629						5601	1317
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	58	36	65	109	0	0	0	0	5	1190	123
RTOR Reduction (vph)	0	16	0	0	0	0	0	0	0	0	0	14
Lane Group Flow (vph)	0	78	0	65	109	0	0	0	0	0	1195	109
Confl. Peds. (#/hr)	12					12	10					10
Confl. Bikes (#/hr)						1						
Parking (#/hr)			0									
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			4						2	
Permitted Phases				4						2		2
Actuated Green, G (s)		12.4		12.4	12.4						77.6	77.6
Effective Green, g (s)		12.4		12.4	12.4						77.6	77.6
Actuated g/C Ratio		0.12		0.12	0.12						0.78	0.78
Clearance Time (s)		5.0		5.0	5.0						5.0	5.0
Vehicle Extension (s)		2.5		2.5	2.5						1.0	1.0
Lane Grp Cap (vph)		191		140	201						4346	1021
v/s Ratio Prot		0.05			c0.07							
v/s Ratio Perm				0.06							0.21	0.08
v/c Ratio		0.41		0.46	0.54						0.27	0.11
Uniform Delay, d1		40.4		40.7	41.1						3.2	2.7
Progression Factor		1.02		1.06	1.07						1.76	2.14
Incremental Delay, d2		1.0		1.7	2.3						0.2	0.2
Delay (s)		42.2		45.0	46.2						5.8	6.1
Level of Service		D		D	D						A	A
Approach Delay (s)		42.2			45.7			0.0			5.8	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay	12.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
Analysis Period (min)	15		

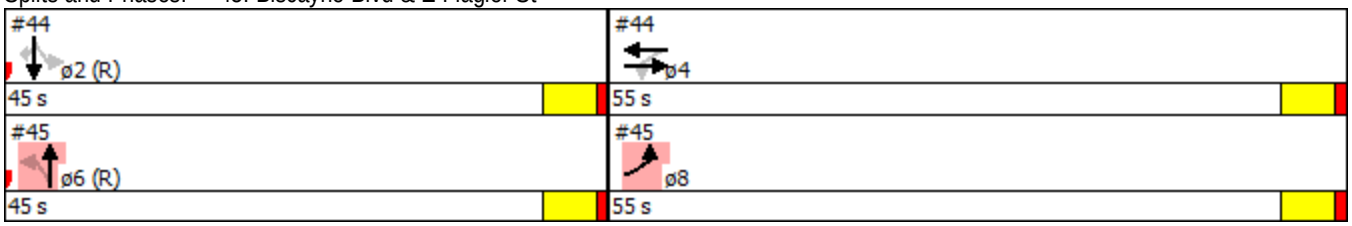
c Critical Lane Group

Lane Group	EBL	NBT	ø2	ø4
Lane Configurations				
Volume (vph)	52	1254		
Turn Type	NA	NA		
Protected Phases	8	6	2	4
Permitted Phases				
Detector Phase	8	6		
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	25.0
Total Split (s)	55.0	45.0	45.0	55.0
Total Split (%)	55.0%	45.0%	45%	55%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	5.0	5.0		
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 45: Biscayne Blvd & E Flagler St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	52	0	154	1254	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0		
Lane Util. Factor	1.00			0.86		
Frpb, ped/bikes	1.00			1.00		
Flpb, ped/bikes	1.00			1.00		
Frt	1.00			1.00		
Flt Protected	0.95			0.99		
Satd. Flow (prot)	1719			6191		
Flt Permitted	0.95			0.99		
Satd. Flow (perm)	1719			6191		
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	55	0	164	1334	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	55	0	0	1498	0	0
Confl. Peds. (#/hr)	21					
Turn Type	NA		Perm	NA		
Protected Phases	8			6		
Permitted Phases			6			
Actuated Green, G (s)	12.4			77.6		
Effective Green, g (s)	12.4			77.6		
Actuated g/C Ratio	0.12			0.78		
Clearance Time (s)	5.0			5.0		
Vehicle Extension (s)	2.5			1.0		
Lane Grp Cap (vph)	213			4804		
v/s Ratio Prot	c0.03					
v/s Ratio Perm				0.24		
v/c Ratio	0.26			0.31		
Uniform Delay, d1	39.6			3.3		
Progression Factor	0.36			0.58		
Incremental Delay, d2	0.5			0.2		
Delay (s)	14.8			2.1		
Level of Service	B			A		
Approach Delay (s)	14.8			2.1	0.0	
Approach LOS	B			A	A	

Intersection Summary

HCM 2000 Control Delay	2.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	55.4%	ICU Level of Service	B
Analysis Period (min)	15		

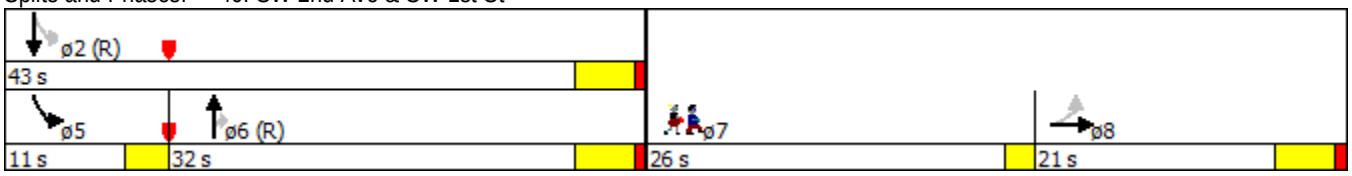
c Critical Lane Group

Lane Group	EBL	EBT	NBT	NBR	SBL	SBT	ø7
Lane Configurations							
Volume (vph)	189	495	326	299	182	109	
Turn Type	Perm	NA	NA	Perm	pm+pt	NA	
Protected Phases		8	6		5	2	7
Permitted Phases	8			6	2		
Detector Phase	8	8	6	6	5	2	
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0	4.0
Minimum Split (s)	12.0	12.0	28.8	28.8	11.0	28.8	26.0
Total Split (s)	21.0	21.0	32.0	32.0	11.0	43.0	26.0
Total Split (%)	23.3%	23.3%	35.6%	35.6%	12.2%	47.8%	29%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	2.0
All-Red Time (s)	1.0	1.0	0.8	0.8	0.0	0.8	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	4.8	4.8	3.0	4.8	
Lead/Lag	Lag	Lag	Lag	Lag	Lead		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 73 (81%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 80
Control Type: Pretimed

Splits and Phases: 46: SW 2nd Ave & SW 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	189	495	61	0	0	0	0	326	299	182	109	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0						4.8	4.8	3.0	4.8	
Lane Util. Factor	1.00	0.91						1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00						1.00	1.00	1.00	1.00	
Flpb, ped/bikes	0.97	1.00						1.00	1.00	1.00	1.00	
Frt	1.00	0.98						1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1453	4241						1583	1346	1504	1583	
Flt Permitted	0.95	1.00						1.00	1.00	0.33	1.00	
Satd. Flow (perm)	1453	4241						1583	1346	515	1583	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	195	510	63	0	0	0	0	336	308	188	112	0
RTOR Reduction (vph)	0	17	0	0	0	0	0	0	215	0	0	0
Lane Group Flow (vph)	195	556	0	0	0	0	0	336	93	188	112	0
Confl. Peds. (#/hr)	12		5	5		12	34					34
Confl. Bikes (#/hr)			1			1						12
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Perm	NA						NA	Perm	pm+pt	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8								6	2		
Actuated Green, G (s)	16.0	16.0						27.2	27.2	38.2	38.2	
Effective Green, g (s)	16.0	16.0						27.2	27.2	38.2	38.2	
Actuated g/C Ratio	0.18	0.18						0.30	0.30	0.42	0.42	
Clearance Time (s)	5.0	5.0						4.8	4.8	3.0	4.8	
Lane Grp Cap (vph)	258	753						478	406	306	671	
v/s Ratio Prot		0.13						c0.21		c0.05	0.07	
v/s Ratio Perm	c0.13								0.07	0.21		
v/c Ratio	0.76	0.74						0.70	0.23	0.61	0.17	
Uniform Delay, d1	35.1	35.0						27.8	23.5	18.2	16.0	
Progression Factor	1.00	1.00						1.38	4.56	1.90	1.70	
Incremental Delay, d2	18.5	6.4						7.9	1.2	8.1	0.5	
Delay (s)	53.6	41.4						46.4	108.5	42.7	27.7	
Level of Service	D	D						D	F	D	C	
Approach Delay (s)		44.5			0.0			76.1			37.1	
Approach LOS		D			A			E			D	

Intersection Summary

HCM 2000 Control Delay	55.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.8
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

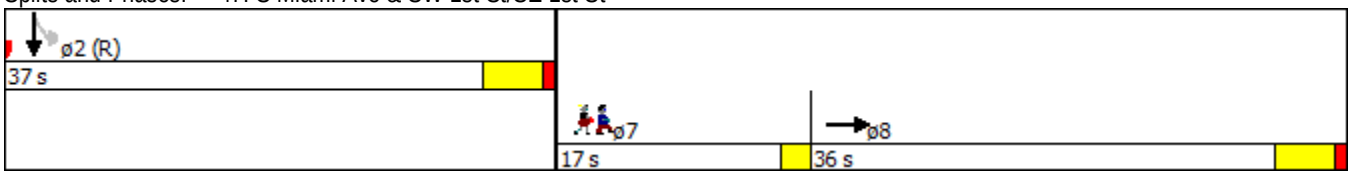
c Critical Lane Group

Lane Group	EBT	SBT	ø7
Lane Configurations			
Volume (vph)	542	314	
Turn Type	NA	NA	
Protected Phases	8	2	7
Permitted Phases			
Detector Phase	8	2	
Switch Phase			
Minimum Initial (s)	7.0	7.0	4.0
Minimum Split (s)	12.0	12.0	16.0
Total Split (s)	36.0	37.0	17.0
Total Split (%)	40.0%	41.1%	19%
Yellow Time (s)	4.0	4.0	2.0
All-Red Time (s)	1.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	5.0	5.0	
Lead/Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 57 (63%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 47: S Miami Ave & SW 1st St/SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	542	219	0	0	0	0	0	0	58	314	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0									5.0	
Lane Util. Factor		0.91									0.91	
Frpb, ped/bikes		0.99									1.00	
Flpb, ped/bikes		1.00									1.00	
Frt		0.96									1.00	
Flt Protected		1.00									0.99	
Satd. Flow (prot)		3972									4283	
Flt Permitted		1.00									0.99	
Satd. Flow (perm)		3972									4283	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	596	241	0	0	0	0	0	0	64	345	0
RTOR Reduction (vph)	0	81	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	756	0	0	0	0	0	0	0	0	409	0
Confl. Peds. (#/hr)	19		12	12		19	27		10	10		27
Confl. Bikes (#/hr)			1			1			1			9
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Parking (#/hr)		0										
Turn Type		NA								Perm	NA	
Protected Phases		8									2	
Permitted Phases										2		
Actuated Green, G (s)		31.0									32.0	
Effective Green, g (s)		31.0									32.0	
Actuated g/C Ratio		0.34									0.36	
Clearance Time (s)		5.0									5.0	
Lane Grp Cap (vph)		1368									1522	
v/s Ratio Prot		c0.19										
v/s Ratio Perm											0.10	
v/c Ratio		0.55									0.27	
Uniform Delay, d1		23.9									20.7	
Progression Factor		1.41									1.00	
Incremental Delay, d2		1.2									0.4	
Delay (s)		35.0									21.1	
Level of Service		D									C	
Approach Delay (s)		35.0			0.0			0.0			21.1	
Approach LOS		D			A			A			C	

Intersection Summary			
HCM 2000 Control Delay	30.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	36.0%	ICU Level of Service	A
Analysis Period (min)	15		

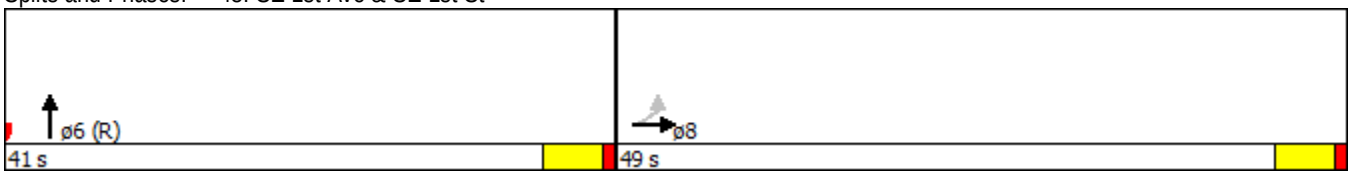
c Critical Lane Group

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	463	366
Turn Type	NA	NA
Protected Phases	8	6
Permitted Phases		
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	49.0	41.0
Total Split (%)	54.4%	45.6%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 59 (66%), Referenced to phase 2: and 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 48: SE 1st Ave & SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	222	463	0	0	0	0	0	366	380	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	171.0	158.3	0.0				0.0	158.3	171.0			
Lanes	0	3	0				0	3	0			
Cap, veh/h	80	1409	0				0	1267	536			
Arrive On Green	0.16	0.16	0.00				0.00	0.40	0.40			
Sat Flow, veh/h	0	2882	0				0	3167	1341			
Grp Volume(v), veh/h	255	532	0				0	421	437			
Grp Sat Flow(s),veh/h/ln	0	1441	0				0	1583	1341			
Q Serve(g_s), s	0.0	14.8	0.0				0.0	8.3	26.1			
Cycle Q Clear(g_c), s	44.0	14.8	0.0				0.0	8.3	26.1			
Prop In Lane	1.00		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	80	1409	0				0	1267	536			
V/C Ratio(X)	3.19	0.38	0.00				0.00	0.33	0.81			
Avail Cap(c_a), veh/h	80	1409	0				0	1267	536			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	59.7	25.5	0.0				0.0	18.7	24.0			
Incr Delay (d2), s/veh	1016.1	0.8	0.0				0.0	0.7	12.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	24.5	5.9	0.0				0.0	3.3	10.3			
Lane Grp Delay (d), s/veh	1075.9	26.3	0.0				0.0	19.4	36.8			
Lane Grp LOS	F	C						B	D			
Approach Vol, veh/h		787						858				
Approach Delay, s/veh		366.4						28.3				
Approach LOS		F						C				

Timer	
Assigned Phs	8	6
Phs Duration (G+Y+Rc), s	49.0	41.0
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	44.0	36.0
Max Q Clear Time (g_c+I1), s	46.0	28.1
Green Ext Time (p_c), s	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	190.0
HCM 2010 LOS	F

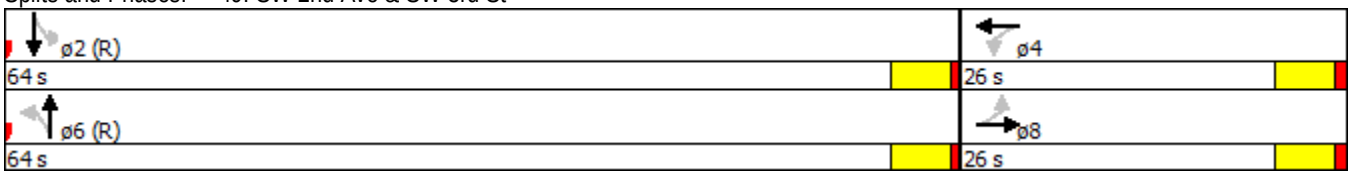
Notes

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	7	43	56	48	158	570	46	181
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.9	23.9	23.9	23.9	22.7	22.7	23.7	23.7
Total Split (s)	26.0	26.0	26.0	26.0	64.0	64.0	64.0	64.0
Total Split (%)	28.9%	28.9%	28.9%	28.9%	71.1%	71.1%	71.1%	71.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.9	0.9	0.9	0.9	0.7	0.7	0.7	0.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.7	4.7	4.7	4.7
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 3 (3%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 49: SW 2nd Ave & SW 3rd St



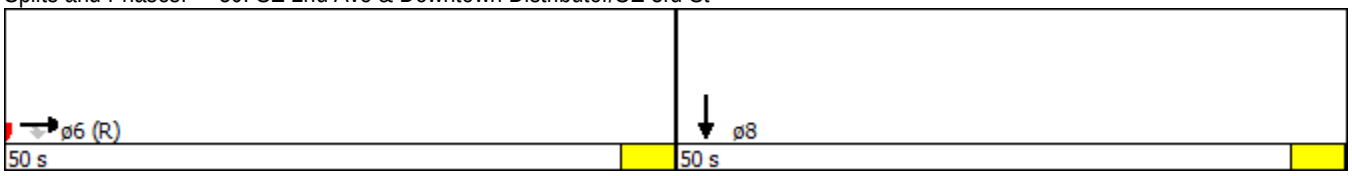
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	43	108	56	48	67	158	570	146	46	181	36
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97	0.99		0.99	1.00		0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0
Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Cap, veh/h	244	95	241	219	128	178	667	1647	421	398	1746	337
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.66	0.66	0.66	0.22	0.22	0.22
Sat Flow, veh/h	1090	407	1026	1051	548	761	985	2499	639	588	2650	512
Grp Volume(v), veh/h	8	0	169	63	0	129	178	417	387	52	123	120
Grp Sat Flow(s),veh/h/ln	1090	0	1433	1051	0	1308	985	1629	1510	588	1629	1534
Q Serve(g_s), s	0.6	0.0	9.2	5.0	0.0	7.5	8.0	10.6	10.6	6.7	5.5	5.7
Cycle Q Clear(g_c), s	8.1	0.0	9.2	14.2	0.0	7.5	13.7	10.6	10.6	17.3	5.5	5.7
Prop In Lane	1.00		0.72	1.00		0.58	1.00		0.42	1.00		0.33
Lane Grp Cap(c), veh/h	244	0	336	219	0	307	667	1073	995	398	1073	1011
V/C Ratio(X)	0.03	0.00	0.50	0.29	0.00	0.42	0.27	0.39	0.39	0.13	0.11	0.12
Avail Cap(c_a), veh/h	244	0	336	219	0	307	667	1073	995	398	1073	1011
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.7	0.0	29.9	36.1	0.0	29.3	9.0	7.0	7.0	23.3	14.1	14.2
Incr Delay (d2), s/veh	0.2	0.0	5.3	3.3	0.0	4.2	1.0	1.1	1.1	0.7	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.2	0.0	3.8	1.5	0.0	2.8	2.0	4.0	3.8	1.1	2.3	2.3
Lane Grp Delay (d), s/veh	32.9	0.0	35.2	39.3	0.0	33.4	9.9	8.1	8.2	23.9	14.4	14.5
Lane Grp LOS	C		D	D		C	A	A	A	C	B	B
Approach Vol, veh/h		177			192			982			295	
Approach Delay, s/veh		35.1			35.4			8.5			16.1	
Approach LOS		D			D			A			B	
Timer												
Assigned Phs		8			4			6			2	
Phs Duration (G+Y+Rc), s		26.0			26.0			64.0			64.0	
Change Period (Y+Rc), s		4.9			4.9			4.7			4.7	
Max Green Setting (Gmax), s		21.1			21.1			59.3			59.3	
Max Q Clear Time (g_c+I1), s		11.2			16.2			15.7			19.3	
Green Ext Time (p_c), s		1.2			0.7			2.5			2.5	
Intersection Summary												
HCM 2010 Ctrl Delay			15.8									
HCM 2010 LOS			B									
Notes												

Lane Group	EBT	EBR	SBT
Lane Configurations			
Volume (vph)	759	919	726
Turn Type	NA	Perm	NA
Protected Phases	6		8
Permitted Phases		6	
Detector Phase	6	6	8
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	24.1	24.1	24.3
Total Split (s)	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.3
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.1	4.1	4.3
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 45 (45%), Referenced to phase 6:EBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 50: SE 2nd Ave & Downtown Distributor/SE 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	759	919	0	0	0	0	0	0	0	726	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.1	4.1								4.3	
Lane Util. Factor		0.91	0.91								0.91	
Frpb, ped/bikes		1.00	1.00								1.00	
Flpb, ped/bikes		1.00	1.00								1.00	
Frt		0.95	0.85								1.00	
Flt Protected		1.00	1.00								1.00	
Satd. Flow (prot)		2759	1236								4363	
Flt Permitted		1.00	1.00								1.00	
Satd. Flow (perm)		2759	1236								4363	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	843	1021	0	0	0	0	0	0	0	807	0
RTOR Reduction (vph)	0	35	35	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1247	547	0	0	0	0	0	0	0	807	0
Confl. Peds. (#/hr)	34					34	4		19	19		4
Confl. Bikes (#/hr)						10			1			
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Turn Type		NA	Perm								NA	
Protected Phases		6									8	
Permitted Phases			6									
Actuated Green, G (s)		65.6	65.6								26.0	
Effective Green, g (s)		65.6	65.6								26.0	
Actuated g/C Ratio		0.66	0.66								0.26	
Clearance Time (s)		4.1	4.1								4.3	
Vehicle Extension (s)		1.0	1.0								2.5	
Lane Grp Cap (vph)		1809	810								1134	
v/s Ratio Prot		c0.45									c0.18	
v/s Ratio Perm			0.44									
v/c Ratio		0.69	0.68								0.71	
Uniform Delay, d1		10.8	10.6								33.6	
Progression Factor		1.00	1.00								1.00	
Incremental Delay, d2		2.2	4.5								2.0	
Delay (s)		13.0	15.1								35.6	
Level of Service		B	B								D	
Approach Delay (s)		13.6			0.0			0.0			35.6	
Approach LOS		B			A			A			D	

Intersection Summary			
HCM 2000 Control Delay	20.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	58.9%	ICU Level of Service	B
Analysis Period (min)	15		

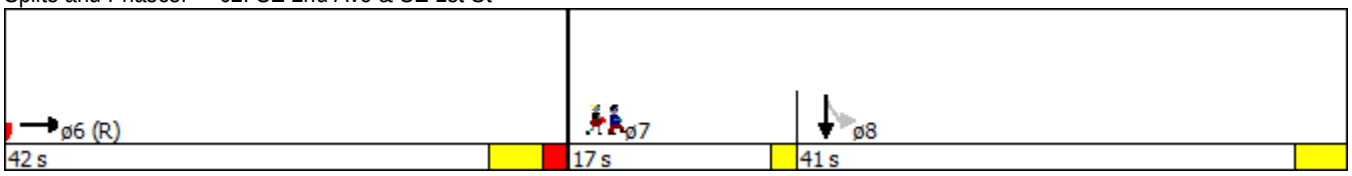
c Critical Lane Group

Lane Group	EBT	SBT	ø7
Lane Configurations			
Volume (vph)	671	333	
Turn Type	NA	NA	
Protected Phases	6	8	7
Permitted Phases			
Detector Phase	6	8	
Switch Phase			
Minimum Initial (s)	7.0	7.0	4.0
Minimum Split (s)	13.0	11.0	17.0
Total Split (s)	42.0	41.0	17.0
Total Split (%)	42.0%	41.0%	17%
Yellow Time (s)	4.0	4.0	2.0
All-Red Time (s)	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	4.0	
Lead/Lag		Lag	Lead
Lead-Lag Optimize?		Yes	Yes
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 6:EBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 62: SE 2nd Ave & SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	671	180	0	0	0	0	0	0	95	333	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0									4.0	
Lane Util. Factor		0.91									0.91	
Frpb, ped/bikes		0.99									1.00	
Flpb, ped/bikes		1.00									1.00	
Frt		0.97									1.00	
Flt Protected		1.00									0.99	
Satd. Flow (prot)		4472									4737	
Flt Permitted		1.00									0.99	
Satd. Flow (perm)		4472									4737	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	729	196	0	0	0	0	0	0	103	362	0
RTOR Reduction (vph)	0	49	0	0	0	0	0	0	0	0	52	0
Lane Group Flow (vph)	0	876	0	0	0	0	0	0	0	0	413	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Parking (#/hr)		0										
Turn Type		NA								Perm	NA	
Protected Phases		6									8	
Permitted Phases										8		
Actuated Green, G (s)		36.0									37.0	
Effective Green, g (s)		36.0									37.0	
Actuated g/C Ratio		0.36									0.37	
Clearance Time (s)		6.0									4.0	
Lane Grp Cap (vph)		1609									1752	
v/s Ratio Prot		c0.20										
v/s Ratio Perm											0.09	
v/c Ratio		0.54									0.24	
Uniform Delay, d1		25.5									21.7	
Progression Factor		1.00									0.27	
Incremental Delay, d2		1.3									0.3	
Delay (s)		26.8									6.1	
Level of Service		C									A	
Approach Delay (s)		26.8			0.0			0.0			6.1	
Approach LOS		C			A			A			A	

Intersection Summary

HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	37.6%	ICU Level of Service	A
Analysis Period (min)	15		

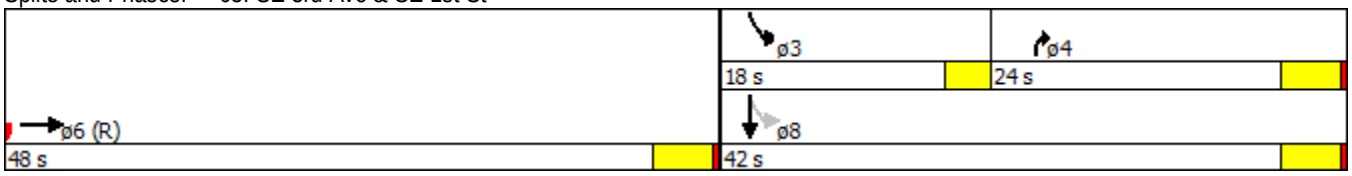
c Critical Lane Group

Lane Group	EBT	NBR	SBL	SBT
Lane Configurations				
Volume (vph)	592	206	16	16
Turn Type	NA	custom	pm+pt	NA
Protected Phases	6	4	3	8
Permitted Phases		4	8	
Detector Phase	6	4	3	8
Switch Phase				
Minimum Initial (s)	7.0	7.0	5.0	7.0
Minimum Split (s)	22.6	20.6	9.0	22.6
Total Split (s)	48.0	24.0	18.0	42.0
Total Split (%)	53.3%	26.7%	20.0%	46.7%
Yellow Time (s)	4.0	4.0	3.0	4.0
All-Red Time (s)	0.6	0.6	0.0	0.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	3.0	4.6
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 64 (71%), Referenced to phase 2: and 6:EBT, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 63: SE 3rd Ave & SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	592	58	0	0	0	0	0	206	16	16	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6							4.6	3.0	4.6	
Lane Util. Factor		0.91							0.88	1.00	1.00	
Frpb, ped/bikes		0.99							1.00	1.00	1.00	
Flpb, ped/bikes		1.00							1.00	0.98	1.00	
Frt		0.99							0.85	1.00	1.00	
Flt Protected		1.00							1.00	0.95	1.00	
Satd. Flow (prot)		4242							2369	1323	1583	
Flt Permitted		1.00							1.00	0.95	1.00	
Satd. Flow (perm)		4242							2369	1323	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	643	63	0	0	0	0	0	224	17	17	0
RTOR Reduction (vph)	0	13	0	0	0	0	0	0	176	10	0	0
Lane Group Flow (vph)	0	693	0	0	0	0	0	0	48	7	17	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Parking (#/hr)	0		0							0		0
Turn Type		NA							custom	pm+pt	NA	
Protected Phases		6							4	3	8	
Permitted Phases									4	8		
Actuated Green, G (s)		43.4							19.4	37.4	37.4	
Effective Green, g (s)		43.4							19.4	37.4	37.4	
Actuated g/C Ratio		0.48							0.22	0.42	0.42	
Clearance Time (s)		4.6							4.6	3.0	4.6	
Lane Grp Cap (vph)		2045							510	549	657	
v/s Ratio Prot		c0.16							c0.02	0.00	c0.01	
v/s Ratio Perm										0.00		
v/c Ratio		0.34							0.09	0.01	0.03	
Uniform Delay, d1		14.4							28.3	15.5	15.5	
Progression Factor		1.00							1.00	1.00	1.00	
Incremental Delay, d2		0.5							0.4	0.0	0.1	
Delay (s)		14.9							28.6	15.5	15.6	
Level of Service		B							C	B	B	
Approach Delay (s)		14.9			0.0			28.6			15.6	
Approach LOS		B			A			C			B	

Intersection Summary

HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.22		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	38.9%	ICU Level of Service	A
Analysis Period (min)	15		

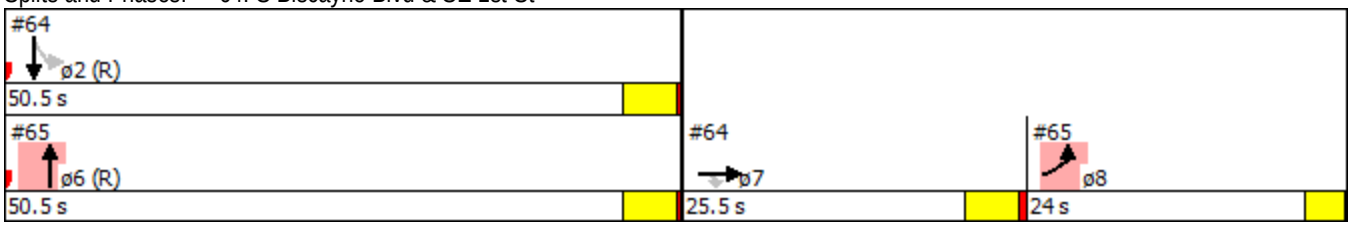
c Critical Lane Group

Lane Group	EBT	EBR	SBT	ø6	ø8
Lane Configurations					
Volume (vph)	301	111	988		
Turn Type	NA	Perm	NA		
Protected Phases	7		2	6	8
Permitted Phases		7			
Detector Phase	7	7	2		
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	22.3
Total Split (s)	25.5	25.5	50.5	50.5	24.0
Total Split (%)	25.5%	25.5%	50.5%	51%	24%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.3
Lost Time Adjust (s)	0.0	0.0	0.0		
Total Lost Time (s)	4.5	4.5	4.5		
Lead/Lag	Lead	Lead			Lag
Lead-Lag Optimize?	Yes	Yes			Yes
Recall Mode	None	None	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 32 (32%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 64: S Biscayne Blvd & SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	301	111	0	0	0	0	0	0	63	988	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5								4.5	
Lane Util. Factor		0.86	0.86								0.86	
Frpb, ped/bikes		1.00	0.96								1.00	
Flpb, ped/bikes		1.00	1.00								1.00	
Frt		0.99	0.85								1.00	
Flt Protected		1.00	1.00								1.00	
Satd. Flow (prot)		3901	997								5420	
Flt Permitted		1.00	1.00								1.00	
Satd. Flow (perm)		3901	997								5420	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	327	121	0	0	0	0	0	0	68	1074	0
RTOR Reduction (vph)	0	8	84	0	0	0	0	0	0	0	20	0
Lane Group Flow (vph)	0	341	15	0	0	0	0	0	0	0	1122	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Parking (#/hr)		0	0									
Turn Type		NA	Perm							Perm	NA	
Protected Phases		7									2	
Permitted Phases			7							2		
Actuated Green, G (s)		14.7	14.7								62.4	
Effective Green, g (s)		14.7	14.7								62.4	
Actuated g/C Ratio		0.15	0.15								0.62	
Clearance Time (s)		4.5	4.5								4.5	
Vehicle Extension (s)		2.5	2.5								1.0	
Lane Grp Cap (vph)		573	146								3382	
v/s Ratio Prot		c0.09										
v/s Ratio Perm			0.01								0.21	
v/c Ratio		0.60	0.10								0.33	
Uniform Delay, d1		39.9	36.9								8.9	
Progression Factor		1.00	1.00								0.92	
Incremental Delay, d2		1.4	0.2								0.3	
Delay (s)		41.3	37.1								8.5	
Level of Service		D	D								A	
Approach Delay (s)		40.4			0.0			0.0			8.5	
Approach LOS		D			A			A			A	

Intersection Summary

HCM 2000 Control Delay	17.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.3
Intersection Capacity Utilization	37.7%	ICU Level of Service	A
Analysis Period (min)	15		

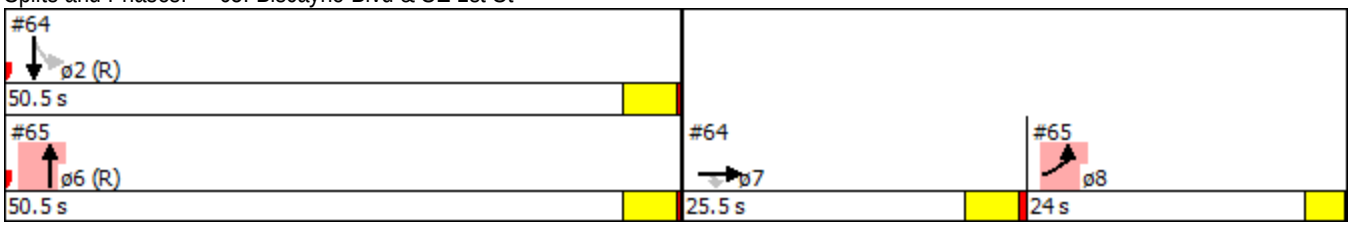
c Critical Lane Group

Lane Group	EBL	NBT	ø2	ø7
Lane Configurations				
Volume (vph)	301	898		
Turn Type	NA	NA		
Protected Phases	8	6	2	7
Permitted Phases				
Detector Phase	8	6		
Switch Phase				
Minimum Initial (s)	5.0	7.0	7.0	7.0
Minimum Split (s)	22.3	23.5	23.5	23.5
Total Split (s)	24.0	50.5	50.5	25.5
Total Split (%)	24.0%	50.5%	51%	26%
Yellow Time (s)	3.0	4.0	4.0	4.0
All-Red Time (s)	0.3	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	3.3	4.5		
Lead/Lag	Lag			Lead
Lead-Lag Optimize?	Yes			Yes
Recall Mode	None	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 32 (32%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 65: Biscayne Blvd & SE 1st St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	301	63	0	898	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.3			4.5		
Lane Util. Factor	0.94			0.86		
Frpb, ped/bikes	0.99			1.00		
Flpb, ped/bikes	1.00			1.00		
Frt	0.97			1.00		
Flt Protected	0.96			1.00		
Satd. Flow (prot)	4125			5447		
Flt Permitted	0.96			1.00		
Satd. Flow (perm)	4125			5447		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	327	68	0	976	0	0
RTOR Reduction (vph)	353	0	0	0	0	0
Lane Group Flow (vph)	42	0	0	976	0	0
Confl. Peds. (#/hr)	20	20	20			20
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%
Turn Type	NA			NA		
Protected Phases	8			6		
Permitted Phases						
Actuated Green, G (s)	10.6			62.4		
Effective Green, g (s)	10.6			62.4		
Actuated g/C Ratio	0.11			0.62		
Clearance Time (s)	3.3			4.5		
Vehicle Extension (s)	2.0			1.0		
Lane Grp Cap (vph)	437			3398		
v/s Ratio Prot	c0.01			c0.18		
v/s Ratio Perm						
v/c Ratio	0.10			0.29		
Uniform Delay, d1	40.4			8.6		
Progression Factor	1.00			1.18		
Incremental Delay, d2	0.0			0.2		
Delay (s)	40.4			10.4		
Level of Service	D			B		
Approach Delay (s)	40.4			10.4	0.0	
Approach LOS	D			B	A	

Intersection Summary

HCM 2000 Control Delay	19.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.22		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.3
Intersection Capacity Utilization	33.4%	ICU Level of Service	A
Analysis Period (min)	15		

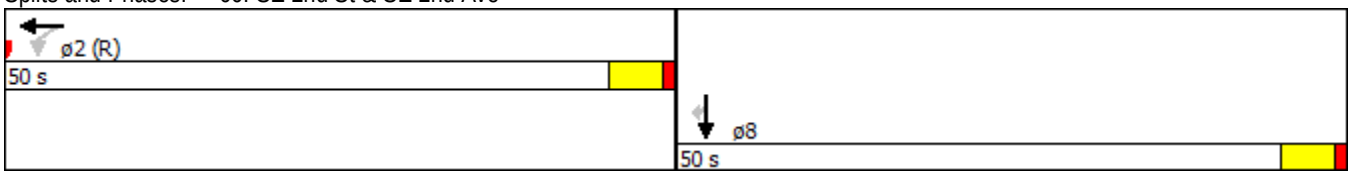
c Critical Lane Group

Lane Group	WBL	WBT	SBT	SBR
Lane Configurations				
Volume (vph)	808	217	370	143
Turn Type	Perm	NA	NA	Perm
Protected Phases		2	8	
Permitted Phases	2			8
Detector Phase	2	2	8	8
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0
Total Split (s)	50.0	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 38 (38%), Referenced to phase 2:WBTL and 6:, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 66: SE 2nd St & SE 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	808	217	0	0	0	0	0	370	143
Number				5	2	12				3	8	18
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.99
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				159.8	159.8	0.0				0.0	159.8	159.8
Lanes				2	1	0				0	2	1
Cap, veh/h				144	719	0				0	1438	543
Arrive On Green				0.45	0.45	0.00				0.00	0.45	0.45
Sat Flow, veh/h				3044	1598	0				0	3196	1206
Grp Volume(v), veh/h				878	236	0				0	402	155
Grp Sat Flow(s),veh/h/ln				1522	1598	0				0	1598	1206
Q Serve(g_s), s				0.0	9.5	0.0				0.0	7.9	8.1
Cycle Q Clear(g_c), s				45.0	9.5	0.0				0.0	7.9	8.1
Prop In Lane				1.00		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				144	719	0				0	1438	543
V/C Ratio(X)				6.10	0.33	0.00				0.00	0.28	0.29
Avail Cap(c_a), veh/h				144	719	0				0	1438	543
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				50.0	17.7	0.0				0.0	17.3	17.4
Incr Delay (d2), s/veh				2308.6	1.2	0.0				0.0	0.5	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				48.0	3.9	0.0				0.0	3.1	2.6
Lane Grp Delay (d), s/veh				2358.6	19.0	0.0				0.0	17.8	18.7
Lane Grp LOS				F	B						B	B
Approach Vol, veh/h					1114						557	
Approach Delay, s/veh					1863.0						18.0	
Approach LOS					F						B	

Timer	
Assigned Phs	2 8
Phs Duration (G+Y+Rc), s	50.0 50.0
Change Period (Y+Rc), s	5.0 5.0
Max Green Setting (Gmax), s	45.0 45.0
Max Q Clear Time (g_c+I1), s	47.0 10.1
Green Ext Time (p_c), s	0.0 2.8

Intersection Summary	
HCM 2010 Ctrl Delay	1248.0
HCM 2010 LOS	F

Notes

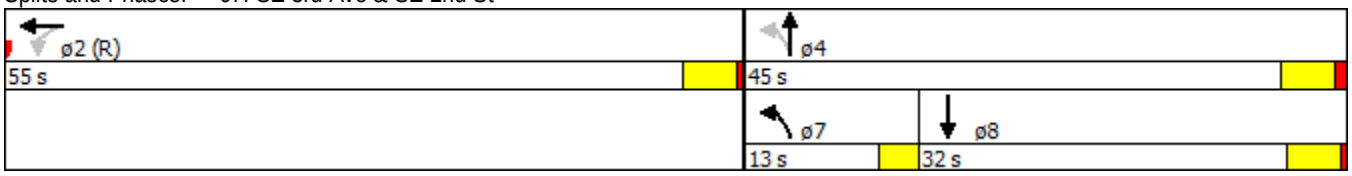
User approved volume balancing among the lanes for turning movement.

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	1062	507	143	21
Turn Type	NA	pm+pt	NA	NA
Protected Phases	2	7	4	8
Permitted Phases		4		
Detector Phase	2	7	4	8
Switch Phase				
Minimum Initial (s)	7.0	5.0	7.0	7.0
Minimum Split (s)	22.6	9.0	23.0	20.6
Total Split (s)	55.0	13.0	45.0	32.0
Total Split (%)	55.0%	13.0%	45.0%	32.0%
Yellow Time (s)	4.0	3.0	4.0	4.0
All-Red Time (s)	0.6	0.0	1.0	0.6
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.6		5.0	4.6
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	C-Min	None	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 32 (32%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 67: SE 3rd Ave & SE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	95	1062	63	507	143	0	0	21	53
Number				5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	0.99		1.00	1.00		0.99
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	162.9	171.0	171.0	162.9	0.0	0.0	162.9	171.0
Lanes				0	5	0	0	2	0	0	1	0
Cap, veh/h				145	1760	104	769	1062	0	0	222	559
Arrive On Green				0.25	0.25	0.25	0.20	0.20	0.00	0.00	0.60	0.60
Sat Flow, veh/h				579	7033	417	1092	1482	0	0	367	925
Grp Volume(v), veh/h				285	788	252	551	155	0	0	0	81
Grp Sat Flow(s),veh/h/ln				1600	1629	1543	1220	1629	0	0	0	1292
Q Serve(g_s), s				10.7	9.5	9.7	0.1	5.2	0.0	0.0	0.0	1.8
Cycle Q Clear(g_c), s				10.7	9.5	9.7	40.0	5.2	0.0	0.0	0.0	1.8
Prop In Lane				0.36		0.27	1.00		0.00	0.00		0.72
Lane Grp Cap(c), veh/h				400	1223	386	109	985	0	0	0	781
V/C Ratio(X)				0.71	0.64	0.65	5.06	0.16	0.00	0.00	0.00	0.10
Avail Cap(c_a), veh/h				1219	3722	1175	109	985	0	0	0	781
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.83	0.83	0.83	0.50	0.50	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				22.6	22.2	22.2	46.5	12.6	0.0	0.0	0.0	5.5
Incr Delay (d2), s/veh				8.6	2.2	6.9	1838.5	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				5.1	4.0	4.3	55.6	2.1	0.0	0.0	0.0	0.5
Lane Grp Delay (d), s/veh				31.2	24.3	29.1	1885.0	12.6	0.0	0.0	0.0	5.6
Lane Grp LOS				C	C	C	F	B				A
Approach Vol, veh/h					1325			706			81	
Approach Delay, s/veh					26.7			1473.9			5.6	
Approach LOS					C			F			A	

Timer												
Assigned Phs					2		7	4			8	
Phs Duration (G+Y+Rc), s					21.2		0.0	45.0			45.0	
Change Period (Y+Rc), s					4.6		3.0	5.0			5.0	
Max Green Setting (Gmax), s					50.4		10.0	40.0			27.4	
Max Q Clear Time (g_c+I1), s					12.7		0.0	42.0			3.8	
Green Ext Time (p_c), s					3.8		0.0	0.0			4.7	

Intersection Summary		
HCM 2010 Ctrl Delay	509.7	
HCM 2010 LOS	F	

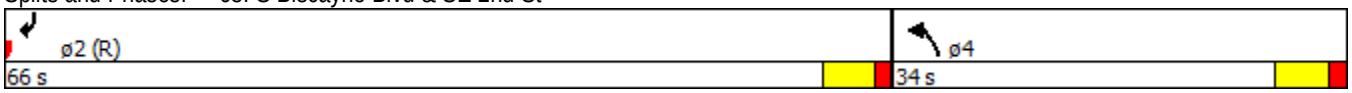
Notes

Lane Group	NBL	SBR
Lane Configurations		
Volume (vph)	444	1099
Turn Type	Prot	custom
Protected Phases	4	2
Permitted Phases		2
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	24.5	19.2
Total Split (s)	34.0	66.0
Total Split (%)	34.0%	66.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.5	1.2
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.5	5.2
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 78 (78%), Referenced to phase 2:SBR, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 68: S Biscayne Blvd & SE 2nd St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	444	0	0	1099
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.5			5.2
Lane Util. Factor			0.97			0.64
Frpb, ped/bikes			1.00			1.00
Flpb, ped/bikes			1.00			1.00
Frt			1.00			0.85
Flt Protected			0.95			1.00
Satd. Flow (prot)			3001			3544
Flt Permitted			0.95			1.00
Satd. Flow (perm)			3001			3544
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	483	0	0	1195
RTOR Reduction (vph)	0	0	111	0	0	0
Lane Group Flow (vph)	0	0	372	0	0	1195
Confl. Peds. (#/hr)	20	20	20			20
Turn Type			Prot			custom
Protected Phases			4			2
Permitted Phases						2
Actuated Green, G (s)			28.5			60.8
Effective Green, g (s)			28.5			60.8
Actuated g/C Ratio			0.28			0.61
Clearance Time (s)			5.5			5.2
Lane Grp Cap (vph)			855			2154
v/s Ratio Prot			c0.12			c0.34
v/s Ratio Perm						
v/c Ratio			0.44			0.55
Uniform Delay, d1			29.2			11.6
Progression Factor			1.00			0.74
Incremental Delay, d2			1.6			1.0
Delay (s)			30.8			9.6
Level of Service			C			A
Approach Delay (s)	0.0			30.8	9.6	
Approach LOS	A			C	A	

Intersection Summary			
HCM 2000 Control Delay	15.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.7
Intersection Capacity Utilization	45.0%	ICU Level of Service	A
Analysis Period (min)	15		

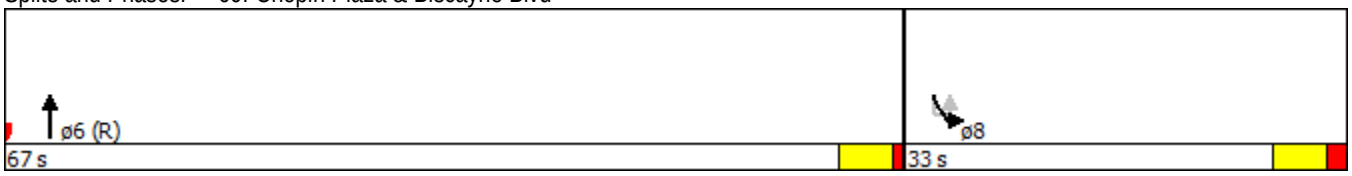
c Critical Lane Group

Lane Group	WBR	NBT	SBU	SBL
Lane Configurations				
Volume (vph)	95	798	5	58
Turn Type	Free	NA	custom	Prot
Protected Phases		6		8
Permitted Phases	Free		8	
Detector Phase		6	8	8
Switch Phase				
Minimum Initial (s)		18.0	7.0	7.0
Minimum Split (s)		23.0	23.7	23.7
Total Split (s)		67.0	33.0	33.0
Total Split (%)		67.0%	33.0%	33.0%
Yellow Time (s)		4.0	4.0	4.0
All-Red Time (s)		1.0	1.7	1.7
Lost Time Adjust (s)		0.0		0.0
Total Lost Time (s)		5.0		5.7
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode		C-Min	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 2: and 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 69: Chopin Plaza & Biscayne Blvd





Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Volume (vph)	0	95	798	122	5	58	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	5.0			5.7	
Lane Util. Factor		1.00	0.91			0.97	
Frpb, ped/bikes		0.98	1.00			1.00	
Flpb, ped/bikes		1.00	1.00			0.97	
Frt		0.86	0.98			1.00	
Flt Protected		1.00	1.00			0.95	
Satd. Flow (prot)		1245	4346			2913	
Flt Permitted		1.00	1.00			0.33	
Satd. Flow (perm)		1245	4346			1014	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	103	867	133	5	63	0
RTOR Reduction (vph)	0	0	12	0	0	0	0
Lane Group Flow (vph)	0	103	988	0	0	68	0
Confl. Peds. (#/hr)	20	20		20	20	20	
Parking (#/hr)		0					
Turn Type		Free	NA		custom	Prot	
Protected Phases			6			8	
Permitted Phases		Free			8		
Actuated Green, G (s)		100.0	77.2			12.1	
Effective Green, g (s)		100.0	77.2			12.1	
Actuated g/C Ratio		1.00	0.77			0.12	
Clearance Time (s)			5.0			5.7	
Vehicle Extension (s)			1.0			2.5	
Lane Grp Cap (vph)		1245	3355			122	
v/s Ratio Prot			c0.23				
v/s Ratio Perm		0.08				c0.07	
v/c Ratio		0.08	0.29			0.56	
Uniform Delay, d1		0.0	3.4			41.4	
Progression Factor		1.00	1.00			1.53	
Incremental Delay, d2		0.1	0.2			4.3	
Delay (s)		0.1	3.6			67.9	
Level of Service		A	A			E	
Approach Delay (s)	0.1		3.6				67.9
Approach LOS	A		A				E

Intersection Summary

HCM 2000 Control Delay	7.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.7
Intersection Capacity Utilization	42.8%	ICU Level of Service	A
Analysis Period (min)	15		

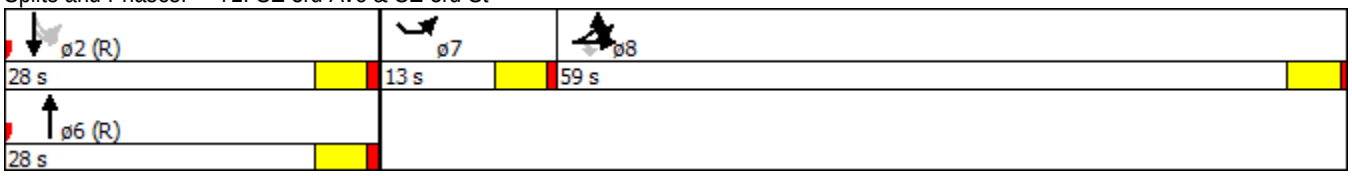
c Critical Lane Group

Lane Group	EBL	EBT	EBR	NBT	SBL2	SBL	SBT	SEL2
Lane Configurations								
Volume (vph)	254	248	26	449	5	21	90	5
Turn Type	Split	NA	Perm	NA	Perm	Perm	NA	Prot
Protected Phases	8	8		6			2	7
Permitted Phases			8		2	2		
Detector Phase	8	8	8	6	2	2	2	7
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.6	25.6	25.6	28.0	28.0	28.0	28.0	12.6
Total Split (s)	59.0	59.0	59.0	28.0	28.0	28.0	28.0	13.0
Total Split (%)	59.0%	59.0%	59.0%	28.0%	28.0%	28.0%	28.0%	13.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.6	0.6	0.6	1.0	1.0	1.0	1.0	0.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	5.0			5.0	4.6
Lead/Lag	Lag	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes					Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 48 (48%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 70
Control Type: Pretimed

Splits and Phases: 71: SE 3rd Ave & SE 3rd St



Movement	EBL2	EBL	EBT	EBR	NBT	NBR	NBR2	SBL2	SBL	SBT	SEL2
Lane Configurations											
Volume (vph)	196	254	248	26	449	42	21	5	21	90	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.6	5.0					5.0	4.6
Lane Util. Factor		1.00	1.00	1.00	0.95					1.00	1.00
Frpb, ped/bikes		1.00	1.00	0.93	0.99					1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00
Frt		1.00	1.00	0.85	0.98					1.00	1.00
Flt Protected		0.95	1.00	1.00	1.00					0.99	0.95
Satd. Flow (prot)		1547	1629	1292	3013					1604	1547
Flt Permitted		0.95	1.00	1.00	1.00					0.69	0.95
Satd. Flow (perm)		1547	1629	1292	3013					1114	1547
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	213	276	270	28	488	46	23	5	23	98	5
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	0	0	0
Lane Group Flow (vph)	0	489	270	28	554	0	0	0	0	126	5
Confl. Peds. (#/hr)	20	20		20		20	20	20	20		
Turn Type	Split	Split	NA	Perm	NA			Perm	Perm	NA	Prot
Protected Phases	8	8	8		6					2	7
Permitted Phases				8				2	2		
Actuated Green, G (s)		54.4	54.4	54.4	23.0					23.0	8.4
Effective Green, g (s)		54.4	54.4	54.4	23.0					23.0	8.4
Actuated g/C Ratio		0.54	0.54	0.54	0.23					0.23	0.08
Clearance Time (s)		4.6	4.6	4.6	5.0					5.0	4.6
Lane Grp Cap (vph)		841	886	702	692					256	129
v/s Ratio Prot		c0.32	0.17		c0.18						c0.00
v/s Ratio Perm				0.02						0.11	
v/c Ratio		0.58	0.30	0.04	0.80					0.49	0.04
Uniform Delay, d1		15.2	12.5	10.6	36.3					33.4	42.1
Progression Factor		1.00	1.00	1.00	0.93					0.84	1.00
Incremental Delay, d2		2.9	0.9	0.1	8.8					6.3	0.6
Delay (s)		18.1	13.4	10.7	42.5					34.5	42.7
Level of Service		B	B	B	D					C	D
Approach Delay (s)			16.2		42.5					34.5	
Approach LOS			B		D					C	

Intersection Summary

HCM 2000 Control Delay	27.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		

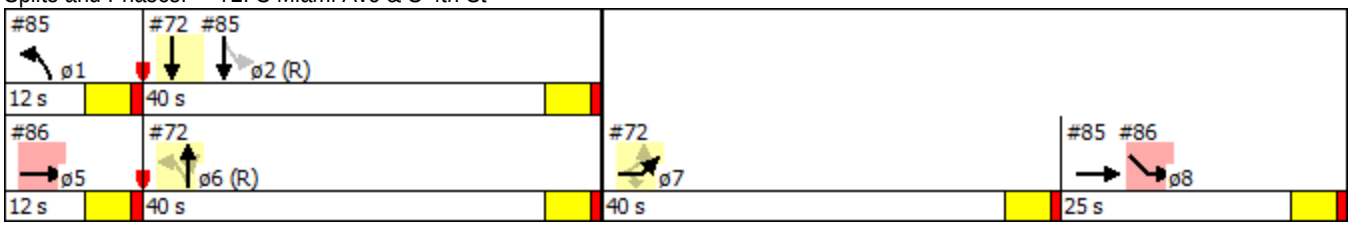
c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	NBR	SBT	ø1	ø5	ø8
Lane Configurations									
Volume (vph)	108	93	26	64	535	569			
Turn Type	NA	Perm	Perm	NA	Perm	NA			
Protected Phases	7			6		2	1	5	8
Permitted Phases		7	6		6				
Detector Phase	7	7	6	6	6	2			
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	25.0	25.0	25.0	25.0	12.0	12.0	34.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	12.0	12.0	25.0
Total Split (%)	34.2%	34.2%	34.2%	34.2%	34.2%	34.2%	10%	10%	21%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0			
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 117
Actuated Cycle Length: 117
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 72: S Miami Ave & S 4th St



Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Volume (vph)	4	108	93	26	64	535	0	569	43	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0	5.0		5.0			
Lane Util. Factor		1.00	0.95	1.00	1.00	0.88		0.91			
Frt		0.99	0.85	1.00	1.00	0.85		0.99			
Flt Protected		0.96	1.00	0.95	1.00	1.00		1.00			
Satd. Flow (prot)		1539	1315	1547	1629	2436		4399			
Flt Permitted		0.96	1.00	0.39	1.00	1.00		1.00			
Satd. Flow (perm)		1539	1315	631	1629	2436		4399			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	117	101	28	70	582	0	618	47	0	0
RTOR Reduction (vph)	0	104	84	0	0	0	0	2	0	0	0
Lane Group Flow (vph)	0	27	7	28	70	582	0	663	0	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm		NA			
Protected Phases		7			6			2			
Permitted Phases	7		7	6		6					
Actuated Green, G (s)		8.7	8.7	98.3	98.3	98.3		98.3			
Effective Green, g (s)		8.7	8.7	98.3	98.3	98.3		98.3			
Actuated g/C Ratio		0.07	0.07	0.84	0.84	0.84		0.84			
Clearance Time (s)		5.0	5.0	5.0	5.0	5.0		5.0			
Vehicle Extension (s)		2.5	2.5	1.0	1.0	1.0		1.0			
Lane Grp Cap (vph)		114	97	530	1368	2046		3695			
v/s Ratio Prot					0.04			0.15			
v/s Ratio Perm		0.02	0.01	0.04		c0.24					
v/c Ratio		0.24	0.07	0.05	0.05	0.28		0.18			
Uniform Delay, d1		51.0	50.4	1.6	1.6	2.0		1.8			
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00			
Incremental Delay, d2		0.8	0.2	0.2	0.1	0.3		0.1			
Delay (s)		51.8	50.6	1.8	1.6	2.3		1.9			
Level of Service		D	D	A	A	A		A			
Approach Delay (s)		51.3			2.2			1.9		0.0	
Approach LOS		D			A			A		A	

Intersection Summary

HCM 2000 Control Delay	9.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	117.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	40.6%	ICU Level of Service	A
Analysis Period (min)	15		

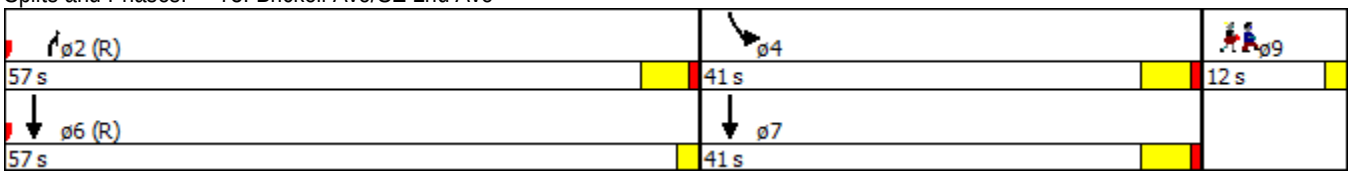
c Critical Lane Group

Lane Group	NBR	SBL	SBT	ø6	ø7	ø9
Lane Configurations						
Volume (vph)	1120	417	941			
Turn Type	custom	Prot	NA			
Protected Phases	2	4	6 7	6	7	9
Permitted Phases						
Detector Phase	2	4	6 7			
Switch Phase						
Minimum Initial (s)	7.0	7.0		7.0	7.0	1.0
Minimum Split (s)	21.0	23.0		20.0	12.0	12.0
Total Split (s)	57.0	41.0		57.0	41.0	12.0
Total Split (%)	51.8%	37.3%		52%	37%	11%
Yellow Time (s)	4.0	4.0		2.0	4.0	2.0
All-Red Time (s)	1.0	1.0		0.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0				
Total Lost Time (s)	5.0	5.0				
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	None		C-Min	None	None

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 87 (79%), Referenced to phase 2:NBR and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 73: Brickell Ave/SE 2nd Ave



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	0	1120	417	941
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0	5.0	2.0
Lane Util. Factor				0.76	0.97	0.91
Frpb, ped/bikes				1.00	1.00	1.00
Flpb, ped/bikes				1.00	1.00	1.00
Frt				0.85	1.00	1.00
Flt Protected				1.00	0.95	1.00
Satd. Flow (prot)				3097	2945	4363
Flt Permitted				1.00	0.95	1.00
Satd. Flow (perm)				3097	2945	4363
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	1217	453	1023
RTOR Reduction (vph)	0	0	0	257	328	0
Lane Group Flow (vph)	0	0	0	960	125	1023
Confl. Peds. (#/hr)	20	20		20	20	
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%
Turn Type				custom	Prot	NA
Protected Phases				2	4	6 7
Permitted Phases						
Actuated Green, G (s)				77.0	17.0	99.0
Effective Green, g (s)				77.0	17.0	99.0
Actuated g/C Ratio				0.70	0.15	0.90
Clearance Time (s)				5.0	5.0	
Vehicle Extension (s)				1.0	2.5	
Lane Grp Cap (vph)				2167	455	3926
v/s Ratio Prot				c0.31	0.04	c0.23
v/s Ratio Perm						
v/c Ratio				0.44	0.27	0.26
Uniform Delay, d1				7.2	41.1	0.7
Progression Factor				1.00	1.00	1.00
Incremental Delay, d2				0.7	0.2	0.0
Delay (s)				7.8	41.3	0.7
Level of Service				A	D	A
Approach Delay (s)	0.0		7.8			13.2
Approach LOS	A		A			B

Intersection Summary

HCM 2000 Control Delay	10.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		

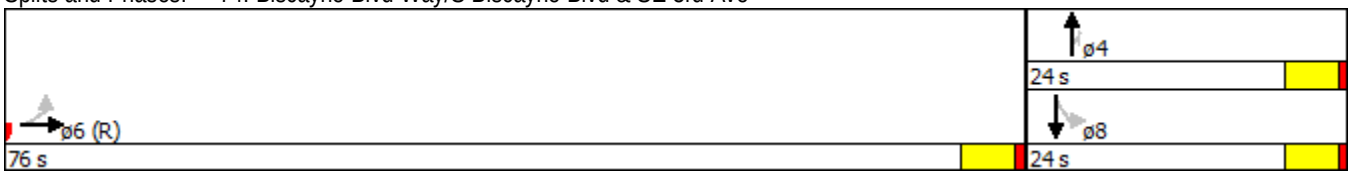
c Critical Lane Group

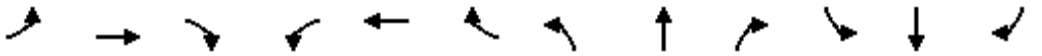
Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	465	1015	48	26	100	16
Turn Type	Perm	NA	NA	Perm	Perm	NA
Protected Phases		6	4			8
Permitted Phases	6			4	8	
Detector Phase	6	6	4	4	8	8
Switch Phase						
Minimum Initial (s)	14.0	14.0	7.0	7.0	7.0	7.0
Minimum Split (s)	20.8	20.8	22.8	22.8	22.8	22.8
Total Split (s)	76.0	76.0	24.0	24.0	24.0	24.0
Total Split (%)	76.0%	76.0%	24.0%	24.0%	24.0%	24.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.8	0.8	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.8	4.8	4.8	4.8		4.8
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:EBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 74: Biscayne Blvd Way/S Biscayne Blvd & SE 3rd Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	465	1015	58	0	0	0	0	48	26	100	16	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.8	4.8						4.8	4.8		4.8	
Lane Util. Factor	0.86	0.86						1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00						1.00	0.95		1.00	
Flpb, ped/bikes	0.99	1.00						1.00	1.00		0.97	
Frt	1.00	0.99						1.00	0.85		1.00	
Flt Protected	0.95	1.00						1.00	1.00		0.96	
Satd. Flow (prot)	1319	4144						1629	1320		1517	
Flt Permitted	0.95	1.00						1.00	1.00		0.72	
Satd. Flow (perm)	1319	4144						1629	1320		1136	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	505	1103	63	0	0	0	0	52	28	109	17	0
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	23	0	0	0
Lane Group Flow (vph)	404	1262	0	0	0	0	0	52	5	0	126	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Perm	NA						NA	Perm	Perm	NA	
Protected Phases		6						4			8	
Permitted Phases	6								4	8		
Actuated Green, G (s)	71.2	71.2						19.2	19.2		19.2	
Effective Green, g (s)	71.2	71.2						19.2	19.2		19.2	
Actuated g/C Ratio	0.71	0.71						0.19	0.19		0.19	
Clearance Time (s)	4.8	4.8						4.8	4.8		4.8	
Lane Grp Cap (vph)	939	2950						312	253		218	
v/s Ratio Prot								0.03				
v/s Ratio Perm	c0.31	0.30							0.00		c0.11	
v/c Ratio	0.43	0.43						0.17	0.02		0.58	
Uniform Delay, d1	6.0	6.0						33.7	32.8		36.7	
Progression Factor	1.00	1.00						1.00	1.00		0.84	
Incremental Delay, d2	1.4	0.5						1.2	0.2		10.1	
Delay (s)	7.4	6.4						34.9	32.9		40.9	
Level of Service	A	A						C	C		D	
Approach Delay (s)		6.7			0.0			34.2			40.9	
Approach LOS		A			A			C			D	

Intersection Summary

HCM 2000 Control Delay	10.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.6
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		

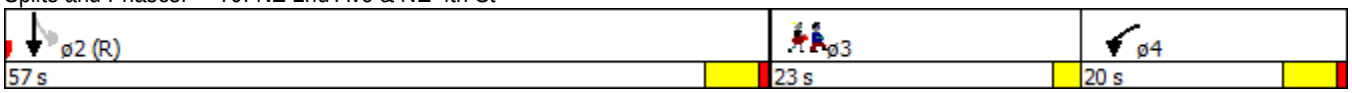
c Critical Lane Group

Lane Group	WBL	SBT	ø3
Lane Configurations			
Volume (vph)	65	732	
Turn Type	NA	NA	
Protected Phases	4	2	3
Permitted Phases			
Detector Phase	4	2	
Switch Phase			
Minimum Initial (s)	7.0	7.0	1.0
Minimum Split (s)	11.9	11.9	23.0
Total Split (s)	20.0	57.0	23.0
Total Split (%)	20.0%	57.0%	23%
Yellow Time (s)	4.0	4.0	2.0
All-Red Time (s)	0.9	0.9	0.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	4.9	4.9	
Lead/Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 47 (47%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 79: NE 2nd Ave & NE 4th St



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	65	0	0	0	15	732
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9					4.9
Lane Util. Factor	1.00					0.91
Frpb, ped/bikes	1.00					1.00
Flpb, ped/bikes	1.00					1.00
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	1518					4211
Flt Permitted	0.95					1.00
Satd. Flow (perm)	1518					4211
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	71	0	0	0	16	796
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	71	0	0	0	0	812
Confl. Peds. (#/hr)	307	654		307	32	
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%
Parking (#/hr)					0	0
Turn Type	NA				Perm	NA
Protected Phases	4					2
Permitted Phases					2	
Actuated Green, G (s)	15.1					52.1
Effective Green, g (s)	15.1					52.1
Actuated g/C Ratio	0.15					0.52
Clearance Time (s)	4.9					4.9
Lane Grp Cap (vph)	229					2193
v/s Ratio Prot	c0.05					
v/s Ratio Perm						0.19
v/c Ratio	0.31					0.37
Uniform Delay, d1	37.8					14.2
Progression Factor	0.82					1.61
Incremental Delay, d2	3.5					0.4
Delay (s)	34.3					23.3
Level of Service	C					C
Approach Delay (s)	34.3		0.0			23.3
Approach LOS	C		A			C

Intersection Summary

HCM 2000 Control Delay	24.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.8
Intersection Capacity Utilization	32.3%	ICU Level of Service	A
Analysis Period (min)	15		

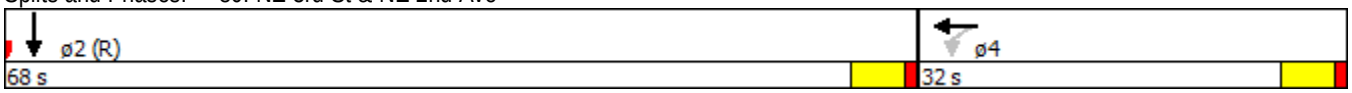
c Critical Lane Group

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	162	519
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	32.0	68.0
Total Split (%)	32.0%	68.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 65 (65%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 80: NE 3rd St & NE 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	42	162	0	0	0	0	0	519	265
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	159.8	0.0				0.0	159.8	171.0
Lanes				0	2	0				0	3	0
Cap, veh/h				72	393	0				0	2014	752
Arrive On Green				0.27	0.27	0.00				0.00	0.21	0.21
Sat Flow, veh/h				0	1454	0				0	3196	1194
Grp Volume(v), veh/h				46	176	0				0	564	288
Grp Sat Flow(s),veh/h/ln				0	1454	0				0	1598	1194
Q Serve(g_s), s				0.0	10.1	0.0				0.0	14.8	20.8
Cycle Q Clear(g_c), s				27.0	10.1	0.0				0.0	14.8	20.8
Prop In Lane				1.00		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				72	393	0				0	2014	752
V/C Ratio(X)				0.64	0.45	0.00				0.00	0.28	0.38
Avail Cap(c_a), veh/h				72	393	0				0	2014	752
HCM Platoon Ratio				1.00	1.00	1.00				1.00	0.33	0.33
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				50.0	30.3	0.0				0.0	20.5	22.9
Incr Delay (d2), s/veh				36.2	3.7	0.0				0.0	0.3	1.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				1.9	4.1	0.0				0.0	6.5	7.0
Lane Grp Delay (d), s/veh				86.2	34.0	0.0				0.0	20.9	24.4
Lane Grp LOS				F	C						C	C
Approach Vol, veh/h					222						852	
Approach Delay, s/veh					44.8						22.1	
Approach LOS					D						C	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	32.0	68.0
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	27.0	63.0
Max Q Clear Time (g_c+I1), s	29.0	22.8
Green Ext Time (p_c), s	0.0	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	26.8
HCM 2010 LOS	C

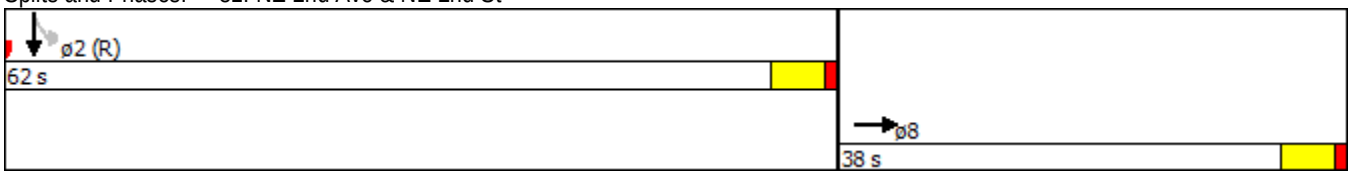
Notes

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	183	459
Turn Type	NA	NA
Protected Phases	8	2
Permitted Phases		
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	38.0	62.0
Total Split (%)	38.0%	62.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 68 (68%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 81: NE 2nd Ave & NE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	183	163	0	0	0	0	0	0	117	459	0
Number	3	8	18							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95							1.00		1.00
Parking Bus Adj	1.00	1.00	0.90							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	159.8	171.0							171.0	159.8	0.0
Lanes	0	2	0							0	3	0
Cap, veh/h	0	527	383							72	1658	0
Arrive On Green	0.00	0.33	0.33							0.19	0.19	0.00
Sat Flow, veh/h	0	1598	1160							0	2909	0
Grp Volume(v), veh/h	0	199	177							127	499	0
Grp Sat Flow(s),veh/h/ln	0	1598	1160							0	1454	0
Q Serve(g_s), s	0.0	9.5	12.1							0.0	14.8	0.0
Cycle Q Clear(g_c), s	0.0	9.5	12.1							57.0	14.8	0.0
Prop In Lane	0.00		1.00							1.00		0.00
Lane Grp Cap(c), veh/h	0	527	383							72	1658	0
V/C Ratio(X)	0.00	0.38	0.46							1.76	0.30	0.00
Avail Cap(c_a), veh/h	0	527	383							72	1658	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	25.6	26.5							69.1	23.4	0.0
Incr Delay (d2), s/veh	0.0	2.1	4.0							394.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	4.1	3.9							9.8	5.9	0.0
Lane Grp Delay (d), s/veh	0.0	27.7	30.5							463.2	23.9	0.0
Lane Grp LOS		C	C							F	C	
Approach Vol, veh/h		376									626	
Approach Delay, s/veh		29.0									113.0	
Approach LOS		C									F	

Timer	
Assigned Phs	8	2
Phs Duration (G+Y+Rc), s	38.0	62.0
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	33.0	57.0
Max Q Clear Time (g_c+I1), s	14.1	59.0
Green Ext Time (p_c), s	1.8	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	81.5
HCM 2010 LOS	F

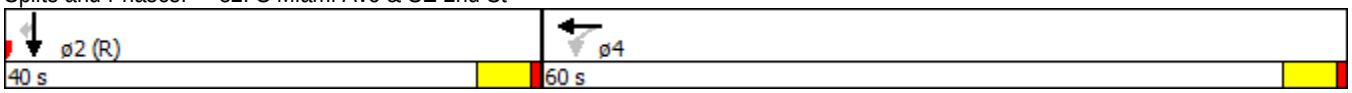
Notes

Lane Group	WBT	SBT	SBR
Lane Configurations			
Volume (vph)	805	335	60
Turn Type	NA	NA	Perm
Protected Phases	4	2	
Permitted Phases			2
Detector Phase	4	2	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	22.9	22.9	22.9
Total Split (s)	60.0	40.0	40.0
Total Split (%)	60.0%	40.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.9	0.9	0.9
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 9 (9%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 82: S Miami Ave & SE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	107	805	0	0	0	0	0	335	60
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	162.9	0.0				0.0	162.9	162.9
Lanes				0	2	0				0	2	1
Cap, veh/h				94	1068	0				0	493	209
Arrive On Green				0.24	0.24	0.00				0.00	0.15	0.00
Sat Flow, veh/h				0	1482	0				0	3257	1384
Grp Volume(v), veh/h				122	915	0				0	381	0
Grp Sat Flow(s),veh/h/ln				0	1482	0				0	1629	1384
Q Serve(g_s), s				0.0	45.2	0.0				0.0	8.6	0.0
Cycle Q Clear(g_c), s				55.1	45.2	0.0				0.0	8.6	0.0
Prop In Lane				1.00		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				94	1068	0				0	493	209
V/C Ratio(X)				1.30	0.86	0.00				0.00	0.77	0.00
Avail Cap(c_a), veh/h				94	1068	0				0	1495	635
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				0.52	0.52	0.00				0.00	0.97	0.00
Uniform Delay (d), s/veh				56.7	25.4	0.0				0.0	31.2	0.0
Incr Delay (d2), s/veh				167.9	3.7	0.0				0.0	10.9	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				6.4	19.4	0.0				0.0	4.2	0.0
Lane Grp Delay (d), s/veh				224.6	29.1	0.0				0.0	42.1	0.0
Lane Grp LOS				F	C						D	
Approach Vol, veh/h					1037						381	
Approach Delay, s/veh					52.1						42.1	
Approach LOS					D						D	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	60.0 16.5
Change Period (Y+Rc), s	4.9 4.9
Max Green Setting (Gmax), s	55.1 35.1
Max Q Clear Time (g_c+I1), s	57.1 10.6
Green Ext Time (p_c), s	0.0 1.0

Intersection Summary	
HCM 2010 Ctrl Delay	49.4
HCM 2010 LOS	D

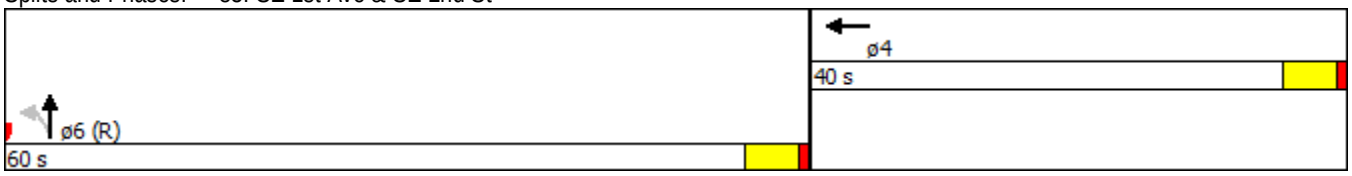
Notes

Lane Group	WBT	NBT
Lane Configurations		
Volume (vph)	292	700
Turn Type	NA	NA
Protected Phases	4	6
Permitted Phases		
Detector Phase	4	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	40.0	60.0
Total Split (%)	40.0%	60.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 83: SE 1st Ave & SE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	292	79	674	700	0	0	0	0
Number				7	4	14	1	6	16			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln				0.0	162.9	171.0	171.0	162.9	0.0			
Lanes				0	2	0	0	3	0			
Cap, veh/h				0	409	109	93	2101	0			
Arrive On Green				0.00	0.05	0.05	0.71	0.71	0.00			
Sat Flow, veh/h				0	2479	662	0	2964	0			
Grp Volume(v), veh/h				0	206	197	733	761	0			
Grp Sat Flow(s),veh/h/ln				0	1629	1512	0	1482	0			
Q Serve(g_s), s				0.0	9.7	10.0	0.0	7.8	0.0			
Cycle Q Clear(g_c), s				0.0	9.7	10.0	55.1	7.8	0.0			
Prop In Lane				0.00		0.44	1.00		0.00			
Lane Grp Cap(c), veh/h				0	269	250	93	2101	0			
V/C Ratio(X)				0.00	0.77	0.79	7.91	0.36	0.00			
Avail Cap(c_a), veh/h				0	735	683	93	2101	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.90	0.90	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	35.3	35.4	38.9	4.4	0.0			
Incr Delay (d2), s/veh				0.0	1.6	1.9	3133.1	0.5	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln				0.0	4.4	4.2	82.4	2.4	0.0			
Lane Grp Delay (d), s/veh				0.0	36.9	37.3	3172.0	4.9	0.0			
Lane Grp LOS					D	D	F	A				
Approach Vol, veh/h					403			1494				
Approach Delay, s/veh					37.1			1558.8				
Approach LOS					D			F				

Timer	
Assigned Phs	4 6
Phs Duration (G+Y+Rc), s	17.7 60.0
Change Period (Y+Rc), s	4.9 4.9
Max Green Setting (Gmax), s	35.1 55.1
Max Q Clear Time (g_c+I1), s	12.0 57.1
Green Ext Time (p_c), s	0.9 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	1235.5
HCM 2010 LOS	F

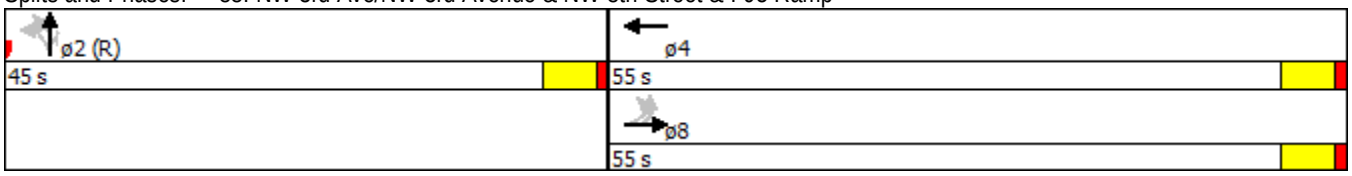
Notes

Lane Group	EBL2	EBL	EBT	WBT	NBL2	NBL	NBT	NBR
Lane Configurations								
Volume (vph)	66	68	506	77	28	260	119	54
Turn Type	Perm	Perm	NA	NA	Perm	Perm	NA	Perm
Protected Phases			8	4			2	
Permitted Phases	8	8			2	2		2
Detector Phase	8	8	8	4	2	2	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	55.0	55.0	55.0	55.0	45.0	45.0	45.0	45.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 12 (12%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 88: NW 3rd Ave/NW 3rd Avenue & NW 8th Street & I-95 Ramp



Movement	EBL2	EBL	EBT	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations										
Volume (vph)	66	68	506	77	111	4	28	260	119	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0			5.0	5.0	5.0	5.0
Lane Util. Factor		1.00	1.00	1.00			1.00	1.00	1.00	1.00
Frpb, ped/bikes		1.00	1.00	0.95			1.00	1.00	1.00	0.97
Flpb, ped/bikes		0.96	1.00	1.00			1.00	0.97	1.00	1.00
Frt		1.00	1.00	0.92			1.00	1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00			0.95	0.95	1.00	1.00
Satd. Flow (prot)		1646	1810	1586			1719	1668	1810	1485
Flt Permitted		0.61	1.00	1.00			0.95	0.95	1.00	1.00
Satd. Flow (perm)		1061	1810	1586			1719	1668	1810	1485
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	70	72	538	82	118	4	30	277	127	57
RTOR Reduction (vph)	0	0	0	1	0	0	0	0	0	34
Lane Group Flow (vph)	0	142	538	204	0	0	30	277	127	23
Confl. Peds. (#/hr)	10	10			10	10		10		5
Turn Type	Perm	Perm	NA	NA			Perm	Perm	NA	Perm
Protected Phases			8	4					2	
Permitted Phases	8	8					2	2		2
Actuated Green, G (s)		50.0	50.0	50.0			40.0	40.0	40.0	40.0
Effective Green, g (s)		50.0	50.0	50.0			40.0	40.0	40.0	40.0
Actuated g/C Ratio		0.50	0.50	0.50			0.40	0.40	0.40	0.40
Clearance Time (s)		5.0	5.0	5.0			5.0	5.0	5.0	5.0
Lane Grp Cap (vph)		530	905	793			687	667	724	594
v/s Ratio Prot			c0.30	0.13					0.07	
v/s Ratio Perm		0.13					0.02	c0.17		0.02
v/c Ratio		0.27	0.59	0.26			0.04	0.42	0.18	0.04
Uniform Delay, d1		14.4	17.8	14.3			18.3	21.6	19.4	18.3
Progression Factor		1.00	1.00	0.81			1.00	1.00	1.00	1.00
Incremental Delay, d2		1.2	2.9	0.8			0.1	1.9	0.5	0.1
Delay (s)		15.7	20.7	12.4			18.4	23.5	19.9	18.4
Level of Service		B	C	B			B	C	B	B
Approach Delay (s)			19.6	12.4					21.7	
Approach LOS			B	B					C	

Intersection Summary

HCM 2000 Control Delay	19.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	49.4%	ICU Level of Service	A
Analysis Period (min)	15		

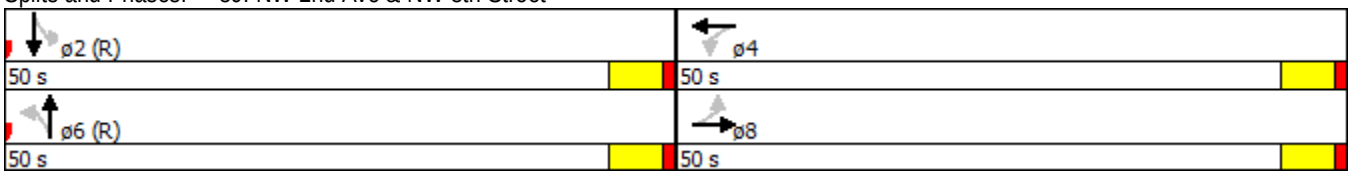
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	9	482	14	97	24	81	28	172
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 23 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 89: NW 2nd Ave & NW 8th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	482	74	14	97	7	24	81	92	28	172	67
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.99		0.98	0.99		0.99	0.99		0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	181.0	190.0	190.0	181.0	190.0	190.0	181.0	190.0	190.0	181.0	190.0
Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cap, veh/h	41	684	103	96	638	43	86	244	252	91	512	188
Arrive On Green	0.90	0.90	0.90	0.45	0.45	0.45	0.15	0.15	0.15	0.45	0.45	0.45
Sat Flow, veh/h	9	1520	230	124	1419	95	101	542	561	113	1137	419
Grp Volume(v), veh/h	582	0	0	121	0	0	204	0	0	275	0	0
Grp Sat Flow(s),veh/h/ln	1759	0	0	1637	0	0	1204	0	0	1668	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.7	0.0	0.0	4.0	0.0	0.0	14.6	0.0	0.0	10.4	0.0	0.0
Prop In Lane	0.02		0.13	0.12		0.06	0.12		0.47	0.11		0.25
Lane Grp Cap(c), veh/h	828	0	0	777	0	0	582	0	0	790	0	0
V/C Ratio(X)	0.70	0.00	0.00	0.16	0.00	0.00	0.35	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	828	0	0	777	0	0	582	0	0	790	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.2	0.0	0.0	16.2	0.0	0.0	29.6	0.0	0.0	18.0	0.0	0.0
Incr Delay (d2), s/veh	5.0	0.0	0.0	0.4	0.0	0.0	1.7	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	2.6	0.0	0.0	1.8	0.0	0.0	5.2	0.0	0.0	4.6	0.0	0.0
Lane Grp Delay (d), s/veh	8.2	0.0	0.0	16.6	0.0	0.0	31.3	0.0	0.0	19.2	0.0	0.0
Lane Grp LOS	A			B			C			B		
Approach Vol, veh/h		582			121			204			275	
Approach Delay, s/veh		8.2			16.6			31.3			19.2	
Approach LOS		A			B			C			B	

Timer												
Assigned Phs		8			4			6			2	
Phs Duration (G+Y+Rc), s		50.0			50.0			50.0			50.0	
Change Period (Y+Rc), s		5.0			5.0			5.0			5.0	
Max Green Setting (Gmax), s		45.0			45.0			45.0			45.0	
Max Q Clear Time (g_c+I1), s		11.7			6.0			16.6			12.4	
Green Ext Time (p_c), s		3.3			3.3			1.1			1.1	

Intersection Summary												
HCM 2010 Ctrl Delay			15.6									
HCM 2010 LOS			B									

Notes

Intersection

Intersection Delay, s/veh 1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	449	81	13	120	22	18
Conflicting Peds, #/hr	0	12	12	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	499	90	14	133	24	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	590	0	707	557
Stage 1	-	-	-	-	545	-
Stage 2	-	-	-	-	162	-
Follow-up Headway	-	-	2.245	-	3.545	3.345
Pot Capacity-1 Maneuver	-	-	971	-	397	524
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	860	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	961	-	386	518
Mov Capacity-2 Maneuver	-	-	-	-	386	-
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	838	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	14.2
HCM LOS			B

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	436	-	-	961	-
HCM Lane V/C Ratio	0.102	-	-	0.015	-
HCM Control Delay (s)	14.2	-	-	8.803	0
HCM Lane LOS	B			A	A
HCM 95th %tile Q(veh)	0.338	-	-	0.046	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	47	208	231	21	94	13	9	30	16	5	36	32
Conflicting Peds, #/hr	6	0	19	19	0	6	15	0	6	6	0	15
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	51	226	251	23	102	14	10	33	17	5	39	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	131	0	0	492	0	0	676	646	386	664	764	143
Stage 1	-	-	-	-	-	-	469	469	-	170	170	-
Stage 2	-	-	-	-	-	-	207	177	-	494	594	-
Follow-up Headway	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Capacity-1 Maneuver	1436	-	-	1056	-	-	363	386	655	370	330	897
Stage 1	-	-	-	-	-	-	569	556	-	825	752	-
Stage 2	-	-	-	-	-	-	788	747	-	551	488	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1413	-	-	1039	-	-	288	349	637	307	298	872
Mov Capacity-2 Maneuver	-	-	-	-	-	-	288	349	-	307	298	-
Stage 1	-	-	-	-	-	-	533	521	-	773	725	-
Stage 2	-	-	-	-	-	-	687	720	-	469	457	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	1.4	14.9	14.4
HCM LOS			B	B

Minor Lane / Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	288	337	455	1413	-	-	1039	-	-	307	299
HCM Lane V/C Ratio	0.023	0.058	0.074	0.036	-	-	0.022	-	-	0.012	0.071
HCM Control Delay (s)	17.8	16.3	13.5	7.643	0	-	8.543	0	-	16.9	18
HCM Lane LOS	C	C	B	A	A		A	A		C	C
HCM 95th %tile Q(veh)	0.069	0.184	0.239	0.112	-	-	0.067	-	-	0.036	0.229

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	8	15	176	0	0	266
Conflicting Peds, #/hr	10	5	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	9	17	205	0	0	309

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	524	225	0	0	215	0
Stage 1	215	-	-	-	-	-
Stage 2	309	-	-	-	-	-
Follow-up Headway	3.545	3.345	-	-	2.245	-
Pot Capacity-1 Maneuver	508	807	-	-	1337	-
Stage 1	814	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	500	794	-	-	1326	-
Mov Capacity-2 Maneuver	500	-	-	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	732	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0
HCM LOS	B		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	659	1326	-
HCM Lane V/C Ratio	-	-	0.041	-	-
HCM Control Delay (s)	-	-	10.7	0	-
HCM Lane LOS			B	A	
HCM 95th %tile Q(veh)	-	-	0.127	0	-

Notes

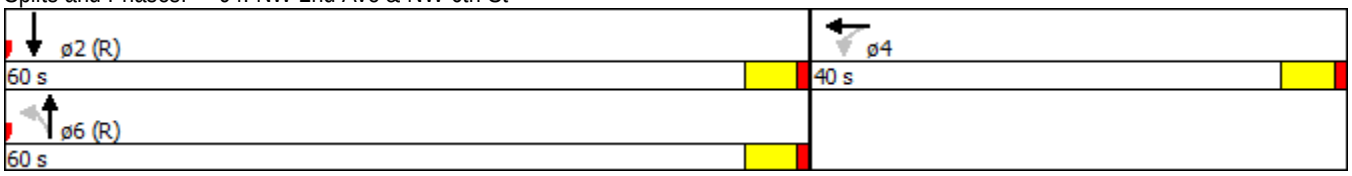
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	132	51	153	204
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	15.0	15.0	15.0
Minimum Split (s)	27.0	21.0	21.0	21.0
Total Split (s)	40.0	60.0	60.0	60.0
Total Split (%)	40.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 86 (86%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 94: NW 2nd Ave & NW 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	81	132	35	51	153	0	0	204	62
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				190.0	181.0	190.0	190.0	181.0	0.0	0.0	181.0	190.0
Lanes				0	2	0	0	1	0	0	1	0
Cap, veh/h				380	654	179	203	580	0	0	733	221
Arrive On Green				0.35	0.35	0.35	0.18	0.18	0.00	0.00	0.18	0.18
Sat Flow, veh/h				1085	1868	512	288	1054	0	0	1332	403
Grp Volume(v), veh/h				137	0	124	215	0	0	0	0	280
Grp Sat Flow(s),veh/h/ln				1755	0	1710	1342	0	0	0	0	1735
Q Serve(g_s), s				5.5	0.0	5.1	5.3	0.0	0.0	0.0	0.0	14.0
Cycle Q Clear(g_c), s				5.5	0.0	5.1	19.3	0.0	0.0	0.0	0.0	14.0
Prop In Lane				0.62		0.30	0.25		0.00	0.00		0.23
Lane Grp Cap(c), veh/h				614	0	599	783	0	0	0	0	954
V/C Ratio(X)				0.22	0.00	0.21	0.27	0.00	0.00	0.00	0.00	0.29
Avail Cap(c_a), veh/h				614	0	599	783	0	0	0	0	954
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				22.9	0.0	22.8	25.6	0.0	0.0	0.0	0.0	24.1
Incr Delay (d2), s/veh				0.8	0.0	0.8	0.9	0.0	0.0	0.0	0.0	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				2.5	0.0	2.3	5.3	0.0	0.0	0.0	0.0	6.7
Lane Grp Delay (d), s/veh				23.8	0.0	23.6	26.5	0.0	0.0	0.0	0.0	24.9
Lane Grp LOS				C		C	C					C
Approach Vol, veh/h					261			215			280	
Approach Delay, s/veh					23.7			26.5			24.9	
Approach LOS					C			C			C	

Timer	
Assigned Phs	4 6 2
Phs Duration (G+Y+Rc), s	40.0 60.0 60.0
Change Period (Y+Rc), s	5.0 5.0 5.0
Max Green Setting (Gmax), s	35.0 55.0 55.0
Max Q Clear Time (g_c+I1), s	7.5 21.3 16.0
Green Ext Time (p_c), s	1.3 1.1 1.1

Intersection Summary	
HCM 2010 Ctrl Delay	24.9
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	10	190	45	15	18	0	0	14	37
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	0	0	10	196	46	15	19	0	0	14	38
Pedestrians		12			34			12			28	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			3			1			2	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		356			1014							
pX, platoon unblocked												
vC, conflicting volume	270			12			188	303	46	311	280	161
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	270			12			188	303	46	311	280	161
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			98	97	100	100	98	95
cM capacity (veh/h)	1239			1568			672	578	966	548	596	826

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	108	144	34	53
Volume Left	10	0	15	0
Volume Right	0	46	0	38
cSH	1568	1700	617	747
Volume to Capacity	0.01	0.08	0.06	0.07
Queue Length 95th (ft)	0	0	4	6
Control Delay (s)	0.7	0.0	11.2	10.2
Lane LOS	A		B	B
Approach Delay (s)	0.3		11.2	10.2
Approach LOS			B	B

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	30.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	18	204	14	170	55	0	0	93	197
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	0	0	20	232	16	193	62	0	0	106	224
Pedestrians		18			13			6			11	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			1			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		858			512							
pX, platoon unblocked												
vC, conflicting volume	259			6			458	306	19	336	298	153
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	259			6			458	306	19	336	298	153
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			35	89	100	100	82	74
cM capacity (veh/h)	1270			1584			297	584	1028	517	590	849

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	136	132	193	31	31	70	259
Volume Left	20	0	193	0	0	0	0
Volume Right	0	16	0	0	0	0	224
cSH	1584	1700	297	584	584	590	801
Volume to Capacity	0.01	0.08	0.65	0.05	0.05	0.12	0.32
Queue Length 95th (ft)	1	0	105	4	4	10	35
Control Delay (s)	1.2	0.0	37.1	11.5	11.5	11.9	11.6
Lane LOS	A		E	B	B	B	B
Approach Delay (s)	0.6		30.9			11.7	
Approach LOS			D			B	

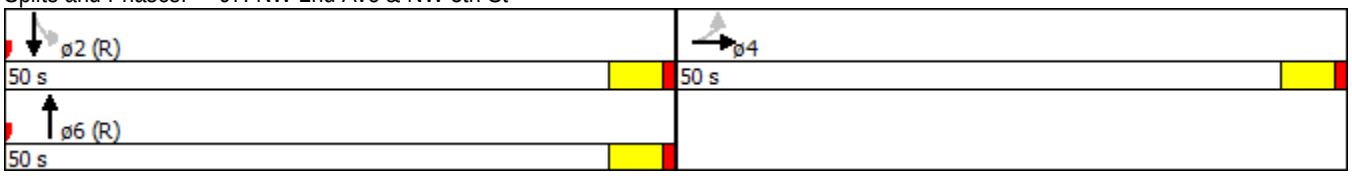
Intersection Summary				
Average Delay	14.0			
Intersection Capacity Utilization	53.6%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBT	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	1008	184	29	238
Turn Type	NA	NA	Perm	NA
Protected Phases	4	6		2
Permitted Phases			2	
Detector Phase	4	6	2	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	21.0	21.0	21.0
Total Split (s)	50.0	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0
Total Lost Time (s)	5.0	5.0		5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 25 (25%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 97: NW 2nd Ave & NW 5th St

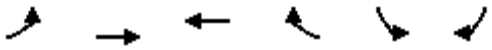


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	31	1008	163	0	0	0	0	184	155	29	238	0
Number	7	4	14				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.99	0.99		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	171.0	162.9	171.0				0.0	162.9	171.0	171.0	162.9	0.0
Lanes	0	3	0				0	1	0	0	1	0
Cap, veh/h	52	1784	298				0	366	308	89	643	0
Arrive On Green	0.45	0.45	0.45				0.00	0.90	0.90	0.15	0.15	0.00
Sat Flow, veh/h	115	3965	663				0	813	685	108	1429	0
Grp Volume(v), veh/h	465	424	389				0	0	361	284	0	0
Grp Sat Flow(s),veh/h/ln	1623	1629	1492				0	0	1498	1537	0	0
Q Serve(g_s), s	22.1	19.4	19.4				0.0	0.0	4.7	0.7	0.0	0.0
Cycle Q Clear(g_c), s	22.1	19.4	19.4				0.0	0.0	4.7	15.8	0.0	0.0
Prop In Lane	0.07		0.44				0.00		0.46	0.11		0.00
Lane Grp Cap(c), veh/h	730	733	671				0	0	674	732	0	0
V/C Ratio(X)	0.64	0.58	0.58				0.00	0.00	0.54	0.39	0.00	0.00
Avail Cap(c_a), veh/h	730	733	671				0	0	674	732	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.2	20.5	20.5				0.0	0.0	3.0	30.1	0.0	0.0
Incr Delay (d2), s/veh	4.2	3.3	3.6				0.0	0.0	3.0	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	9.5	8.2	7.6				0.0	0.0	1.5	7.2	0.0	0.0
Lane Grp Delay (d), s/veh	25.4	23.8	24.1				0.0	0.0	6.0	31.7	0.0	0.0
Lane Grp LOS	C	C	C						A	C		
Approach Vol, veh/h		1278						361			284	
Approach Delay, s/veh		24.5						6.0			31.7	
Approach LOS		C						A			C	

Timer												
Assigned Phs		4						6			2	
Phs Duration (G+Y+Rc), s		50.0						50.0			50.0	
Change Period (Y+Rc), s		5.0						5.0			5.0	
Max Green Setting (Gmax), s		45.0						45.0			45.0	
Max Q Clear Time (g_c+I1), s		24.1						6.7			17.8	
Green Ext Time (p_c), s		7.3						1.5			1.5	

Intersection Summary												
HCM 2010 Ctrl Delay			22.1									
HCM 2010 LOS			C									

Notes



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	31	1155	0	0	18	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)	34	1255	0	0	20	0
Pedestrians		2	134		11	
Lane Width (ft)		12.0	0.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		345	501			
pX, platoon unblocked					0.81	
vC, conflicting volume	11				631	13
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	11				0	13
tC, single (s)	4.2				6.9	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				98	100
cM capacity (veh/h)	1571				801	1043

Direction, Lane #	EB 1	EB 2	EB 3	SB 1
Volume Total	285	502	502	20
Volume Left	34	0	0	20
Volume Right	0	0	0	0
cSH	1571	1700	1700	801
Volume to Capacity	0.02	0.30	0.30	0.02
Queue Length 95th (ft)	2	0	0	2
Control Delay (s)	1.0	0.0	0.0	9.6
Lane LOS	A			A
Approach Delay (s)	0.2			9.6
Approach LOS				A

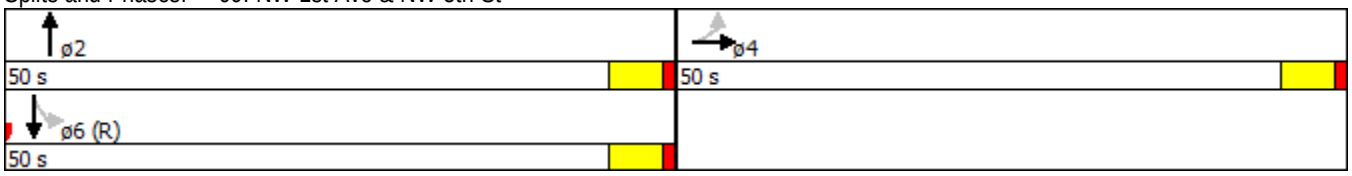
Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	35.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	850	79	23	104
Turn Type	NA	NA	Perm	NA
Protected Phases	4	2		6
Permitted Phases			6	6
Detector Phase	4	2	6	6
Switch Phase				
Minimum Initial (s)	18.0	7.0	7.0	7.0
Minimum Split (s)	23.0	21.0	23.0	23.0
Total Split (s)	50.0	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 97 (97%), Referenced to phase 6:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 99: NW 1st Ave & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	118	850	170	0	0	0	0	79	55	23	104	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.98	0.99		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	171.0	162.9	171.0				0.0	162.9	171.0	162.9	162.9	0.0
Lanes	0	3	0				0	2	0	1	2	0
Cap, veh/h	207	1592	328				0	832	527	523	1466	0
Arrive On Green	0.15	0.15	0.15				0.00	0.45	0.45	0.45	0.45	0.00
Sat Flow, veh/h	460	3537	730				0	1850	1171	1074	3257	0
Grp Volume(v), veh/h	446	412	379				0	75	71	25	113	0
Grp Sat Flow(s),veh/h/ln	1606	1629	1493				0	1629	1392	1074	1629	0
Q Serve(g_s), s	26.1	23.5	23.6				0.0	2.6	3.0	1.4	2.0	0.0
Cycle Q Clear(g_c), s	26.1	23.5	23.6				0.0	2.6	3.0	4.4	2.0	0.0
Prop In Lane	0.29		0.49				0.00		0.84	1.00		0.00
Lane Grp Cap(c), veh/h	723	733	672				0	733	627	523	1466	0
V/C Ratio(X)	0.62	0.56	0.56				0.00	0.10	0.11	0.05	0.08	0.00
Avail Cap(c_a), veh/h	723	733	672				0	733	627	523	1466	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.5	33.4	33.4				0.0	15.9	15.9	17.2	15.7	0.0
Incr Delay (d2), s/veh	3.9	3.1	3.4				0.0	0.3	0.4	0.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	12.1	10.9	10.1				0.0	1.1	1.1	0.4	0.8	0.0
Lane Grp Delay (d), s/veh	38.5	36.5	36.8				0.0	16.1	16.3	17.4	15.8	0.0
Lane Grp LOS	D	D	D					B	B	B	B	
Approach Vol, veh/h		1237						146			138	
Approach Delay, s/veh		37.3						16.2			16.1	
Approach LOS		D						B			B	

Timer												
Assigned Phs		4						2			6	
Phs Duration (G+Y+Rc), s		50.0						50.0			50.0	
Change Period (Y+Rc), s		5.0						5.0			5.0	
Max Green Setting (Gmax), s		45.0						45.0			45.0	
Max Q Clear Time (g_c+I1), s		28.1						5.0			6.4	
Green Ext Time (p_c), s		2.9						1.4			1.4	

Intersection Summary												
HCM 2010 Ctrl Delay			33.4									
HCM 2010 LOS			C									

Notes

Intersection	
Intersection Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	7	7	328	63	84	308
Conflicting Peds, #/hr	5	16	0	38	38	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	8	8	369	71	94	346

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	955	458	0	0	455	0
Stage 1	420	-	-	-	-	-
Stage 2	535	-	-	-	-	-
Follow-up Headway	3.545	3.345	-	-	2.245	-
Pot Capacity-1 Maneuver	283	597	-	-	1090	-
Stage 1	657	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	246	570	-	-	1055	-
Mov Capacity-2 Maneuver	246	-	-	-	-	-
Stage 1	648	-	-	-	-	-
Stage 2	512	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16	0	1.9
HCM LOS	C		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	344	1055	-
HCM Lane V/C Ratio	-	-	0.046	0.089	-
HCM Control Delay (s)	-	-	16	8.747	-
HCM Lane LOS			C	A	
HCM 95th %tile Q(veh)	-	-	0.143	0.294	-

Notes

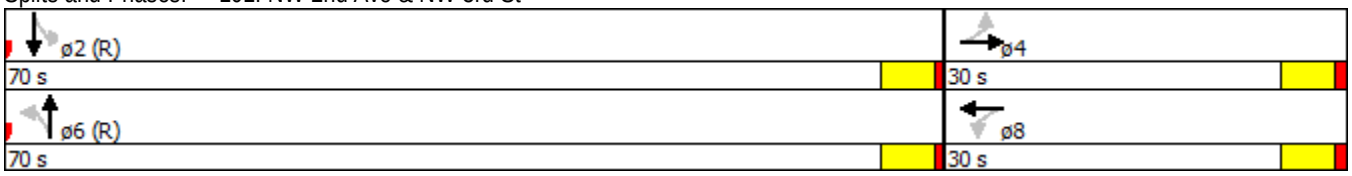
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	29	239	45	99	57	308	48	229
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		6		2
Permitted Phases	4		8		6		2	
Detector Phase	4	4	8	8	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	30.0	30.0	30.0	31.8	31.8	31.8	31.8
Total Split (s)	30.0	30.0	30.0	30.0	70.0	70.0	70.0	70.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.8	0.8	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.8	4.8	4.8	4.8
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 31 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 101: NW 2nd Ave & NW 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	29	239	47	45	99	42	57	308	141	48	229	40
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.93	0.98		0.96	0.98		0.98	0.99		0.97
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	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0
Lanes	1	1	0	1	2	0	1	1	0	1	1	0
Cap, veh/h	291	327	64	137	548	217	683	687	314	536	877	153
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.87	0.87	0.87	1.00	1.00	1.00
Sat Flow, veh/h	1045	1308	254	922	2192	867	937	1053	481	796	1345	234
Grp Volume(v), veh/h	31	0	301	47	75	73	60	0	472	51	0	283
Grp Sat Flow(s),veh/h/ln	1045	0	1562	922	1629	1431	937	0	1534	796	0	1579
Q Serve(g_s), s	2.4	0.0	17.9	5.0	3.6	4.0	0.9	0.0	6.9	0.8	0.0	0.0
Cycle Q Clear(g_c), s	6.4	0.0	17.9	22.9	3.6	4.0	0.9	0.0	6.9	7.7	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.61	1.00		0.31	1.00		0.15
Lane Grp Cap(c), veh/h	291	0	391	137	407	358	683	0	1000	536	0	1030
V/C Ratio(X)	0.11	0.00	0.77	0.34	0.19	0.20	0.09	0.00	0.47	0.10	0.00	0.27
Avail Cap(c_a), veh/h	291	0	391	137	407	358	683	0	1000	536	0	1030
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.2	0.0	34.8	45.5	29.5	29.6	2.4	0.0	2.8	0.4	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	13.7	6.7	1.0	1.3	0.3	0.0	1.6	0.4	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.7	0.0	8.5	1.4	1.6	1.6	0.2	0.0	2.0	0.1	0.0	0.2
Lane Grp Delay (d), s/veh	32.9	0.0	48.5	52.1	30.5	30.9	2.6	0.0	4.4	0.8	0.0	0.7
Lane Grp LOS	C		D	D	C	C	A		A	A		A
Approach Vol, veh/h		332			195			532			334	
Approach Delay, s/veh		47.1			35.9			4.2			0.7	
Approach LOS		D			D			A			A	

Timer												
Assigned Phs		4			8			6			2	
Phs Duration (G+Y+Rc), s		30.0			30.0			70.0			70.0	
Change Period (Y+Rc), s		5.0			5.0			4.8			4.8	
Max Green Setting (Gmax), s		25.0			25.0			65.2			65.2	
Max Q Clear Time (g_c+I1), s		19.9			24.9			8.9			9.7	
Green Ext Time (p_c), s		1.2			0.0			1.8			1.8	

Intersection Summary												
HCM 2010 Ctrl Delay			18.0									
HCM 2010 LOS			B									

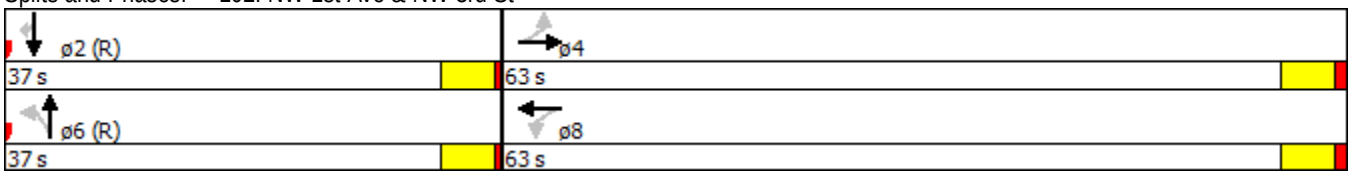
Notes

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Volume (vph)	31	0	47	135	106	69	200	105
Turn Type	Perm	NA	Perm	NA	Perm	NA	NA	Perm
Protected Phases		4		8		6	2	
Permitted Phases	4		8		6			2
Detector Phase	4	4	8	8	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	29.0	29.0	26.0	26.0	25.6	25.6	25.6	25.6
Total Split (s)	63.0	63.0	63.0	63.0	37.0	37.0	37.0	37.0
Total Split (%)	63.0%	63.0%	63.0%	63.0%	37.0%	37.0%	37.0%	37.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.6	0.6	0.6	0.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	4.6	4.6	4.6	4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 72 (72%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 102: NW 1st Ave & NW 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	31	0	294	47	135	10	106	69	0	0	200	105
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.99	0.99		0.98	0.92		1.00	1.00		0.85
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	171.0	162.9	171.0	162.9	162.9	171.0	162.9	162.9	0.0	0.0	162.9	162.9
Lanes	0	1	0	1	2	0	1	1	0	0	1	1
Cap, veh/h	90	24	709	493	1738	126	251	528	0	0	528	380
Arrive On Green	0.58	0.00	0.58	0.58	0.58	0.58	0.32	0.32	0.00	0.00	0.11	0.11
Sat Flow, veh/h	87	41	1223	936	2996	218	857	1629	0	0	1629	1173
Grp Volume(v), veh/h	328	0	0	47	73	73	107	70	0	0	202	106
Grp Sat Flow(s),veh/h/ln	1350	0	0	936	1629	1585	857	1629	0	0	1629	1173
Q Serve(g_s), s	0.0	0.0	0.0	2.9	2.0	2.0	11.3	3.0	0.0	0.0	11.6	8.3
Cycle Q Clear(g_c), s	13.0	0.0	0.0	15.9	2.0	2.0	22.8	3.0	0.0	0.0	11.6	8.3
Prop In Lane	0.09		0.91	1.00		0.14	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	823	0	0	493	945	919	251	528	0	0	528	380
V/C Ratio(X)	0.40	0.00	0.00	0.10	0.08	0.08	0.43	0.13	0.00	0.00	0.38	0.28
Avail Cap(c_a), veh/h	823	0	0	493	945	919	251	528	0	0	528	380
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	0.0	0.0	15.9	9.2	9.2	35.8	23.9	0.0	0.0	35.3	33.9
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.4	0.2	0.2	5.2	0.5	0.0	0.0	2.1	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	4.4	0.0	0.0	0.7	0.8	0.8	2.8	1.3	0.0	0.0	5.4	2.8
Lane Grp Delay (d), s/veh	13.0	0.0	0.0	16.3	9.4	9.4	41.0	24.4	0.0	0.0	37.4	35.7
Lane Grp LOS	B			B	A	A	D	C			D	D
Approach Vol, veh/h		328			193			177			308	
Approach Delay, s/veh		13.0			11.1			34.5			36.9	
Approach LOS		B			B			C			D	

Timer												
Assigned Phs		4			8			6			2	
Phs Duration (G+Y+Rc), s		63.0			63.0			37.0			37.0	
Change Period (Y+Rc), s		5.0			5.0			4.6			4.6	
Max Green Setting (Gmax), s		58.0			58.0			32.4			32.4	
Max Q Clear Time (g_c+I1), s		15.0			17.9			24.8			13.6	
Green Ext Time (p_c), s		2.9			2.9			0.5			0.6	

Intersection Summary												
HCM 2010 Ctrl Delay			23.7									
HCM 2010 LOS			C									

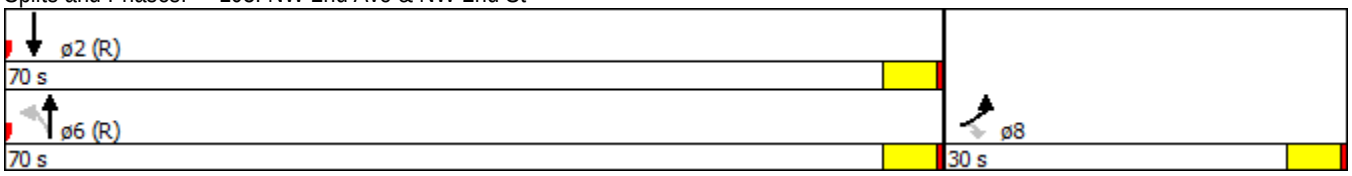
Notes

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	53	142	66	455	238
Turn Type	NA	Perm	Perm	NA	NA
Protected Phases	8			6	2
Permitted Phases		8	6		
Detector Phase	8	8	6	6	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	22.0	22.0	22.6	22.6	22.6
Total Split (s)	30.0	30.0	70.0	70.0	70.0
Total Split (%)	30.0%	30.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.6	0.6	0.6	0.6	0.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	4.6		4.6	4.6
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 24 (24%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 103: NW 2nd Ave & NW 2nd St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	53	142	66	455	238	52
Number	3	18	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	0.99			0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	171.0
Lanes	1	1	0	2	1	0
Cap, veh/h	394	352	253	1669	847	184
Arrive On Green	0.25	0.25	0.65	0.65	1.00	1.00
Sat Flow, veh/h	1551	1384	318	2552	1294	281
Grp Volume(v), veh/h	56	151	273	281	0	308
Grp Sat Flow(s),veh/h/ln	1551	1384	1388	1482	0	1576
Q Serve(g_s), s	2.8	9.1	1.5	8.1	0.0	0.0
Cycle Q Clear(g_c), s	2.8	9.1	7.3	8.1	0.0	0.0
Prop In Lane	1.00	1.00	0.26			0.18
Lane Grp Cap(c), veh/h	394	352	953	969	0	1031
V/C Ratio(X)	0.14	0.43	0.29	0.29	0.00	0.30
Avail Cap(c_a), veh/h	394	352	953	969	0	1031
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.9	31.2	7.2	7.4	0.0	0.0
Incr Delay (d2), s/veh	0.8	3.8	0.8	0.8	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.2	3.6	2.7	2.9	0.0	0.2
Lane Grp Delay (d), s/veh	29.6	35.0	8.0	8.1	0.0	0.7
Lane Grp LOS	C	D	A	A		A
Approach Vol, veh/h	207			554	308	
Approach Delay, s/veh	33.6			8.1	0.7	
Approach LOS	C			A	A	

Timer						
Assigned Phs				6	2	
Phs Duration (G+Y+Rc), s				70.0	70.0	
Change Period (Y+Rc), s				4.6	4.6	
Max Green Setting (Gmax), s				65.4	65.4	
Max Q Clear Time (g_c+I1), s				10.1	2.0	
Green Ext Time (p_c), s				1.9	1.9	

Intersection Summary						
HCM 2010 Ctrl Delay			10.9			
HCM 2010 LOS			B			

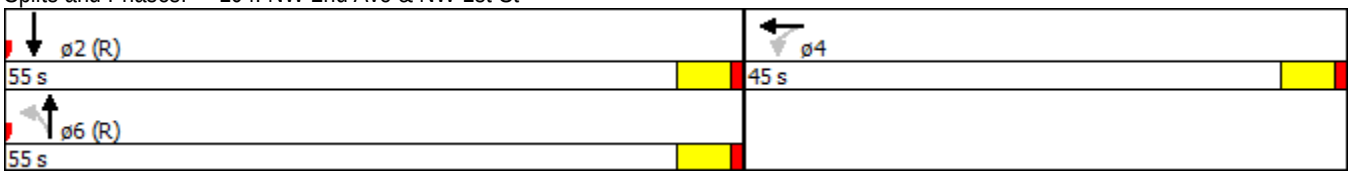
Notes

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	148	42	451	387
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	25.0	25.0	25.0
Total Split (s)	45.0	55.0	55.0	55.0
Total Split (%)	45.0%	55.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 2 (2%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 104: NW 2nd Ave & NW 1st St



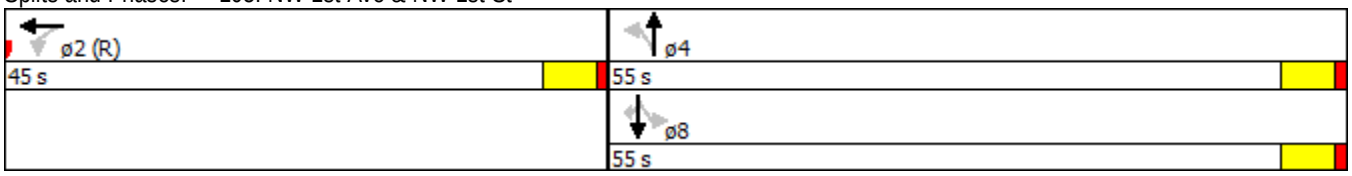
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	46	148	56	42	451	0	0	387	43
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.88	0.99		1.00	1.00		0.98
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76
Adj Sat Flow veh/h/ln				171.0	162.9	171.0	171.0	162.9	0.0	0.0	162.9	171.0
Lanes				0	3	0	0	2	0	0	1	0
Cap, veh/h				325	1106	381	138	1363	0	0	546	61
Arrive On Green				0.40	0.40	0.40	0.50	0.50	0.00	0.00	1.00	1.00
Sat Flow, veh/h				812	2765	953	192	2726	0	0	1092	122
Grp Volume(v), veh/h				94	86	80	258	256	0	0	0	448
Grp Sat Flow(s),veh/h/ln				1588	1629	1314	1436	1482	0	0	0	1214
Q Serve(g_s), s				3.8	3.4	3.9	0.0	10.5	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				3.8	3.4	3.9	9.4	10.5	0.0	0.0	0.0	0.0
Prop In Lane				0.51		0.73	0.17		0.00	0.00		0.10
Lane Grp Cap(c), veh/h				635	651	525	760	741	0	0	0	607
V/C Ratio(X)				0.15	0.13	0.15	0.34	0.35	0.00	0.00	0.00	0.74
Avail Cap(c_a), veh/h				635	651	525	760	741	0	0	0	607
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				19.1	19.0	19.2	14.8	15.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				0.5	0.4	0.6	1.2	1.3	0.0	0.0	0.0	7.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				1.5	1.4	1.3	3.9	3.9	0.0	0.0	0.0	1.3
Lane Grp Delay (d), s/veh				19.6	19.4	19.8	16.1	16.4	0.0	0.0	0.0	7.8
Lane Grp LOS				B	B	B	B	B				A
Approach Vol, veh/h					260			514			448	
Approach Delay, s/veh					19.6			16.2			7.8	
Approach LOS					B			B			A	
Timer												
Assigned Phs					4			6			2	
Phs Duration (G+Y+Rc), s					45.0			55.0			55.0	
Change Period (Y+Rc), s					5.0			5.0			5.0	
Max Green Setting (Gmax), s					40.0			50.0			50.0	
Max Q Clear Time (g_c+I1), s					5.9			12.5			2.0	
Green Ext Time (p_c), s					1.0			2.2			2.2	
Intersection Summary												
HCM 2010 Ctrl Delay			13.9									
HCM 2010 LOS			B									
Notes												

Lane Group	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations						
Volume (vph)	147	35	225	13	107	63
Turn Type	NA	Perm	NA	Perm	NA	Perm
Protected Phases	2		4		8	
Permitted Phases		4		8		8
Detector Phase	2	4	4	8	8	8
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	45.0	55.0	55.0	55.0	55.0	55.0
Total Split (%)	45.0%	55.0%	55.0%	55.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 20 (20%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 105: NW 1st Ave & NW 1st St



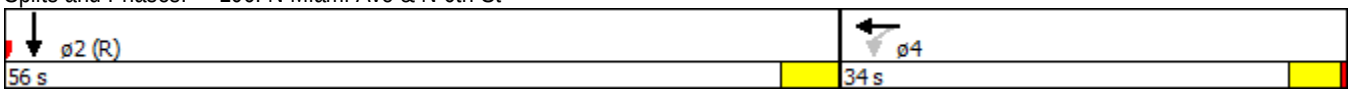
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	39	147	94	35	225	9	13	107	63
Number				5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.80	0.98		0.94	0.98		0.97
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	162.9	171.0	171.0	162.9	171.0	171.0	162.9	162.9
Lanes				0	2	0	0	1	0	0	2	1
Cap, veh/h				159	594	369	114	666	26	171	1340	669
Arrive On Green				0.40	0.40	0.40	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h				397	1484	921	146	1331	53	254	2679	1338
Grp Volume(v), veh/h				170	0	131	290	0	0	66	63	68
Grp Sat Flow(s),veh/h/ln				1609	0	1194	1530	0	0	1452	1482	1338
Q Serve(g_s), s				7.1	0.0	7.4	0.0	0.0	0.0	0.0	2.2	2.7
Cycle Q Clear(g_c), s				7.1	0.0	7.4	10.9	0.0	0.0	2.1	2.2	2.7
Prop In Lane				0.25		0.77	0.13		0.03	0.21		1.00
Lane Grp Cap(c), veh/h				643	0	478	806	0	0	769	741	669
V/C Ratio(X)				0.26	0.00	0.27	0.36	0.00	0.00	0.09	0.08	0.10
Avail Cap(c_a), veh/h				643	0	478	806	0	0	769	741	669
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				20.1	0.0	20.2	15.2	0.0	0.0	13.0	13.1	13.2
Incr Delay (d2), s/veh				1.0	0.0	1.4	1.3	0.0	0.0	0.2	0.2	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				3.0	0.0	2.3	4.5	0.0	0.0	0.9	0.8	0.9
Lane Grp Delay (d), s/veh				21.1	0.0	21.6	16.5	0.0	0.0	13.3	13.3	13.5
Lane Grp LOS				C		C	B			B	B	B
Approach Vol, veh/h					301			290			197	
Approach Delay, s/veh					21.3			16.5			13.3	
Approach LOS					C			B			B	
Timer												
Assigned Phs					2			4			8	
Phs Duration (G+Y+Rc), s					45.0			55.0			55.0	
Change Period (Y+Rc), s					5.0			5.0			5.0	
Max Green Setting (Gmax), s					40.0			50.0			50.0	
Max Q Clear Time (g_c+I1), s					9.4			12.9			4.7	
Green Ext Time (p_c), s					1.3			1.8			1.8	
Intersection Summary												
HCM 2010 Ctrl Delay			17.6									
HCM 2010 LOS			B									
Notes												

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	132	860
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	4.0	7.0
Minimum Split (s)	20.0	22.0
Total Split (s)	34.0	56.0
Total Split (%)	37.8%	62.2%
Yellow Time (s)	3.5	4.0
All-Red Time (s)	0.5	0.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.0	4.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 10 (11%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 106: N Miami Ave & N 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	66	132	0	0	0	0	0	860	90
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.99
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				190.0	181.0	0.0				0.0	181.0	190.0
Lanes				0	2	0				0	3	0
Cap, veh/h				80	549	0				0	2792	292
Arrive On Green				0.33	0.33	0.00				0.00	0.58	0.58
Sat Flow, veh/h				0	1647	0				0	4832	505
Grp Volume(v), veh/h				73	145	0				0	707	337
Grp Sat Flow(s),veh/h/ln				0	1647	0				0	1810	1717
Q Serve(g_s), s				0.0	5.8	0.0				0.0	9.2	9.3
Cycle Q Clear(g_c), s				30.0	5.8	0.0				0.0	9.2	9.3
Prop In Lane				1.00		0.00				0.00		0.29
Lane Grp Cap(c), veh/h				80	549	0				0	2091	992
V/C Ratio(X)				0.91	0.26	0.00				0.00	0.34	0.34
Avail Cap(c_a), veh/h				80	549	0				0	2091	992
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				45.0	21.9	0.0				0.0	10.0	10.0
Incr Delay (d2), s/veh				78.4	1.2	0.0				0.0	0.4	0.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				3.4	2.5	0.0				0.0	3.9	3.8
Lane Grp Delay (d), s/veh				123.4	23.1	0.0				0.0	10.4	10.9
Lane Grp LOS				F	C						B	B
Approach Vol, veh/h					218						1044	
Approach Delay, s/veh					56.7						10.6	
Approach LOS					E						B	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	34.0	56.0
Change Period (Y+Rc), s	4.0	4.0
Max Green Setting (Gmax), s	30.0	52.0
Max Q Clear Time (g_c+I1), s	32.0	11.3
Green Ext Time (p_c), s	0.0	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	18.5
HCM 2010 LOS	B

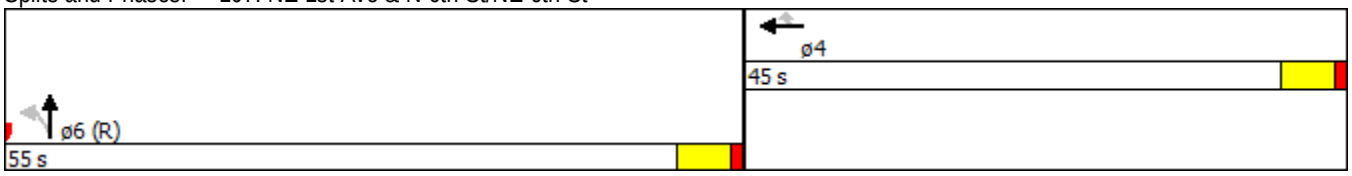
Notes

Lane Group	WBT	WBR	NBT
Lane Configurations			
Volume (vph)	159	394	307
Turn Type	NA	Perm	NA
Protected Phases	4		6
Permitted Phases		4	
Detector Phase	4	4	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0
Total Split (s)	45.0	45.0	55.0
Total Split (%)	45.0%	45.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 19 (19%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 107: NE 1st Ave & N 6th St/NE 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	159	394	75	307	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.0	5.0		5.0				
Lane Util. Factor					0.91	0.91		0.91				
Frpb, ped/bikes					0.99	0.99		1.00				
Flpb, ped/bikes					1.00	1.00		0.99				
Frt					0.92	0.85		1.00				
Flt Protected					1.00	1.00		0.99				
Satd. Flow (prot)					2997	1380		4406				
Flt Permitted					1.00	1.00		0.99				
Satd. Flow (perm)					2997	1380		4406				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	0	171	424	81	330	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	127	127	0	41	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	256	85	0	371	0	0	0	0
Confl. Peds. (#/hr)	1		6	6		1	13		3	3		13
Bus Blockages (#/hr)	0	0	0	0	0	0	0	71	0	0	0	0
Turn Type					NA	Perm	Perm	NA				
Protected Phases					4			6				
Permitted Phases						4	6					
Actuated Green, G (s)					40.0	40.0		50.0				
Effective Green, g (s)					40.0	40.0		50.0				
Actuated g/C Ratio					0.40	0.40		0.50				
Clearance Time (s)					5.0	5.0		5.0				
Lane Grp Cap (vph)					1198	552		2203				
v/s Ratio Prot					c0.09							
v/s Ratio Perm						0.06		0.08				
v/c Ratio					0.21	0.15		0.17				
Uniform Delay, d1					19.7	19.2		13.6				
Progression Factor					0.78	1.02		1.00				
Incremental Delay, d2					0.4	0.6		0.2				
Delay (s)					15.7	20.1		13.8				
Level of Service					B	C		B				
Approach Delay (s)		0.0			17.3			13.8			0.0	
Approach LOS		A			B			B			A	

Intersection Summary

HCM 2000 Control Delay	15.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.19		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	37.2%	ICU Level of Service	A
Analysis Period (min)	15		

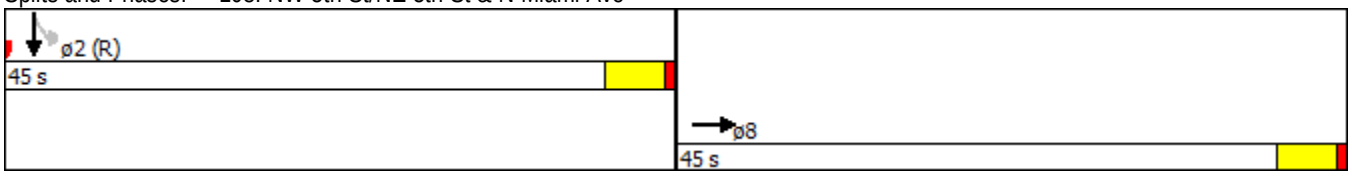
c Critical Lane Group

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	846	654
Turn Type	NA	NA
Protected Phases	8	2
Permitted Phases		
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.8	22.8
Total Split (s)	45.0	45.0
Total Split (%)	50.0%	50.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.8	0.8
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.8	4.8
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 3 (3%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 108: NW 5th St/NE 5th St & N Miami Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑									↑↑↑	
Volume (veh/h)	0	846	119	0	0	0	0	0	0	242	654	0
Number	3	8	18							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	181.0	190.0							190.0	181.0	0.0
Lanes	0	3	0							0	3	0
Cap, veh/h	0	2079	291							80	1471	0
Arrive On Green	0.00	0.45	0.45							0.15	0.15	0.00
Sat Flow, veh/h	0	4654	651							0	3293	0
Grp Volume(v), veh/h	0	764	358							281	760	0
Grp Sat Flow(s),veh/h/ln	0	1810	1686							0	1647	0
Q Serve(g_s), s	0.0	13.3	13.4							0.0	19.2	0.0
Cycle Q Clear(g_c), s	0.0	13.3	13.4							40.2	19.2	0.0
Prop In Lane	0.00		0.39							1.00		0.00
Lane Grp Cap(c), veh/h	0	1617	753							80	1471	0
V/C Ratio(X)	0.00	0.47	0.47							3.51	0.52	0.00
Avail Cap(c_a), veh/h	0	1617	753							80	1471	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	17.5	17.5							58.5	29.4	0.0
Incr Delay (d2), s/veh	0.0	1.0	2.1							1161.2	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	6.0	5.8							27.8	8.8	0.0
Lane Grp Delay (d), s/veh	0.0	18.5	19.6							1219.7	30.7	0.0
Lane Grp LOS		B	B							F	C	
Approach Vol, veh/h		1122									1041	
Approach Delay, s/veh		18.8									351.7	
Approach LOS		B									F	

Timer

Assigned Phs		8									2	
Phs Duration (G+Y+Rc), s		45.0									45.0	
Change Period (Y+Rc), s		4.8									4.8	
Max Green Setting (Gmax), s		40.2									40.2	
Max Q Clear Time (g_c+I1), s		15.4									42.2	
Green Ext Time (p_c), s		3.1									0.0	

Intersection Summary

HCM 2010 Ctrl Delay			179.0									
HCM 2010 LOS			F									

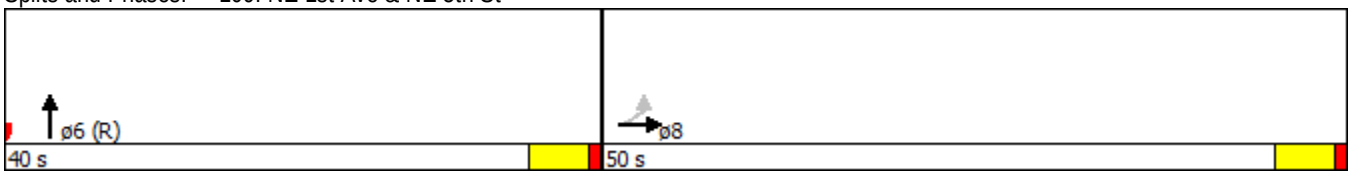
Notes

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	948	276
Turn Type	NA	NA
Protected Phases	8	6
Permitted Phases		
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	50.0	40.0
Total Split (%)	55.6%	44.4%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 26 (29%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 109: NE 1st Ave & NE 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑↑↱				
Volume (veh/h)	89	948	0	0	0	0	0	276	140	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	190.0	181.0	0.0				0.0	181.0	190.0			
Lanes	0	3	0				0	3	0			
Cap, veh/h	80	1650	0				0	1411	592			
Arrive On Green	0.17	0.17	0.00				0.00	0.13	0.13			
Sat Flow, veh/h	0	3293	0				0	3619	1518			
Grp Volume(v), veh/h	105	1115	0				0	325	165			
Grp Sat Flow(s),veh/h/ln	0	1647	0				0	1810	1518			
Q Serve(g_s), s	0.0	28.6	0.0				0.0	7.3	8.8			
Cycle Q Clear(g_c), s	45.1	28.6	0.0				0.0	7.3	8.8			
Prop In Lane	1.00		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	80	1650	0				0	1411	592			
V/C Ratio(X)	1.31	0.68	0.00				0.00	0.23	0.28			
Avail Cap(c_a), veh/h	80	1650	0				0	1411	592			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	0.33	0.33			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	60.1	30.7	0.0				0.0	27.1	27.8			
Incr Delay (d2), s/veh	205.3	2.2	0.0				0.0	0.4	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	6.5	13.2	0.0				0.0	3.6	3.8			
Lane Grp Delay (d), s/veh	265.4	32.9	0.0				0.0	27.5	28.9			
Lane Grp LOS	F	C						C	C			
Approach Vol, veh/h		1220						490				
Approach Delay, s/veh		52.9						28.0				
Approach LOS		D						C				

Timer	
Assigned Phs	8	6
Phs Duration (G+Y+Rc), s	50.0	40.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	45.1	35.1
Max Q Clear Time (g_c+I1), s	47.1	10.8
Green Ext Time (p_c), s	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	45.8
HCM 2010 LOS	D

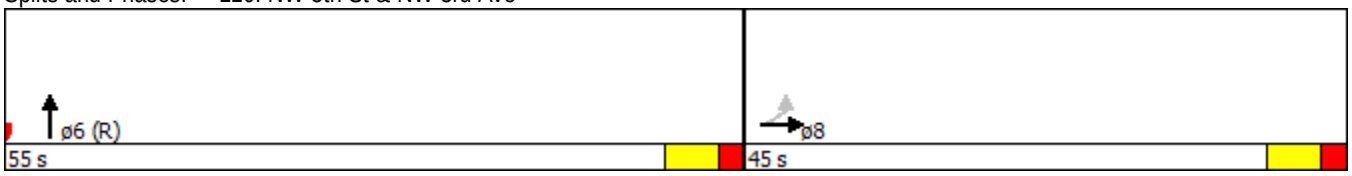
Notes

Lane Group	EBL	EBT	NBT
Lane Configurations			
Volume (vph)	63	972	361
Turn Type	Perm	NA	NA
Protected Phases		8	6
Permitted Phases	8		
Detector Phase	8	8	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	26.1	26.1	26.5
Total Split (s)	45.0	45.0	55.0
Total Split (%)	45.0%	45.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.1	2.1	1.9
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	5.9
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 17 (17%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 110: NW 5th St & NW 3rd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	63	972	0	0	0	0	0	361	304	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	181.0	181.0	0.0				0.0	181.0	190.0			
Lanes	1	3	0				0	3	0			
Cap, veh/h	72	2112	0				0	1777	749			
Arrive On Green	0.39	0.39	0.00				0.00	0.16	0.16			
Sat Flow, veh/h	1723	5429	0				0	3619	1526			
Grp Volume(v), veh/h	71	1092	0				0	406	342			
Grp Sat Flow(s),veh/h/ln	1723	1810	0				0	1810	1526			
Q Serve(g_s), s	0.0	15.4	0.0				0.0	9.8	20.3			
Cycle Q Clear(g_c), s	38.9	15.4	0.0				0.0	9.8	20.3			
Prop In Lane	1.00		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	72	2112	0				0	1777	749			
V/C Ratio(X)	0.99	0.52	0.00				0.00	0.23	0.46			
Avail Cap(c_a), veh/h	72	2112	0				0	1777	749			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	50.0	23.4	0.0				0.0	25.4	29.8			
Incr Delay (d2), s/veh	102.2	0.9	0.0				0.0	0.3	2.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	3.9	7.1	0.0				0.0	4.8	8.8			
Lane Grp Delay (d), s/veh	152.2	24.3	0.0				0.0	25.7	31.8			
Lane Grp LOS	F	C						C	C			
Approach Vol, veh/h		1163						748				
Approach Delay, s/veh		32.1						28.5				
Approach LOS		C						C				

Timer	
Assigned Phs	8	6
Phs Duration (G+Y+Rc), s	45.0	55.0
Change Period (Y+Rc), s	6.1	5.9
Max Green Setting (Gmax), s	38.9	49.1
Max Q Clear Time (g_c+I1), s	40.9	22.3
Green Ext Time (p_c), s	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	30.7
HCM 2010 LOS	C

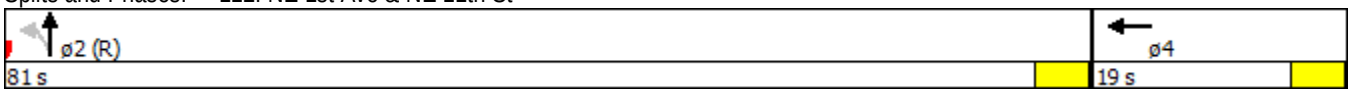
Notes

Lane Group	WBT	NBT
Lane Configurations		
Volume (vph)	45	770
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	19.0	22.4
Total Split (s)	19.0	81.0
Total Split (%)	19.0%	81.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.3	0.4
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.3	4.4
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 19 (19%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 112: NE 1st Ave & NE 11th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	45	186	12	770	0	0	0	0
Number				7	4	14	5	2	12			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00			
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln				0.0	181.0	190.0	190.0	181.0	0.0			
Lanes				0	2	0	0	3	0			
Cap, veh/h				0	266	225	59	2544	0			
Arrive On Green				0.00	0.15	0.15	0.25	0.25	0.00			
Sat Flow, veh/h				0	1810	1528	0	3321	0			
Grp Volume(v), veh/h				0	48	200	21	820	0			
Grp Sat Flow(s),veh/h/ln				0	1810	1528	28	1647	0			
Q Serve(g_s), s				0.0	2.3	12.8	0.0	20.3	0.0			
Cycle Q Clear(g_c), s				0.0	2.3	12.8	76.6	20.3	0.0			
Prop In Lane				0.00		1.00	0.63		0.00			
Lane Grp Cap(c), veh/h				0	266	225	80	2523	0			
V/C Ratio(X)				0.00	0.18	0.89	0.26	0.33	0.00			
Avail Cap(c_a), veh/h				0	266	225	80	2523	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	37.4	41.9	18.4	16.3	0.0			
Incr Delay (d2), s/veh				0.0	1.5	37.2	7.7	0.3	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln				0.0	1.2	7.3	0.5	9.3	0.0			
Lane Grp Delay (d), s/veh				0.0	38.9	79.0	26.1	16.7	0.0			
Lane Grp LOS					D	E	C	B				
Approach Vol, veh/h					248			841				
Approach Delay, s/veh					71.3			16.9				
Approach LOS					E			B				

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	19.0 81.0
Change Period (Y+Rc), s	4.3 4.4
Max Green Setting (Gmax), s	14.7 76.6
Max Q Clear Time (g_c+I1), s	14.8 78.6
Green Ext Time (p_c), s	0.0 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	29.3
HCM 2010 LOS	C

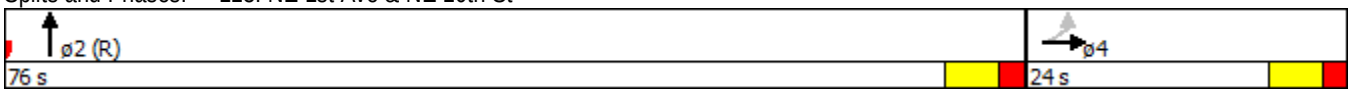
Notes

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	85	612
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.3	22.4
Total Split (s)	24.0	76.0
Total Split (%)	24.0%	76.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 66 (66%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 113: NE 1st Ave & NE 10th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	144	85	0	0	0	0	0	612	15	0	0	0
Number	7	4	14				5	2	12			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	190.0	181.0	0.0				0.0	181.0	190.0			
Lanes	0	2	0				0	3	0			
Cap, veh/h	72	296	0				0	3697	88			
Arrive On Green	0.18	0.18	0.00				0.00	0.23	0.23			
Sat Flow, veh/h	0	1647	0				0	5281	125			
Grp Volume(v), veh/h	158	93	0				0	461	228			
Grp Sat Flow(s),veh/h/ln	0	1647	0				0	1810	1787			
Q Serve(g_s), s	0.0	4.9	0.0				0.0	10.2	10.3			
Cycle Q Clear(g_c), s	18.0	4.9	0.0				0.0	10.2	10.3			
Prop In Lane	1.00		0.00				0.00		0.07			
Lane Grp Cap(c), veh/h	72	296	0				0	2533	1251			
V/C Ratio(X)	2.19	0.31	0.00				0.00	0.18	0.18			
Avail Cap(c_a), veh/h	72	296	0				0	2533	1251			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	50.0	35.6	0.0				0.0	15.5	15.5			
Incr Delay (d2), s/veh	580.1	2.8	0.0				0.0	0.2	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	13.4	2.3	0.0				0.0	5.0	5.0			
Lane Grp Delay (d), s/veh	630.1	38.4	0.0				0.0	15.6	15.8			
Lane Grp LOS	F	D						B	B			
Approach Vol, veh/h		251						689				
Approach Delay, s/veh		410.8						15.7				
Approach LOS		F						B				

Timer

Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	24.0 76.0
Change Period (Y+Rc), s	6.0 6.0
Max Green Setting (Gmax), s	18.0 70.0
Max Q Clear Time (g_c+I1), s	20.0 12.3
Green Ext Time (p_c), s	0.0 1.7

Intersection Summary

HCM 2010 Ctrl Delay	121.2
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	28	0	0	61	154	11	468	10	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	16	29	0	0	64	162	12	493	11	0	0	0
Pedestrians		2			4			7			13	
Lane Width (ft)		12.0			12.0			12.0			0.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								358			348	
pX, platoon unblocked												
vC, conflicting volume	397	532	9	547	527	186	2			507		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	397	532	9	547	527	186	2			507		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	93	100	100	86	80	99			100		
cM capacity (veh/h)	373	440	1052	385	443	812	1595			1030		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3
Volume Total	45	226	135	246	134
Volume Left	16	0	12	0	0
Volume Right	0	162	0	0	11
cSH	414	657	1595	1700	1700
Volume to Capacity	0.11	0.34	0.01	0.14	0.08
Queue Length 95th (ft)	9	38	1	0	0
Control Delay (s)	14.8	13.3	0.7	0.0	0.0
Lane LOS	B	B	A		
Approach Delay (s)	14.8	13.3	0.2		
Approach LOS	B	B			

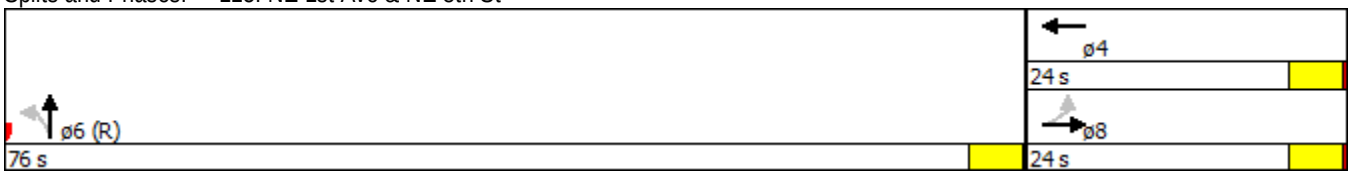
Intersection Summary				
Average Delay	4.8			
Intersection Capacity Utilization	33.4%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Volume (vph)	75	159	53	412
Turn Type	Perm	NA	NA	NA
Protected Phases		8	4	6
Permitted Phases	8			
Detector Phase	8	8	4	6
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	22.5	22.5	22.5	22.3
Total Split (s)	24.0	24.0	24.0	76.0
Total Split (%)	24.0%	24.0%	24.0%	76.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.3
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 56 (56%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 115: NE 1st Ave & NE 8th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	75	159	0	0	53	10	16	412	8	0	0	0
Number	3	8	18	7	4	14	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.98	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	0.90			
Adj Sat Flow veh/h/ln	171.0	162.9	0.0	0.0	162.9	171.0	171.0	162.9	171.0			
Lanes	0	1	0	0	1	0	0	3	0			
Cap, veh/h	121	201	0	0	257	50	113	3082	58			
Arrive On Green	0.19	0.19	0.00	0.00	0.19	0.19	0.24	0.24	0.24			
Sat Flow, veh/h	377	1028	0	0	1318	259	158	4298	81			
Grp Volume(v), veh/h	246	0	0	0	0	67	157	159	143			
Grp Sat Flow(s),veh/h/ln	1406	0	0	0	0	1576	1458	1629	1451			
Q Serve(g_s), s	13.6	0.0	0.0	0.0	0.0	3.6	8.5	7.7	7.8			
Cycle Q Clear(g_c), s	17.1	0.0	0.0	0.0	0.0	3.6	8.5	7.7	7.8			
Prop In Lane	0.32		0.00	0.00		0.16	0.11		0.06			
Lane Grp Cap(c), veh/h	322	0	0	0	0	307	1045	1168	1040			
V/C Ratio(X)	0.76	0.00	0.00	0.00	0.00	0.22	0.15	0.14	0.14			
Avail Cap(c_a), veh/h	322	0	0	0	0	307	1045	1168	1040			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	39.4	0.0	0.0	0.0	0.0	33.8	14.1	13.7	13.8			
Incr Delay (d2), s/veh	15.8	0.0	0.0	0.0	0.0	1.6	0.3	0.2	0.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	7.5	0.0	0.0	0.0	0.0	1.6	3.5	3.5	3.2			
Lane Grp Delay (d), s/veh	55.2	0.0	0.0	0.0	0.0	35.5	14.4	14.0	14.0			
Lane Grp LOS	E					D	B	B	B			
Approach Vol, veh/h		246			67			459				
Approach Delay, s/veh		55.2			35.5			14.1				
Approach LOS		E			D			B				

Timer

Assigned Phs		8			4			6				
Phs Duration (G+Y+Rc), s		24.0			24.0			76.0				
Change Period (Y+Rc), s		4.5			4.5			4.3				
Max Green Setting (Gmax), s		19.5			19.5			71.7				
Max Q Clear Time (g_c+I1), s		19.1			5.6			10.5				
Green Ext Time (p_c), s		0.0			1.0			0.9				

Intersection Summary

HCM 2010 Ctrl Delay			29.1									
HCM 2010 LOS			C									

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	34	0	0	15	10	1	421	11	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	5	37	0	0	16	11	1	453	12	0	0	0
Pedestrians		4			8			2			2	
Lane Width (ft)		12.0			12.0			12.0			0.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			1			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								360			348	
pX, platoon unblocked												
vC, conflicting volume	178	479	6	489	473	167	4			473		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	178	479	6	489	473	167	4			473		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	92	100	100	97	99	100			100		
cM capacity (veh/h)	722	473	1060	421	477	833	1589			1058		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3
Volume Total	42	27	114	226	125
Volume Left	5	0	1	0	0
Volume Right	0	11	0	0	12
cSH	495	575	1589	1700	1700
Volume to Capacity	0.08	0.05	0.00	0.13	0.07
Queue Length 95th (ft)	7	4	0	0	0
Control Delay (s)	12.9	11.6	0.1	0.0	0.0
Lane LOS	B	B	A		
Approach Delay (s)	12.9	11.6	0.0		
Approach LOS	B	B			

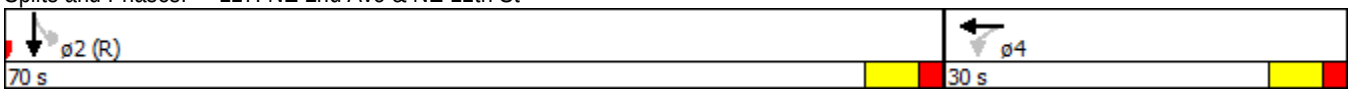
Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	23.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	82	1196
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	24.0	24.0
Total Split (s)	30.0	70.0
Total Split (%)	30.0%	70.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 96 (96%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 117: NE 2nd Ave & NE 11th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	21	82	0	0	0	0	160	1196	132
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.99
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				190.0	181.0	0.0				190.0	181.0	190.0
Lanes				0	2	0				0	3	0
Cap, veh/h				72	395	0				72	1864	206
Arrive On Green				0.24	0.24	0.00				0.64	0.64	0.64
Sat Flow, veh/h				0	1647	0				0	2912	322
Grp Volume(v), veh/h				22	85	0				167	705	679
Grp Sat Flow(s),veh/h/ln				0	1647	0				0	1647	1588
Q Serve(g_s), s				0.0	4.1	0.0				0.0	26.9	26.9
Cycle Q Clear(g_c), s				24.0	4.1	0.0				64.0	26.9	26.9
Prop In Lane				1.00		0.00				1.00		0.20
Lane Grp Cap(c), veh/h				72	395	0				72	1054	1016
V/C Ratio(X)				0.31	0.22	0.00				2.32	0.67	0.67
Avail Cap(c_a), veh/h				72	395	0				72	1054	1016
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh				50.0	30.5	0.0				50.0	11.3	11.3
Incr Delay (d2), s/veh				10.6	1.2	0.0				634.9	3.4	3.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				0.8	1.8	0.0				14.5	10.8	10.4
Lane Grp Delay (d), s/veh				60.6	31.7	0.0				684.9	14.7	14.8
Lane Grp LOS				E	C					F	B	B
Approach Vol, veh/h					107						1551	
Approach Delay, s/veh					37.6						86.9	
Approach LOS					D						F	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	30.0 70.0
Change Period (Y+Rc), s	6.0 6.0
Max Green Setting (Gmax), s	24.0 64.0
Max Q Clear Time (g_c+I1), s	26.0 66.0
Green Ext Time (p_c), s	0.0 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	83.7
HCM 2010 LOS	F

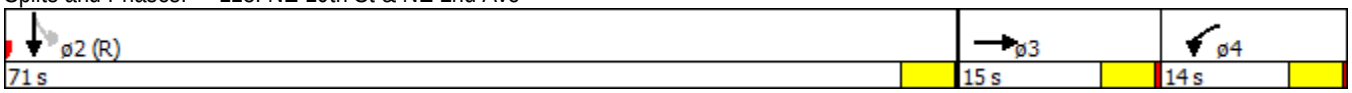
Notes

Lane Group	EBT	WBL	SBT
Lane Configurations			
Volume (vph)	65	110	1101
Turn Type	NA	Prot	NA
Protected Phases	3	4	2
Permitted Phases			
Detector Phase	3	4	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	15.0	14.0	22.3
Total Split (s)	15.0	14.0	71.0
Total Split (%)	15.0%	14.0%	71.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.3
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.3
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 24 (24%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 118: NE 10th St & NE 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	65	24	110	0	0	0	0	0	126	1101	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5							4.3	
Lane Util. Factor		0.95		1.00							0.91	
Frpb, ped/bikes		0.99		1.00							1.00	
Flpb, ped/bikes		1.00		1.00							1.00	
Frt		0.96		1.00							1.00	
Flt Protected		1.00		0.95							0.99	
Satd. Flow (prot)		2892		1518							4341	
Flt Permitted		1.00		0.95							0.99	
Satd. Flow (perm)		2892		1518							4341	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	70	26	118	0	0	0	0	0	135	1184	0
RTOR Reduction (vph)	0	23	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	73	0	118	0	0	0	0	0	0	1319	0
Confl. Peds. (#/hr)	6		5	5		6	3					3
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Parking (#/hr)	0		0									0
Turn Type		NA		Prot						Perm	NA	
Protected Phases		3		4							2	
Permitted Phases										2		
Actuated Green, G (s)		10.5		9.5							66.7	
Effective Green, g (s)		10.5		9.5							66.7	
Actuated g/C Ratio		0.10		0.10							0.67	
Clearance Time (s)		4.5		4.5							4.3	
Lane Grp Cap (vph)		303		144							2895	
v/s Ratio Prot		c0.03		c0.08								
v/s Ratio Perm											0.30	
v/c Ratio		0.24		0.82							0.46	
Uniform Delay, d1		41.1		44.4							8.0	
Progression Factor		0.93		1.00							1.55	
Incremental Delay, d2		1.8		38.5							0.5	
Delay (s)		40.2		82.9							12.8	
Level of Service		D		F							B	
Approach Delay (s)		40.2			82.9			0.0			12.8	
Approach LOS		D			F			A			B	

Intersection Summary

HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	46.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	27	8	23	103	0	0	0	0	24	1046	133
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	29	9	25	112	0	0	0	0	26	1137	145
Pedestrians		21			10			5			5	
Lane Width (ft)		12.0			12.0			0.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		2			1			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								349			358	
pX, platoon unblocked	0.89	0.89	0.89	0.89	0.89		0.89					
vC, conflicting volume	1343	1292	477	470	1365	15	1303			10		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	959	902	0	0	983	15	913			10		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	87	99	97	46	100	100			98		
cM capacity (veh/h)	100	231	941	777	207	1038	634			1573		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3
Volume Total	38	137	310	568	429
Volume Left	0	25	26	0	0
Volume Right	9	0	0	0	145
cSH	279	239	1573	1700	1700
Volume to Capacity	0.14	0.57	0.02	0.33	0.25
Queue Length 95th (ft)	12	80	1	0	0
Control Delay (s)	19.9	38.5	0.7	0.0	0.0
Lane LOS	C	E	A		
Approach Delay (s)	19.9	38.5	0.2		
Approach LOS	C	E			

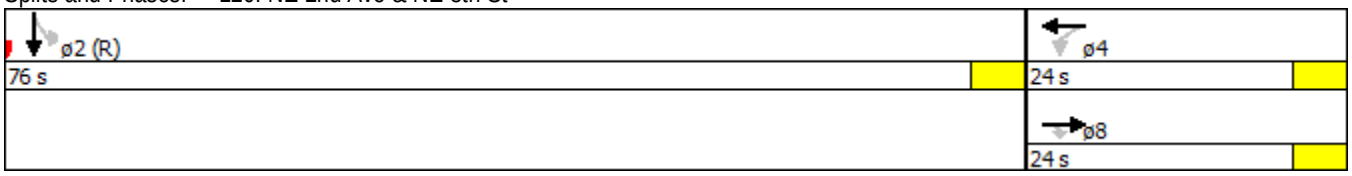
Intersection Summary				
Average Delay	4.2			
Intersection Capacity Utilization	46.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations					
Volume (vph)	96	32	21	78	1055
Turn Type	NA	Perm	Perm	NA	NA
Protected Phases	8			4	2
Permitted Phases		8	4		
Detector Phase	8	8	4	4	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	16.0
Minimum Split (s)	22.1	22.1	22.1	22.1	20.5
Total Split (s)	24.0	24.0	24.0	24.0	76.0
Total Split (%)	24.0%	24.0%	24.0%	24.0%	76.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.1	0.1	0.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.1	4.1		4.1	4.1
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 55 (55%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 120: NE 2nd Ave & NE 8th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	96	32	21	78	0	0	0	0	38	1055	7
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	159.8	159.8	171.0	159.8	0.0				171.0	159.8	171.0
Lanes	0	1	1	0	1	0				0	3	0
Cap, veh/h	0	327	278	179	273	0				81	2415	17
Arrive On Green	0.00	0.20	0.20	0.20	0.20	0.00				0.17	0.17	0.17
Sat Flow, veh/h	0	1598	1357	177	1332	0				154	4594	32
Grp Volume(v), veh/h	0	107	36	110	0	0				433	395	394
Grp Sat Flow(s),veh/h/ln	0	1598	1357	1509	0	0				1590	1598	1592
Q Serve(g_s), s	0.0	1.7	0.7	0.0	0.0	0.0				7.5	6.8	6.8
Cycle Q Clear(g_c), s	0.0	1.7	0.7	1.8	0.0	0.0				7.5	6.8	6.8
Prop In Lane	0.00		1.00	0.21		0.00				0.10		0.02
Lane Grp Cap(c), veh/h	0	327	278	452	0	0				836	840	837
V/C Ratio(X)	0.00	0.33	0.13	0.24	0.00	0.00				0.52	0.47	0.47
Avail Cap(c_a), veh/h	0	1045	887	1101	0	0				3757	3776	3762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.32	0.32	0.99	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.3	9.9	10.3	0.0	0.0				9.1	8.8	8.8
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.2	0.0	0.0				2.3	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.6	0.2	0.6	0.0	0.0				3.6	3.1	3.1
Lane Grp Delay (d), s/veh	0.0	10.5	9.9	10.5	0.0	0.0				11.4	10.7	10.7
Lane Grp LOS		B	A	B						B	B	B
Approach Vol, veh/h		143			110						1222	
Approach Delay, s/veh		10.3			10.5						10.9	
Approach LOS		B			B						B	

Timer												
Assigned Phs		8			4						2	
Phs Duration (G+Y+Rc), s		10.3			10.3						20.1	
Change Period (Y+Rc), s		4.1			4.1						4.1	
Max Green Setting (Gmax), s		19.9			19.9						71.9	
Max Q Clear Time (g_c+I1), s		3.7			3.8						9.5	
Green Ext Time (p_c), s		0.9			0.9						2.9	

Intersection Summary												
HCM 2010 Ctrl Delay			10.8									
HCM 2010 LOS			B									

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	23	26	23	5	0	0	0	0	27	991	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	26	29	26	6	0	0	0	0	30	1113	10
Pedestrians		33			10			5			6	
Lane Width (ft)		12.0			12.0			0.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		3			1			0			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								363			351	
pX, platoon unblocked	0.96	0.96	0.96	0.96	0.96		0.96					
vC, conflicting volume	1221	1222	414	489	1227	16	1157			10		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1076	1077	233	311	1082	16	1008			10		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	87	96	95	97	100	100			98		
cM capacity (veh/h)	147	193	707	479	191	1036	619			1573		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3
Volume Total	55	31	309	557	288
Volume Left	0	26	30	0	0
Volume Right	29	0	0	0	10
cSH	314	377	1573	1700	1700
Volume to Capacity	0.18	0.08	0.02	0.33	0.17
Queue Length 95th (ft)	16	7	1	0	0
Control Delay (s)	18.9	15.4	0.9	0.0	0.0
Lane LOS	C	C	A		
Approach Delay (s)	18.9	15.4	0.2		
Approach LOS	C	C			

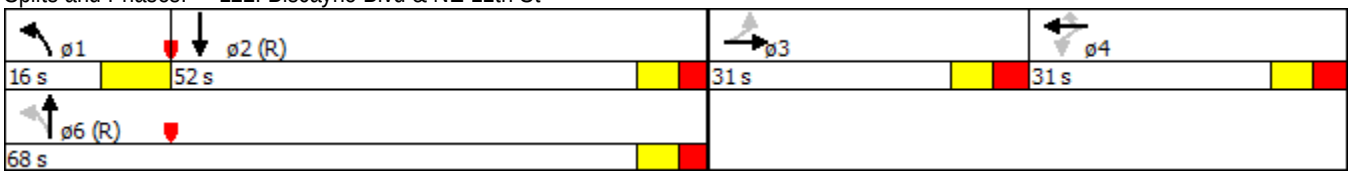
Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	37.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBR	NBL	NBT	SBT
Lane Configurations						
Volume (vph)	34	9	18	53	1190	1887
Turn Type	Perm	NA	Perm	pm+pt	NA	NA
Protected Phases		3		1	6	2
Permitted Phases	3		4	6		
Detector Phase	3	3	4	1	6	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	5.0	16.0	16.0
Minimum Split (s)	30.5	30.5	30.5	12.3	22.8	22.8
Total Split (s)	31.0	31.0	31.0	16.0	68.0	52.0
Total Split (%)	23.8%	23.8%	23.8%	12.3%	52.3%	40.0%
Yellow Time (s)	4.0	4.0	4.0	6.8	4.0	4.0
All-Red Time (s)	3.5	3.5	3.5	0.0	2.8	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	6.8	6.8	6.8
Lead/Lag	Lead	Lead	Lag	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 122: Biscayne Blvd & NE 11th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	9	115	0	0	18	53	1190	5	0	1887	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5				7.5	6.8	6.8			6.8	
Lane Util. Factor	1.00	1.00				1.00	1.00	0.91			0.91	
Frpb, ped/bikes	1.00	0.98				0.97	1.00	1.00			1.00	
Flpb, ped/bikes	0.99	1.00				1.00	1.00	1.00			1.00	
Frt	1.00	0.86				0.85	1.00	1.00			1.00	
Flt Protected	0.95	1.00				1.00	0.95	1.00			1.00	
Satd. Flow (prot)	1700	1534				1492	1719	4936			4920	
Flt Permitted	0.22	1.00				1.00	0.05	1.00			1.00	
Satd. Flow (perm)	387	1534				1492	94	4936			4920	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	36	10	122	0	0	19	56	1266	5	0	2007	47
RTOR Reduction (vph)	0	105	0	0	0	18	0	0	0	0	1	0
Lane Group Flow (vph)	36	27	0	0	0	1	56	1271	0	0	2053	0
Confl. Peds. (#/hr)	11		3	3		11	12		18	18		12
Turn Type	Perm	NA		Perm		Perm	pm+pt	NA			NA	
Protected Phases		3			4		1	6			2	
Permitted Phases	3			4		4	6					
Actuated Green, G (s)	18.5	18.5				7.4	82.3	82.3			70.1	
Effective Green, g (s)	18.5	18.5				7.4	82.3	82.3			70.1	
Actuated g/C Ratio	0.14	0.14				0.06	0.63	0.63			0.54	
Clearance Time (s)	7.5	7.5				7.5	6.8	6.8			6.8	
Vehicle Extension (s)	2.5	2.5				2.5	2.0	1.0			1.0	
Lane Grp Cap (vph)	55	218				84	127	3124			2653	
v/s Ratio Prot		0.02					0.02	c0.26			c0.42	
v/s Ratio Perm	c0.09					c0.00	0.26					
v/c Ratio	0.65	0.13				0.01	0.44	0.41			0.77	
Uniform Delay, d1	52.7	48.7				57.9	18.7	11.8			23.7	
Progression Factor	1.00	1.00				1.00	1.98	0.64			1.00	
Incremental Delay, d2	22.2	0.2				0.0	0.8	0.4			2.3	
Delay (s)	75.0	48.9				57.9	37.8	7.9			25.9	
Level of Service	E	D				E	D	A			C	
Approach Delay (s)		54.5			57.9			9.2			25.9	
Approach LOS		D			E			A			C	

Intersection Summary

HCM 2000 Control Delay	21.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	28.6
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		

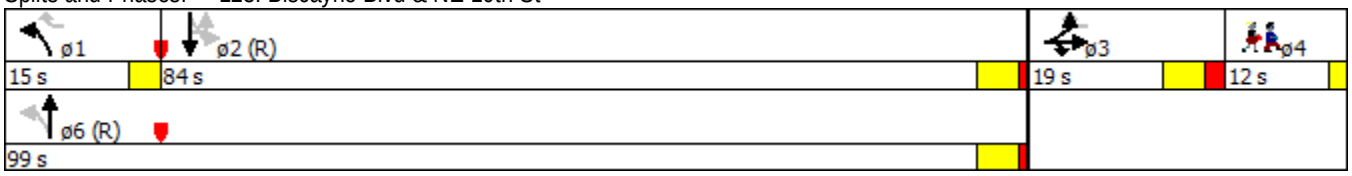
c Critical Lane Group

Lane Group	EBT	EBR	WBR	NBL	NBT	SBU	SBL	SBT	ø4
Lane Configurations									
Volume (vph)	15	131	17	21	1057	56	15	1854	
Turn Type	NA	custom	custom	pm+pt	NA	Perm	Perm	NA	
Protected Phases	3	3		1	6			2	4
Permitted Phases		3	1 3	6		2	2		
Detector Phase	3	3	1 3	1	6	2	2	2	
Switch Phase									
Minimum Initial (s)	7.0	7.0		5.0	17.0	17.0	17.0	17.0	1.0
Minimum Split (s)	19.0	19.0		9.0	22.0	22.0	22.0	22.0	12.0
Total Split (s)	19.0	19.0		15.0	99.0	84.0	84.0	84.0	12.0
Total Split (%)	14.6%	14.6%		11.5%	76.2%	64.6%	64.6%	64.6%	9%
Yellow Time (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0		0.0	1.0	1.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		3.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lead		Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None		None	C-Min	C-Min	C-Min	C-Min	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 123: Biscayne Blvd & NE 10th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (vph)	109	15	131	0	0	17	21	1057	5	56	15	1854
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0			3.0	3.0	5.0			5.0	5.0
Lane Util. Factor		1.00	1.00			1.00	1.00	0.91			1.00	0.91
Frpb, ped/bikes		1.00	1.00			0.98	1.00	1.00			1.00	1.00
Flpb, ped/bikes		1.00	1.00			1.00	1.00	1.00			1.00	1.00
Frt		1.00	0.85			0.86	1.00	1.00			1.00	1.00
Flt Protected		0.96	1.00			1.00	0.95	1.00			0.95	1.00
Satd. Flow (prot)		1560	1384			1386	1547	4442			1543	4426
Flt Permitted		0.96	1.00			1.00	0.07	1.00			0.24	1.00
Satd. Flow (perm)		1560	1384			1386	106	4442			389	4426
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	116	16	139	0	0	18	22	1124	5	60	16	1972
RTOR Reduction (vph)	0	0	121	0	0	15	0	0	0	0	0	2
Lane Group Flow (vph)	0	132	18	0	0	3	22	1129	0	0	76	2017
Confl. Peds. (#/hr)	2		3	3		2	29		19		19	
Confl. Bikes (#/hr)												
Parking (#/hr)												
Turn Type	custom	NA	custom			custom	pm+pt	NA		Perm	Perm	NA
Protected Phases	3	3	3				1	6				2
Permitted Phases	3		3			1 3	6			2	2	
Actuated Green, G (s)		16.4	16.4			19.7	94.6	94.6			88.3	88.3
Effective Green, g (s)		16.4	16.4			19.7	94.6	94.6			88.3	88.3
Actuated g/C Ratio		0.13	0.13			0.15	0.73	0.73			0.68	0.68
Clearance Time (s)		6.0	6.0				3.0	5.0			5.0	5.0
Vehicle Extension (s)		2.5	2.5				2.0	1.0			1.0	1.0
Lane Grp Cap (vph)		196	174			210	113	3232			264	3006
v/s Ratio Prot		c0.08	0.01				0.00	c0.25				c0.46
v/s Ratio Perm						0.00	0.14				0.20	
v/c Ratio		0.67	0.10			0.01	0.19	0.35			0.29	0.67
Uniform Delay, d1		54.2	50.3			46.9	8.2	6.5			8.3	12.3
Progression Factor		1.00	1.00			1.00	0.95	0.53			0.08	0.32
Incremental Delay, d2		8.0	0.2			0.0	0.3	0.3			1.9	0.8
Delay (s)		62.3	50.5			46.9	8.1	3.7			2.5	4.8
Level of Service		E	D			D	A	A			A	A
Approach Delay (s)		56.2			46.9			3.8				4.7
Approach LOS		E			D			A				A

Intersection Summary

HCM 2000 Control Delay	8.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	71.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



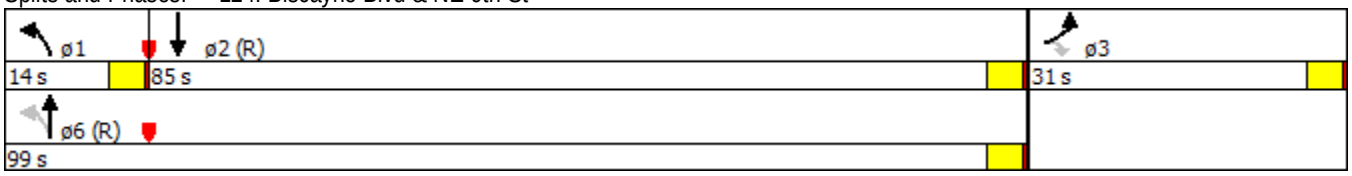
Movement	SBR
Lane Configurations	
Volume (vph)	44
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	47
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	29
Confl. Bikes (#/hr)	8
Parking (#/hr)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	43	22	9	1004	1935
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	3		1	6	2
Permitted Phases		3	6		
Detector Phase	3	3	1	6	2
Switch Phase					
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0
Total Split (s)	31.0	31.0	14.0	99.0	85.0
Total Split (%)	23.8%	23.8%	10.8%	76.2%	65.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 124: Biscayne Blvd & NE 9th St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	43	22	9	1004	1935	48
Number	3	18	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0
Lanes	1	1	1	3	3	0
Cap, veh/h	72	64	256	4664	4218	104
Arrive On Green	0.04	0.04	0.02	1.00	1.00	1.00
Sat Flow, veh/h	1723	1538	1723	5429	5274	130
Grp Volume(v), veh/h	46	23	10	1068	1412	698
Grp Sat Flow(s),veh/h/ln	1723	1538	1723	1810	1810	1785
Q Serve(g_s), s	2.1	1.2	0.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.1	1.2	0.1	0.0	0.0	0.0
Prop In Lane	1.00	1.00	1.00			0.07
Lane Grp Cap(c), veh/h	72	64	256	4664	2894	1428
V/C Ratio(X)	0.64	0.36	0.04	0.23	0.49	0.49
Avail Cap(c_a), veh/h	577	515	452	6392	3633	1792
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.33	1.33
Upstream Filter(I)	1.00	1.00	0.96	0.96	0.72	0.72
Uniform Delay (d), s/veh	38.1	37.6	1.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	9.2	3.4	0.1	0.1	0.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.1	0.5	0.0	0.0	0.2	0.3
Lane Grp Delay (d), s/veh	47.2	41.0	1.2	0.1	0.4	0.9
Lane Grp LOS	D	D	A	A	A	A
Approach Vol, veh/h	69			1078	2110	
Approach Delay, s/veh	45.1			0.1	0.6	
Approach LOS	D			A	A	

Timer			
Assigned Phs	1	6	2
Phs Duration (G+Y+Rc), s	4.8	73.3	68.5
Change Period (Y+Rc), s	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	95.0	81.0
Max Q Clear Time (g_c+I1), s	2.1	2.0	2.0
Green Ext Time (p_c), s	0.0	67.3	59.8

Intersection Summary	
HCM 2010 Ctrl Delay	1.4
HCM 2010 LOS	A

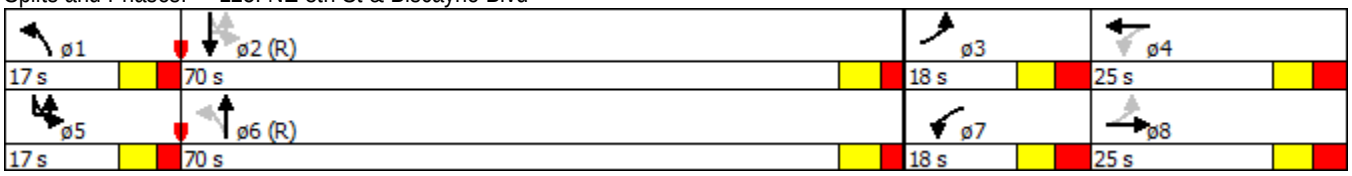
Notes

Lane Group	EBL	EBT	WBT	NBL	NBT	SBU	SBL	SBT	ø7
Lane Configurations									
Volume (vph)	57	48	1	25	984	9	16	1856	
Turn Type	pm+pt	NA	NA	pm+pt	NA	pm+pt	pm+pt	NA	
Protected Phases	3	8	4	1	6	5	5	2	7
Permitted Phases	8			6	6	2	2		
Detector Phase	3	8	4	1	6	5	5	2	
Switch Phase									
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	12.1	23.4	23.4	11.0	27.3	11.0	11.0	27.3	12.1
Total Split (s)	18.0	25.0	25.0	17.0	70.0	17.0	17.0	70.0	18.0
Total Split (%)	13.8%	19.2%	19.2%	13.1%	53.8%	13.1%	13.1%	53.8%	14%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	3.7	3.7	4.0	3.7
All-Red Time (s)	3.4	3.4	3.4	2.3	2.3	2.3	2.3	2.3	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.1	7.4	7.4	6.0	6.3		6.0	6.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Min	None	None	C-Min	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 125: NE 8th St & Biscayne Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (veh/h)	57	48	45	0	1	3	25	984	16	9	16	1856
Number	3	8	18	7	4	14	1	6	16		5	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.97	1.00		0.99		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
Adj Sat Flow veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	181.0	181.0	190.0		181.0	181.0
Lanes	1	1	0	1	1	0	1	3	0		1	3
Cap, veh/h	283	189	175	202	37	110	220	2850	47		324	2706
Arrive On Green	0.04	0.22	0.22	0.00	0.09	0.09	0.06	0.54	0.54		0.02	0.50
Sat Flow, veh/h	1723	861	796	1723	389	1168	1723	5323	89		1723	5429
Grp Volume(v), veh/h	63	0	102	0	0	4	27	735	364		18	2040
Grp Sat Flow(s),veh/h/ln	1723	0	1656	1723	0	1558	1723	1810	1793		1723	1810
Q Serve(g_s), s	2.4	0.0	4.5	0.0	0.0	0.2	0.6	10.4	10.4		0.4	26.5
Cycle Q Clear(g_c), s	2.4	0.0	4.5	0.0	0.0	0.2	0.6	10.4	10.4		0.4	26.5
Prop In Lane	1.00		0.48	1.00		0.75	1.00		0.05		1.00	
Lane Grp Cap(c), veh/h	283	0	364	202	0	146	220	1937	960		324	2706
V/C Ratio(X)	0.22	0.00	0.28	0.00	0.00	0.03	0.12	0.38	0.38		0.06	0.75
Avail Cap(c_a), veh/h	421	0	364	414	0	313	338	2630	1303		505	3946
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
Upstream Filter(I)	0.82	0.00	0.82	0.00	0.00	1.00	1.00	1.00	1.00		0.87	0.87
Uniform Delay (d), s/veh	24.2	0.0	28.4	0.0	0.0	36.1	13.2	11.9	11.9		10.6	17.7
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.0	0.0	0.1	0.1	0.6	1.1		0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile Back of Q (50%), veh/ln	1.0	0.0	1.9	0.0	0.0	0.1	0.2	4.4	4.6		0.2	11.6
Lane Grp Delay (d), s/veh	24.3	0.0	28.7	0.0	0.0	36.1	13.3	12.4	13.0		10.6	19.4
Lane Grp LOS	C		C			D	B	B	B		B	B
Approach Vol, veh/h		165			4			1126				2058
Approach Delay, s/veh		27.0			36.1			12.6				19.3
Approach LOS		C			D			B				B

Timer												
Assigned Phs	3	8		7	4		1	6			5	2
Phs Duration (G+Y+Rc), s	11.0	26.6		0.0	15.6		11.0	53.2			7.8	50.0
Change Period (Y+Rc), s	7.1	7.4		7.1	7.4		6.0	6.3			6.0	6.3
Max Green Setting (Gmax), s	10.9	17.6		10.9	17.6		11.0	63.7			11.0	63.7
Max Q Clear Time (g_c+I1), s	4.4	6.5		0.0	2.2		2.6	12.4			2.4	28.5
Green Ext Time (p_c), s	0.0	0.3		0.0	0.0		0.0	17.0			0.0	15.2

Intersection Summary	
HCM 2010 Ctrl Delay	17.5
HCM 2010 LOS	B

Notes



Movement	SBR
Lane Configurations	
Volume (veh/h)	0
Number	12
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus Adj	1.00
Adj Sat Flow veh/h/ln	0.0
Lanes	0
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile Back of Q (50%), veh/ln	0.0
Lane Grp Delay (d), s/veh	0.0
Lane Grp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	
Assigned Phs	
Phs Duration (G+Y+Rc), s	
Change Period (Y+Rc), s	
Max Green Setting (Gmax), s	
Max Q Clear Time (g_c+I1), s	
Green Ext Time (p_c), s	
Intersection Summary	

Intersection	
Intersection Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	24	0	1024	1864	29
Conflicting Peds, #/hr	2	0	20	0	0	20
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	26	0	1089	1983	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2436	1029	2016	0	-	0
Stage 1	2000	-	-	-	-	-
Stage 2	436	-	-	-	-	-
Follow-up Headway	3.85	3.95	3.15	-	-	-
Pot Capacity-1 Maneuver	52	194	118	-	-	-
Stage 1	55	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Time blocked-Platoon, %				-	-	-
Mov Capacity-1 Maneuver	52	190	116	-	-	-
Mov Capacity-2 Maneuver	52	-	-	-	-	-
Stage 1	55	-	-	-	-	-
Stage 2	558	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.9	0	0
HCM LOS	D		

Minor Lane / Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	116	-	190	-	-
HCM Lane V/C Ratio	-	-	0.134	-	-
HCM Control Delay (s)	0	-	26.9	-	-
HCM Lane LOS	A		D		
HCM 95th %tile Q(veh)	0	-	0.456	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	9	0	0	0	49	956
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	10	0	0	0	54	1051
Pedestrians	3		1			
Lane Width (ft)	12.0		0.0			
Walking Speed (ft/s)	4.0		4.0			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			361			339
pX, platoon unblocked	0.96					
vC, conflicting volume	462	3			3	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	281	3			3	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			97	
cM capacity (veh/h)	625	1067			1592	

Direction, Lane #	WB 1	SB 1	SB 2	SB 3
Volume Total	10	264	420	420
Volume Left	10	54	0	0
Volume Right	0	0	0	0
cSH	625	1592	1700	1700
Volume to Capacity	0.02	0.03	0.25	0.25
Queue Length 95th (ft)	1	3	0	0
Control Delay (s)	10.9	1.7	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	10.9	0.4		
Approach LOS	B			

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	31.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	20	24	31	15	0	0	0	0	21	939	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	22	27	35	17	0	0	0	0	24	1055	9
Pedestrians		16			5			5			13	
Lane Width (ft)		12.0			12.0			0.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			0			0			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								358			348	
pX, platoon unblocked	0.97	0.97	0.97	0.97	0.97		0.97					
vC, conflicting volume	1144	1128	377	447	1132	18	1080			5		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1037	1020	245	318	1025	18	971			5		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	90	96	93	92	100	100			99		
cM capacity (veh/h)	157	216	713	504	215	1031	657			1587		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3
Volume Total	49	52	287	528	273
Volume Left	0	35	24	0	0
Volume Right	27	0	0	0	9
cSH	349	350	1587	1700	1700
Volume to Capacity	0.14	0.15	0.01	0.31	0.16
Queue Length 95th (ft)	12	13	1	0	0
Control Delay (s)	17.0	17.1	0.7	0.0	0.0
Lane LOS	C	C	A		
Approach Delay (s)	17.0	17.1	0.2		
Approach LOS	C	C			

Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	38.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	18	89	1	0	0	0	0	1	4	46	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	23	113	1	0	0	0	0	1	5	58	0	0
Pedestrians		6						1			13	
Lane Width (ft)		12.0						12.0			12.0	
Walking Speed (ft/s)		4.0						4.0			4.0	
Percent Blockage		1						0			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					809							
pX, platoon unblocked												
vC, conflicting volume	13			115			166	173	58	121	173	19
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	13			115			166	173	58	121	173	19
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	99	93	100	100
cM capacity (veh/h)	1565			1449			755	694	985	803	693	1028

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	79	58	6	58
Volume Left	23	0	0	58
Volume Right	0	1	5	0
cSH	1565	1700	909	803
Volume to Capacity	0.01	0.03	0.01	0.07
Queue Length 95th (ft)	1	0	1	6
Control Delay (s)	2.2	0.0	9.0	9.8
Lane LOS	A		A	A
Approach Delay (s)	1.3		9.0	9.8
Approach LOS			A	A

Intersection Summary				
Average Delay	4.0			
Intersection Capacity Utilization	24.5%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	85	55	0	0	0	0	49	57	6	21	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	3	109	71	0	0	0	0	63	73	8	27	0
Pedestrians					8			3			3	
Lane Width (ft)					0.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					632							
pX, platoon unblocked												
vC, conflicting volume	3			182			166	155	101	175	191	3
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	3			182			166	155	101	175	191	3
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	91	92	99	96	100
cM capacity (veh/h)	1592			1365			746	724	923	651	692	1067

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	57	125	136	35
Volume Left	3	0	0	8
Volume Right	0	71	73	0
cSH	1592	1700	819	682
Volume to Capacity	0.00	0.07	0.17	0.05
Queue Length 95th (ft)	0	0	15	4
Control Delay (s)	0.3	0.0	10.3	10.6
Lane LOS	A		B	B
Approach Delay (s)	0.1		10.3	10.6
Approach LOS			B	B

Intersection Summary			
Average Delay	5.0		
Intersection Capacity Utilization	21.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	2	35	19	7	9	0	0	46	17
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	0	0	2	42	23	8	11	0	0	55	20
Pedestrians		5			2			9			5	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					801							
pX, platoon unblocked												
vC, conflicting volume	69			9			87	83	11	70	72	42
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	69			9			87	83	11	70	72	42
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	99	100	100	93	98
cM capacity (veh/h)	1502			1576			803	789	1048	882	801	1005

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	23	43	19	75
Volume Left	2	0	8	0
Volume Right	0	23	0	20
cSH	1576	1700	795	847
Volume to Capacity	0.00	0.03	0.02	0.09
Queue Length 95th (ft)	0	0	2	7
Control Delay (s)	0.8	0.0	9.6	9.7
Lane LOS	A		A	A
Approach Delay (s)	0.3		9.6	9.7
Approach LOS			A	A

Intersection Summary				
Average Delay	5.8			
Intersection Capacity Utilization	19.7%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	11	25	3	35	11	0	0	18	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	0	0	0	13	30	4	43	13	0	0	22	6
Pedestrians					2			14			5	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					0			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					653							
pX, platoon unblocked												
vC, conflicting volume	39			14			73	80	16	73	78	22
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	39			14			73	80	16	73	78	22
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			95	98	100	100	97	99
cM capacity (veh/h)	1541			1563			850	783	1036	868	785	1036

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	29	19	56	28
Volume Left	13	0	43	0
Volume Right	0	4	0	6
cSH	1563	1700	833	829
Volume to Capacity	0.01	0.01	0.07	0.03
Queue Length 95th (ft)	1	0	5	3
Control Delay (s)	3.5	0.0	9.6	9.5
Lane LOS	A		A	A
Approach Delay (s)	2.1		9.6	9.5
Approach LOS			A	A

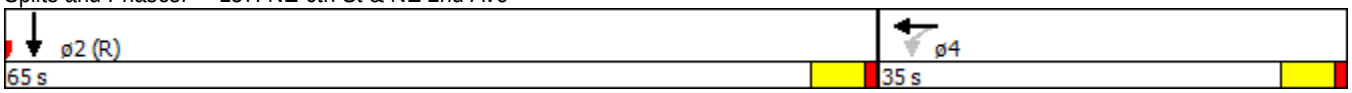
Intersection Summary			
Average Delay	6.9		
Intersection Capacity Utilization	24.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	193	854
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	35.0	65.0
Total Split (%)	35.0%	65.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 11 (11%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 137: NE 6th St & NE 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	36	193	0	0	0	0	0	854	248
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	158.3	0.0				0.0	158.3	171.0
Lanes				0	3	0				0	3	0
Cap, veh/h				72	864	0				0	2117	613
Arrive On Green				0.30	0.30	0.00				0.00	0.20	0.20
Sat Flow, veh/h				0	2882	0				0	3528	1022
Grp Volume(v), veh/h				39	208	0				0	824	361
Grp Sat Flow(s),veh/h/ln				0	1441	0				0	1583	1383
Q Serve(g_s), s				0.0	5.4	0.0				0.0	22.8	22.9
Cycle Q Clear(g_c), s				30.0	5.4	0.0				0.0	22.8	22.9
Prop In Lane				1.00		0.00				0.00		0.74
Lane Grp Cap(c), veh/h				72	865	0				0	1900	830
V/C Ratio(X)				0.54	0.24	0.00				0.00	0.43	0.44
Avail Cap(c_a), veh/h				72	865	0				0	1900	830
HCM Platoon Ratio				1.00	1.00	1.00				1.00	0.33	0.33
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				50.0	26.4	0.0				0.0	25.2	25.2
Incr Delay (d2), s/veh				26.2	0.7	0.0				0.0	0.7	1.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				1.5	2.0	0.0				0.0	9.9	8.9
Lane Grp Delay (d), s/veh				76.2	27.1	0.0				0.0	25.9	26.9
Lane Grp LOS				E	C						C	C
Approach Vol, veh/h					247						1185	
Approach Delay, s/veh					34.8						26.2	
Approach LOS					C						C	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	35.0	65.0
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	30.0	60.0
Max Q Clear Time (g_c+I1), s	32.0	24.9
Green Ext Time (p_c), s	0.0	3.6

Intersection Summary	
HCM 2010 Ctrl Delay	27.7
HCM 2010 LOS	C

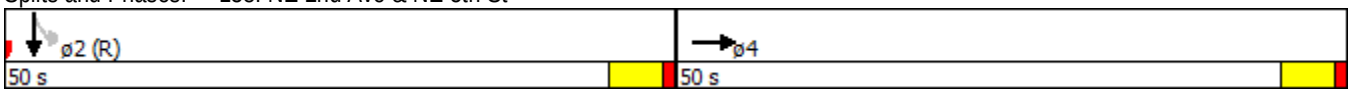
Notes

Lane Group	EBT	SBL	SBT
Lane Configurations			
Volume (vph)	545	226	628
Turn Type	NA	Perm	NA
Protected Phases	4		2
Permitted Phases		2	
Detector Phase	4	2	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0
Total Split (s)	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 4 (4%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 138: NE 2nd Ave & NE 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	545	196	0	0	0	0	0	0	226	628	0
Number	7	4	14							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92							1.00		1.00
Parking Bus Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	179.2	190.0							179.2	179.2	0.0
Lanes	0	3	0							1	2	0
Cap, veh/h	0	1678	580							72	1613	0
Arrive On Green	0.00	0.45	0.45							0.15	0.15	0.00
Sat Flow, veh/h	0	3729	1289							1707	3585	0
Grp Volume(v), veh/h	0	562	235							243	675	0
Grp Sat Flow(s),veh/h/ln	0	1792	1433							1707	1792	0
Q Serve(g_s), s	0.0	10.2	10.8							0.0	17.1	0.0
Cycle Q Clear(g_c), s	0.0	10.2	10.8							45.0	17.1	0.0
Prop In Lane	0.00		0.90							1.00		0.00
Lane Grp Cap(c), veh/h	0	1613	645							72	1613	0
V/C Ratio(X)	0.00	0.35	0.36							3.37	0.42	0.00
Avail Cap(c_a), veh/h	0	1613	645							72	1613	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	17.9	18.1							65.1	30.7	0.0
Incr Delay (d2), s/veh	0.0	0.6	1.6							1103.2	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	4.5	4.0							24.0	8.4	0.0
Lane Grp Delay (d), s/veh	0.0	18.5	19.7							1168.2	31.5	0.0
Lane Grp LOS		B	B							F	C	
Approach Vol, veh/h		797									918	
Approach Delay, s/veh		18.9									332.4	
Approach LOS		B									F	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	50.0	50.0
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	45.0	45.0
Max Q Clear Time (g_c+I1), s	12.8	47.0
Green Ext Time (p_c), s	4.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	186.7
HCM 2010 LOS	F

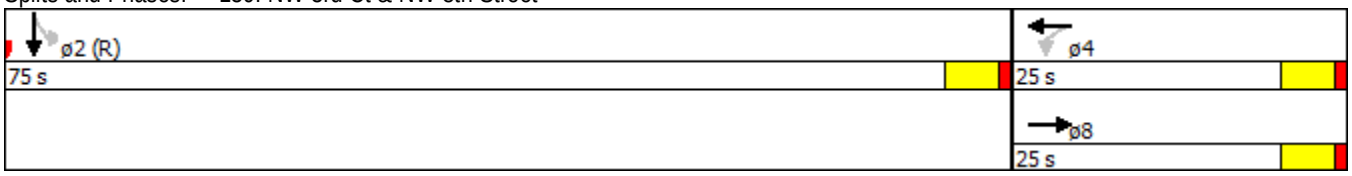
Notes

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Volume (vph)	210	39	83	1403
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	1.0	7.0	7.0	7.0
Minimum Split (s)	24.0	24.0	24.0	23.0
Total Split (s)	25.0	25.0	25.0	75.0
Total Split (%)	25.0%	25.0%	25.0%	75.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 95 (95%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 139: NW 3rd Ct & NW 8th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	210	46	39	83	0	0	0	0	478	1403	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	
Lane Util. Factor		1.00		1.00	1.00						0.86	
Frpb, ped/bikes		0.99		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		0.99	1.00						1.00	
Frt		0.98		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		1789		1732	1845						6228	
Flt Permitted		1.00		0.34	1.00						0.99	
Satd. Flow (perm)		1789		623	1845						6228	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	214	47	40	85	0	0	0	0	488	1432	88
RTOR Reduction (vph)	0	8	0	0	0	0	0	0	0	0	6	0
Lane Group Flow (vph)	0	253	0	40	85	0	0	0	0	0	2002	0
Confl. Peds. (#/hr)	14		14	14		14						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		20.0		20.0	20.0						70.0	
Effective Green, g (s)		20.0		20.0	20.0						70.0	
Actuated g/C Ratio		0.20		0.20	0.20						0.70	
Clearance Time (s)		5.0		5.0	5.0						5.0	
Lane Grp Cap (vph)		357		124	369						4359	
v/s Ratio Prot		c0.14			0.05							
v/s Ratio Perm				0.06							0.32	
v/c Ratio		0.71		0.32	0.23						0.46	
Uniform Delay, d1		37.3		34.2	33.5						6.6	
Progression Factor		1.00		1.02	1.01						1.00	
Incremental Delay, d2		11.3		6.7	1.4						0.4	
Delay (s)		48.6		41.6	35.3						7.0	
Level of Service		D		D	D						A	
Approach Delay (s)		48.6			37.3			0.0			7.0	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay	13.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		

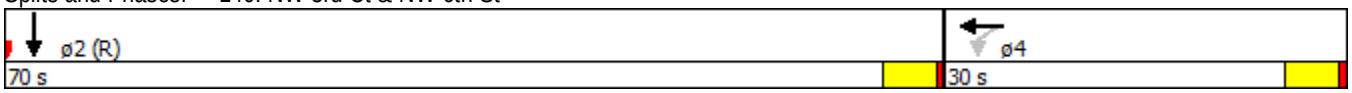
c Critical Lane Group

Lane Group	WBL	WBT	SBT
Lane Configurations			
Volume (vph)	114	129	1617
Turn Type	Perm	NA	NA
Protected Phases		4	2
Permitted Phases	4		
Detector Phase	4	4	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	22.8	22.8	22.6
Total Split (s)	30.0	30.0	70.0
Total Split (%)	30.0%	30.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.6
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.6
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 8 (8%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 140: NW 3rd Ct & NW 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	114	129	0	0	0	0	0	1617	24
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				186.3	186.3	0.0				0.0	186.3	190.0
Lanes				1	2	0				0	4	0
Cap, veh/h				72	939	0				0	4788	72
Arrive On Green				0.08	0.08	0.00				0.00	0.65	0.65
Sat Flow, veh/h				1774	3725	0				0	7321	110
Grp Volume(v), veh/h				118	133	0				0	1272	420
Grp Sat Flow(s),veh/h/ln				1774	1863	0				0	1863	1843
Q Serve(g_s), s				0.0	3.3	0.0				0.0	10.2	10.2
Cycle Q Clear(g_c), s				25.2	3.3	0.0				0.0	10.2	10.2
Prop In Lane				1.00		0.00				0.00		0.06
Lane Grp Cap(c), veh/h				72	939	0				0	3655	1205
V/C Ratio(X)				1.64	0.14	0.00				0.00	0.35	0.35
Avail Cap(c_a), veh/h				72	939	0				0	3655	1205
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				58.4	35.8	0.0				0.0	7.8	7.8
Incr Delay (d2), s/veh				341.5	0.3	0.0				0.0	0.3	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				8.8	1.6	0.0				0.0	4.3	4.5
Lane Grp Delay (d), s/veh				399.9	36.1	0.0				0.0	8.0	8.5
Lane Grp LOS				F	D						A	A
Approach Vol, veh/h					251						1692	
Approach Delay, s/veh					207.2						8.1	
Approach LOS					F						A	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	30.0 70.0
Change Period (Y+Rc), s	4.8 4.6
Max Green Setting (Gmax), s	25.2 65.4
Max Q Clear Time (g_c+I1), s	27.2 12.2
Green Ext Time (p_c), s	0.0 11.3

Intersection Summary	
HCM 2010 Ctrl Delay	33.9
HCM 2010 LOS	C

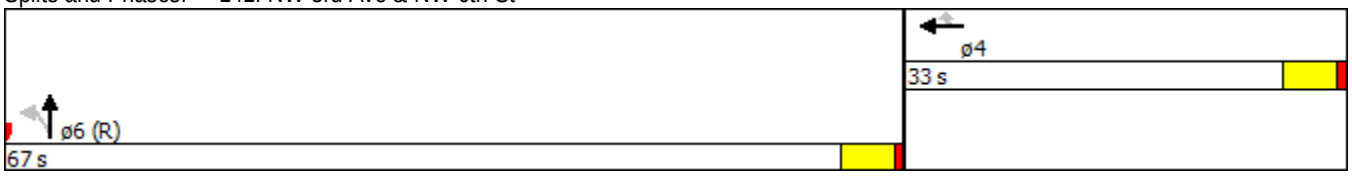
Notes

Lane Group	WBT	WBR	NBL	NBT
Lane Configurations				
Volume (vph)	182	54	56	465
Turn Type	NA	Perm	Perm	NA
Protected Phases	4			6
Permitted Phases		4	6	
Detector Phase	4	4	6	6
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.9	23.9	22.8	22.8
Total Split (s)	33.0	33.0	67.0	67.0
Total Split (%)	33.0%	33.0%	67.0%	67.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.9	0.9	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.8	4.8
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 3 (3%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 141: NW 3rd Ave & NW 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	182	54	56	465	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.9	4.9	4.8	4.8				
Lane Util. Factor					0.91	0.91	1.00	0.95				
Frpb, ped/bikes					1.00	0.98	1.00	1.00				
Flpb, ped/bikes					1.00	1.00	1.00	1.00				
Frt					1.00	0.85	1.00	1.00				
Flt Protected					1.00	1.00	0.95	1.00				
Satd. Flow (prot)					3341	1396	1752	3505				
Flt Permitted					1.00	1.00	0.95	1.00				
Satd. Flow (perm)					3341	1396	1752	3505				
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	0	200	59	62	511	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	38	23	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	204	15	39	511	0	0	0	0
Confl. Peds. (#/hr)	6					6			18	18		
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type					NA	Perm	Perm	NA				
Protected Phases					4			6				
Permitted Phases						4	6					
Actuated Green, G (s)					28.1	28.1	62.2	62.2				
Effective Green, g (s)					28.1	28.1	62.2	62.2				
Actuated g/C Ratio					0.28	0.28	0.62	0.62				
Clearance Time (s)					4.9	4.9	4.8	4.8				
Lane Grp Cap (vph)					938	392	1089	2180				
v/s Ratio Prot					c0.06			c0.15				
v/s Ratio Perm						0.01	0.02					
v/c Ratio					0.22	0.04	0.04	0.23				
Uniform Delay, d1					27.5	26.1	7.3	8.4				
Progression Factor					1.12	1.48	0.03	0.37				
Incremental Delay, d2					0.5	0.2	0.1	0.2				
Delay (s)					31.3	38.7	0.3	3.4				
Level of Service					C	D	A	A				
Approach Delay (s)		0.0			32.8			3.0			0.0	
Approach LOS		A			C			A			A	

Intersection Summary

HCM 2000 Control Delay	12.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.23		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.7
Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Analysis Period (min)	15		

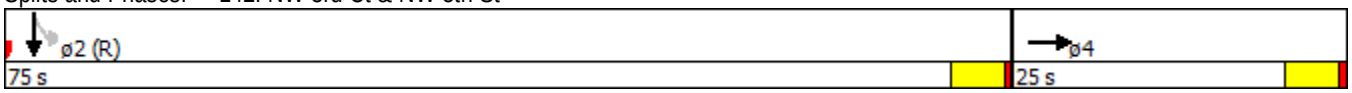
c Critical Lane Group

Lane Group	EBT	SBL	SBT
Lane Configurations			
Volume (vph)	440	571	1143
Turn Type	NA	Perm	NA
Protected Phases	4		2
Permitted Phases		2	
Detector Phase	4	2	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	22.8	22.6	22.6
Total Split (s)	25.0	75.0	75.0
Total Split (%)	25.0%	75.0%	75.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.8	0.6	0.6
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.6	4.6
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 142: NW 3rd Ct & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	440	96	0	0	0	0	0	0	571	1143	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.8								4.6	4.6	
Lane Util. Factor		0.91								0.86	0.86	
Frpb, ped/bikes		1.00								1.00	1.00	
Flpb, ped/bikes		1.00								1.00	1.00	
Frt		0.97								1.00	1.00	
Flt Protected		1.00								0.95	0.99	
Satd. Flow (prot)		4932								1522	4777	
Flt Permitted		1.00								0.95	0.99	
Satd. Flow (perm)		4932								1522	4777	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	468	102	0	0	0	0	0	0	607	1216	0
RTOR Reduction (vph)	0	34	0	0	0	0	0	0	0	15	15	0
Lane Group Flow (vph)	0	536	0	0	0	0	0	0	0	428	1365	0
Confl. Peds. (#/hr)			4	4			7					7
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA								Perm	NA	
Protected Phases		4									2	
Permitted Phases										2		
Actuated Green, G (s)		20.2								70.4	70.4	
Effective Green, g (s)		20.2								70.4	70.4	
Actuated g/C Ratio		0.20								0.70	0.70	
Clearance Time (s)		4.8								4.6	4.6	
Lane Grp Cap (vph)		996								1071	3363	
v/s Ratio Prot		c0.11										
v/s Ratio Perm										0.28	0.29	
v/c Ratio		0.54								0.40	0.41	
Uniform Delay, d1		35.7								6.1	6.1	
Progression Factor		1.00								0.25	0.27	
Incremental Delay, d2		2.1								1.0	0.3	
Delay (s)		37.8								2.6	2.0	
Level of Service		D								A	A	
Approach Delay (s)		37.8			0.0			0.0			2.1	
Approach LOS		D			A			A			A	

Intersection Summary

HCM 2000 Control Delay	10.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.4
Intersection Capacity Utilization	47.3%	ICU Level of Service	A
Analysis Period (min)	15		

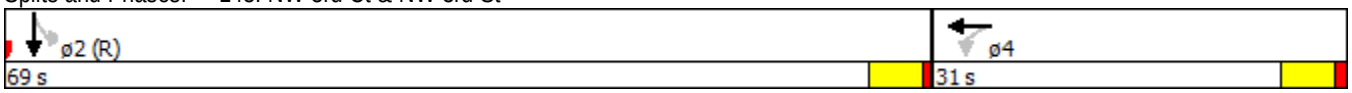
c Critical Lane Group

Lane Group	WBL	WBT	SBL	SBT
Lane Configurations				
Volume (vph)	65	57	238	1034
Turn Type	Perm	NA	Perm	NA
Protected Phases		4		2
Permitted Phases	4		2	
Detector Phase	4	4	2	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	22.7	22.7
Total Split (s)	31.0	31.0	69.0	69.0
Total Split (%)	31.0%	31.0%	69.0%	69.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	0.7	0.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.7	4.7
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 29 (29%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 143: NW 3rd Ct & NW 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	65	57	0	0	0	0	238	1034	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0	5.0					4.7	4.7	
Lane Util. Factor				0.95	0.95					1.00	0.91	
Frpb, ped/bikes				1.00	1.00					1.00	1.00	
Flpb, ped/bikes				0.98	1.00					1.00	1.00	
Frt				1.00	1.00					1.00	1.00	
Flt Protected				0.95	0.99					0.95	1.00	
Satd. Flow (prot)				1646	1756					1770	5069	
Flt Permitted				0.95	0.99					0.95	1.00	
Satd. Flow (perm)				1646	1756					1770	5069	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	67	59	0	0	0	0	245	1066	20
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	0	0	60	66	0	0	0	0	245	1084	0
Confl. Peds. (#/hr)	6		12	12		6	4					4
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type				Perm	NA					Perm	NA	
Protected Phases					4						2	
Permitted Phases				4						2		
Actuated Green, G (s)				26.0	26.0					64.3	64.3	
Effective Green, g (s)				26.0	26.0					64.3	64.3	
Actuated g/C Ratio				0.26	0.26					0.64	0.64	
Clearance Time (s)				5.0	5.0					4.7	4.7	
Lane Grp Cap (vph)				427	456					1138	3259	
v/s Ratio Prot											c0.21	
v/s Ratio Perm				0.04	0.04					0.14		
v/c Ratio				0.14	0.14					0.22	0.33	
Uniform Delay, d1				28.4	28.5					7.4	8.1	
Progression Factor				1.20	1.20					0.37	0.35	
Incremental Delay, d2				0.7	0.7					0.4	0.3	
Delay (s)				34.9	34.9					3.1	3.1	
Level of Service				C	C					A	A	
Approach Delay (s)		0.0			34.9			0.0			3.1	
Approach LOS		A			C			A			A	

Intersection Summary

HCM 2000 Control Delay	5.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.7
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

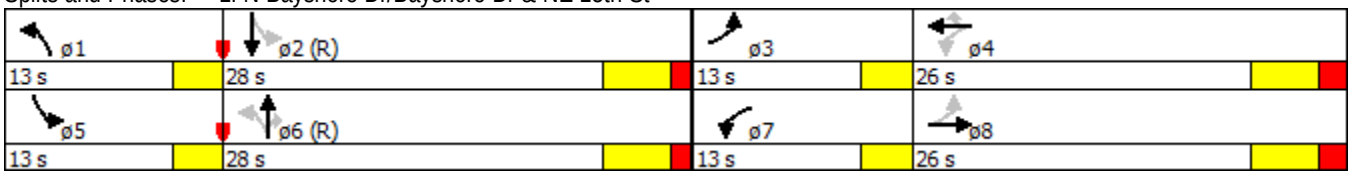
PM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Volume (vph)	100	165	46	182	128	25	242	50	117	177
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	3	8	7	4		1	6		5	2
Permitted Phases	8		4		4	6		6	2	
Detector Phase	3	8	7	4	4	1	6	6	5	2
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0
Minimum Split (s)	9.0	26.0	9.0	26.0	26.0	9.0	23.4	23.4	9.0	23.4
Total Split (s)	13.0	26.0	13.0	26.0	26.0	13.0	28.0	28.0	13.0	28.0
Total Split (%)	16.3%	32.5%	16.3%	32.5%	32.5%	16.3%	35.0%	35.0%	16.3%	35.0%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.8	0.0	1.8	1.8	0.0	1.4	1.4	0.0	1.4
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	5.8	3.0	5.8	5.8		5.4	5.4	3.0	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	Min	None	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 52 (65%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 1: N Bayshore Dr/Bayshore Dr & NE 15th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	100	165	77	46	182	128	25	242	50	117	177	120
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		1.00	1.00		0.97	1.00		0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	162.9	171.0	162.9	162.9	162.9	162.9	171.0
Lanes	1	1	0	1	1	1	0	2	1	1	2	0
Cap, veh/h	338	247	115	273	349	267	98	574	492	459	900	578
Arrive On Green	0.07	0.24	0.24	0.04	0.21	0.00	0.37	0.37	0.37	0.07	0.49	0.49
Sat Flow, veh/h	1551	1040	483	1551	1629	1246	4	1565	1340	1551	1848	1188
Grp Volume(v), veh/h	103	0	249	47	188	0	40	235	52	121	159	147
Grp Sat Flow(s),veh/h/ln	1551	0	1523	1551	1629	1246	87	1483	1340	1551	1629	1407
Q Serve(g_s), s	3.0	0.0	9.2	1.4	6.3	0.0	0.1	7.3	1.6	2.1	3.4	3.7
Cycle Q Clear(g_c), s	3.0	0.0	9.2	1.4	6.3	0.0	22.6	7.3	1.6	2.1	3.4	3.7
Prop In Lane	1.00		0.32	1.00		1.00	0.64		1.00	1.00		0.84
Lane Grp Cap(c), veh/h	338	0	362	273	349	267	128	544	492	459	793	685
V/C Ratio(X)	0.31	0.00	0.69	0.17	0.54	0.00	0.32	0.43	0.11	0.26	0.20	0.21
Avail Cap(c_a), veh/h	484	0	500	455	534	409	128	544	492	601	793	685
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)	0.39	0.00	0.39	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	21.4	17.9	21.5	0.0	16.4	14.6	12.8	8.2	9.0	9.1
Incr Delay (d2), s/veh	0.1	0.0	0.7	0.1	1.0	0.0	6.4	2.5	0.4	0.1	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.1	0.0	3.3	0.5	2.5	0.0	0.8	2.9	0.5	0.7	1.3	1.2
Lane Grp Delay (d), s/veh	16.3	0.0	22.1	18.0	22.4	0.0	22.7	17.1	13.3	8.3	9.6	9.8
Lane Grp LOS	B		C	B	C		C	B	B	A	A	A
Approach Vol, veh/h		352			235			327			427	
Approach Delay, s/veh		20.4			21.6			17.2			9.3	
Approach LOS		C			C			B			A	

Timer

Assigned Phs	3	8		7	4		1	6		5	2	
Phs Duration (G+Y+Rc), s	7.2	20.4		5.8	19.0		0.0	28.0		7.4	35.4	
Change Period (Y+Rc), s	3.0	5.8		3.0	5.8		3.0	5.4		3.0	5.4	
Max Green Setting (Gmax), s	10.0	20.2		10.0	20.2		10.0	22.6		10.0	22.6	
Max Q Clear Time (g_c+I1), s	5.0	11.2		3.4	8.3		0.0	24.6		4.1	5.7	
Green Ext Time (p_c), s	0.0	1.5		0.0	1.7		0.0	0.0		0.1	1.2	

Intersection Summary

HCM 2010 Ctrl Delay			16.3									
HCM 2010 LOS			B									

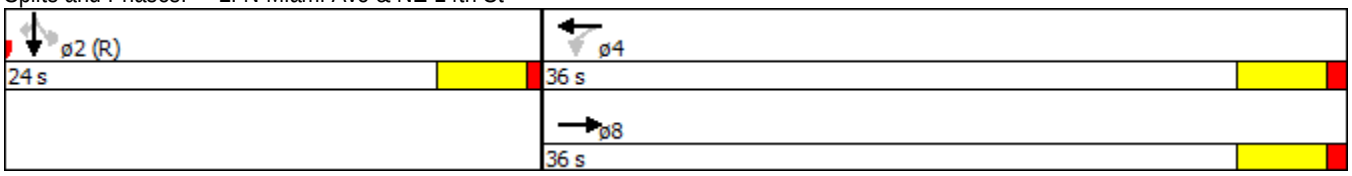
Notes

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Volume (vph)	212	27	148	258	78
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	8		4	2	
Permitted Phases		4			2
Detector Phase	8	4	4	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	22.7	22.7
Total Split (s)	36.0	36.0	36.0	24.0	24.0
Total Split (%)	60.0%	60.0%	60.0%	40.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.7	0.7
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	4.7	4.7
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 53 (88%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 2: N Miami Ave & NE 14th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	212	27	27	148	0	0	0	0	40	258	78
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Adj Sat Flow veh/h/ln	0.0	162.9	171.0	171.0	162.9	0.0				171.0	162.9	162.9
Lanes	0	1	0	0	1	0				0	2	1
Cap, veh/h	0	658	83	147	711	0				125	864	401
Arrive On Green	0.00	0.52	0.52	0.52	0.52	0.00				0.32	0.32	0.00
Sat Flow, veh/h	0	1274	161	151	1376	0				389	2686	1246
Grp Volume(v), veh/h	0	0	259	190	0	0				160	163	0
Grp Sat Flow(s),veh/h/ln	0	0	1435	1527	0	0				1446	1629	1246
Q Serve(g_s), s	0.0	0.0	6.4	0.0	0.0	0.0				5.1	4.5	0.0
Cycle Q Clear(g_c), s	0.0	0.0	6.4	3.8	0.0	0.0				5.1	4.5	0.0
Prop In Lane	0.00		0.11	0.15		0.00				0.27		1.00
Lane Grp Cap(c), veh/h	0	0	741	858	0	0				465	524	401
V/C Ratio(X)	0.00	0.00	0.35	0.22	0.00	0.00				0.34	0.31	0.00
Avail Cap(c_a), veh/h	0	0	741	858	0	0				465	524	401
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	8.6	7.9	0.0	0.0				15.5	15.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.3	0.6	0.0	0.0				2.0	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.0	2.1	1.4	0.0	0.0				1.9	1.9	0.0
Lane Grp Delay (d), s/veh	0.0	0.0	9.9	8.5	0.0	0.0				17.5	16.9	0.0
Lane Grp LOS			A	A						B	B	
Approach Vol, veh/h		259			190						323	
Approach Delay, s/veh		9.9			8.5						17.2	
Approach LOS		A			A						B	

Timer	
Assigned Phs	8	4	2
Phs Duration (G+Y+Rc), s	36.0	36.0	24.0
Change Period (Y+Rc), s	5.0	5.0	4.7
Max Green Setting (Gmax), s	31.0	31.0	19.3
Max Q Clear Time (g_c+I1), s	8.4	5.8	7.1
Green Ext Time (p_c), s	2.2	2.2	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	12.6
HCM 2010 LOS	B

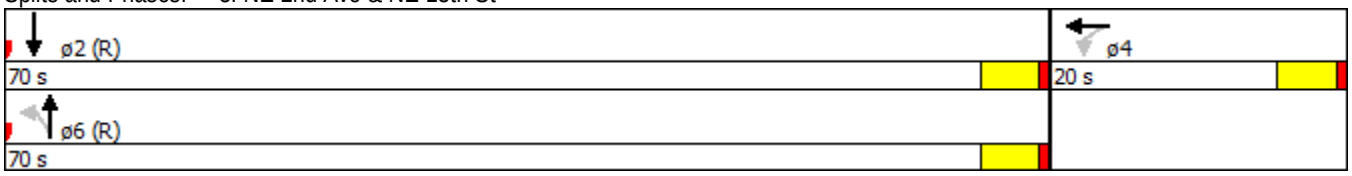
Notes

Lane Group	WBL	WBT	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	223	59	18	553	913
Turn Type	Perm	NA	Perm	NA	NA
Protected Phases		4		6	2
Permitted Phases	4		6		
Detector Phase	4	4	6	6	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	19.8	19.8	22.7	22.7	22.7
Total Split (s)	20.0	20.0	70.0	70.0	70.0
Total Split (%)	22.2%	22.2%	77.8%	77.8%	77.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.7	0.7	0.7
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.8	4.8		4.7	4.7
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 80 (89%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 3: NE 2nd Ave & NE 13th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	223	59	70	18	553	0	0	913	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.8	4.8			4.7			4.7	
Lane Util. Factor				0.91	0.91			0.95			0.95	
Frpb, ped/bikes				1.00	0.99			1.00			1.00	
Flpb, ped/bikes				1.00	1.00			1.00			1.00	
Frt				1.00	0.95			1.00			1.00	
Flt Protected				0.95	0.98			1.00			1.00	
Satd. Flow (prot)				1379	2697			3030			3024	
Flt Permitted				0.95	0.98			0.91			1.00	
Satd. Flow (perm)				1379	2697			2770			3024	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	235	62	74	19	582	0	0	961	16
RTOR Reduction (vph)	0	0	0	0	48	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	125	198	0	0	601	0	0	976	0
Confl. Peds. (#/hr)	5		1	1		5	39		8	8		39
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			6			2	
Permitted Phases				4			6					
Actuated Green, G (s)				15.2	15.2			65.3			65.3	
Effective Green, g (s)				15.2	15.2			65.3			65.3	
Actuated g/C Ratio				0.17	0.17			0.73			0.73	
Clearance Time (s)				4.8	4.8			4.7			4.7	
Lane Grp Cap (vph)				232	455			2009			2194	
v/s Ratio Prot											c0.32	
v/s Ratio Perm				c0.09	0.07			0.22				
v/c Ratio				0.54	0.43			0.30			0.44	
Uniform Delay, d1				34.2	33.5			4.3			5.0	
Progression Factor				1.00	1.00			1.00			0.19	
Incremental Delay, d2				8.7	3.0			0.4			0.4	
Delay (s)				42.9	36.6			4.7			1.4	
Level of Service				D	D			A			A	
Approach Delay (s)		0.0			38.7			4.7			1.4	
Approach LOS		A			D			A			A	

Intersection Summary

HCM 2000 Control Delay	9.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.5
Intersection Capacity Utilization	52.9%	ICU Level of Service	A
Analysis Period (min)	15		

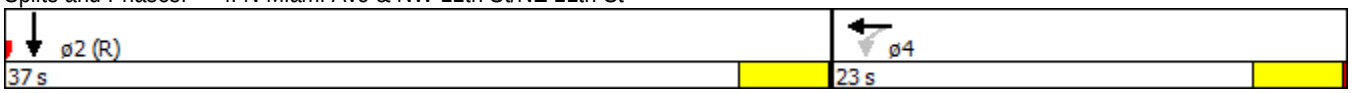
c Critical Lane Group

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	64	330
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.3	22.2
Total Split (s)	23.0	37.0
Total Split (%)	38.3%	61.7%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.3	0.2
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.3	4.2
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 38 (63%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 4: N Miami Ave & NW 11th St/NE 11th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	42	64	0	0	0	0	0	330	20
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	162.9	0.0				0.0	162.9	171.0
Lanes				0	2	0				0	3	0
Cap, veh/h				120	462	0				0	2413	143
Arrive On Green				0.31	0.31	0.00				0.00	0.55	0.55
Sat Flow, veh/h				0	1482	0				0	4414	261
Grp Volume(v), veh/h				47	71	0				0	270	119
Grp Sat Flow(s),veh/h/ln				0	1482	0				0	1629	1419
Q Serve(g_s), s				0.0	2.1	0.0				0.0	2.5	2.5
Cycle Q Clear(g_c), s				18.7	2.1	0.0				0.0	2.5	2.5
Prop In Lane				1.00		0.00				0.00		0.18
Lane Grp Cap(c), veh/h				120	462	0				0	1781	775
V/C Ratio(X)				0.39	0.15	0.00				0.00	0.15	0.15
Avail Cap(c_a), veh/h				120	462	0				0	1781	775
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				30.0	14.9	0.0				0.0	6.7	6.7
Incr Delay (d2), s/veh				9.3	0.7	0.0				0.0	0.2	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				1.0	0.8	0.0				0.0	0.9	0.8
Lane Grp Delay (d), s/veh				39.3	15.6	0.0				0.0	6.9	7.2
Lane Grp LOS				D	B						A	A
Approach Vol, veh/h					118						389	
Approach Delay, s/veh					25.1						7.0	
Approach LOS					C						A	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	23.0	37.0
Change Period (Y+Rc), s	4.3	4.2
Max Green Setting (Gmax), s	18.7	32.8
Max Q Clear Time (g_c+I1), s	20.7	4.5
Green Ext Time (p_c), s	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	11.2
HCM 2010 LOS	B

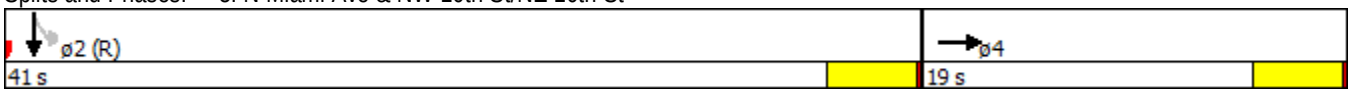
Notes

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	147	297
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	18.3	18.3
Total Split (s)	19.0	41.0
Total Split (%)	31.7%	68.3%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.3	0.3
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.3	4.3
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 48 (80%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 40
Control Type: Pretimed

Splits and Phases: 5: N Miami Ave & NW 10th St/NE 10th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	147	49	0	0	0	0	0	0	74	297	0
Number	7	4	14							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97							1.00		1.00
Parking Bus Adj	1.00	1.00	0.90							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	162.9	171.0							171.0	162.9	0.0
Lanes	0	2	0							0	3	0
Cap, veh/h	0	547	173							120	1813	0
Arrive On Green	0.00	0.24	0.24							0.20	0.20	0.00
Sat Flow, veh/h	0	2233	707							0	2964	0
Grp Volume(v), veh/h	0	125	108							88	354	0
Grp Sat Flow(s),veh/h/ln	0	1629	1311							0	1482	0
Q Serve(g_s), s	0.0	3.8	4.0							0.0	6.0	0.0
Cycle Q Clear(g_c), s	0.0	3.8	4.0							36.7	6.0	0.0
Prop In Lane	0.00		0.54							1.00		0.00
Lane Grp Cap(c), veh/h	0	399	321							120	1813	0
V/C Ratio(X)	0.00	0.31	0.33							0.73	0.20	0.00
Avail Cap(c_a), veh/h	0	399	321							120	1813	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	18.5	18.6							42.3	11.7	0.0
Incr Delay (d2), s/veh	0.0	2.1	2.8							32.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	1.7	1.5							2.5	2.3	0.0
Lane Grp Delay (d), s/veh	0.0	20.6	21.4							74.8	11.9	0.0
Lane Grp LOS		C	C							E	B	
Approach Vol, veh/h		233									442	
Approach Delay, s/veh		21.0									24.4	
Approach LOS		C									C	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	19.0	41.0
Change Period (Y+Rc), s	4.3	4.3
Max Green Setting (Gmax), s	14.7	36.7
Max Q Clear Time (g_c+I1), s	6.0	38.7
Green Ext Time (p_c), s	0.5	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.2
HCM 2010 LOS	C

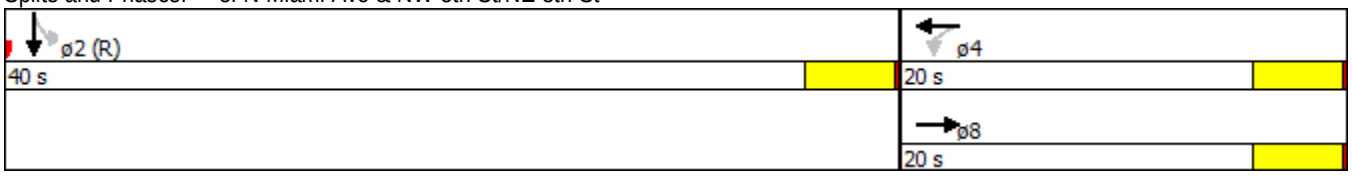
Notes

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Volume (vph)	111	6	58	305
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	18.3	18.3	18.3	18.3
Total Split (s)	20.0	20.0	20.0	40.0
Total Split (%)	33.3%	33.3%	33.3%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.3		4.3	4.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 40
Control Type: Pretimed

Splits and Phases: 8: N Miami Ave & NW 8th St/NE 8th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	111	37	6	58	0	0	0	0	23	305	55
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		1.00				1.00		0.98
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Adj Sat Flow veh/h/ln	0.0	162.9	171.0	171.0	162.9	0.0				171.0	162.9	171.0
Lanes	0	1	0	0	1	0				0	3	0
Cap, veh/h	0	273	92	79	405	0				151	2101	380
Arrive On Green	0.00	0.26	0.26	0.26	0.26	0.00				0.20	0.20	0.20
Sat Flow, veh/h	0	1044	351	52	1548	0				253	3532	638
Grp Volume(v), veh/h	0	0	167	72	0	0				149	152	130
Grp Sat Flow(s),veh/h/ln	0	0	1395	1600	0	0				1453	1629	1342
Q Serve(g_s), s	0.0	0.0	6.0	0.0	0.0	0.0				5.1	4.6	4.8
Cycle Q Clear(g_c), s	0.0	0.0	6.0	2.0	0.0	0.0				5.1	4.6	4.8
Prop In Lane	0.00		0.25	0.10		0.00				0.17		0.48
Lane Grp Cap(c), veh/h	0	0	365	485	0	0				865	969	798
V/C Ratio(X)	0.00	0.00	0.46	0.15	0.00	0.00				0.17	0.16	0.16
Avail Cap(c_a), veh/h	0	0	365	485	0	0				865	969	798
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	18.6	17.1	0.0	0.0				11.8	11.6	11.7
Incr Delay (d2), s/veh	0.0	0.0	4.1	0.6	0.0	0.0				0.4	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.0	2.4	0.9	0.0	0.0				1.9	1.9	1.7
Lane Grp Delay (d), s/veh	0.0	0.0	22.7	17.8	0.0	0.0				12.3	12.0	12.1
Lane Grp LOS			C	B						B	B	B
Approach Vol, veh/h		167			72						431	
Approach Delay, s/veh		22.7			17.8						12.1	
Approach LOS		C			B						B	

Timer	
Assigned Phs	8	4	2
Phs Duration (G+Y+Rc), s	20.0	20.0	40.0
Change Period (Y+Rc), s	4.3	4.3	4.3
Max Green Setting (Gmax), s	15.7	15.7	35.7
Max Q Clear Time (g_c+I1), s	8.0	4.0	7.1
Green Ext Time (p_c), s	0.6	0.8	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	15.4
HCM 2010 LOS	B

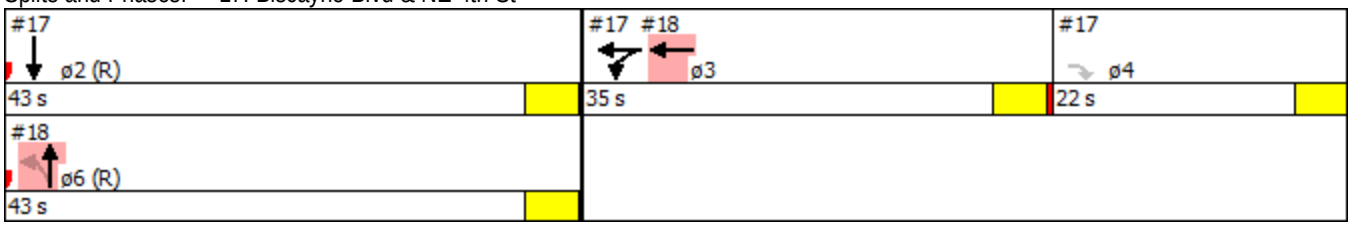
Notes

Lane Group	EBR	WBL	WBT	SBT	ø6
Lane Configurations					
Volume (vph)	12	83	11	985	
Turn Type	custom	Split	NA	NA	
Protected Phases		3	3	2	6
Permitted Phases	4				
Detector Phase	4	3	3	2	
Switch Phase					
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0
Minimum Split (s)	21.0	21.5	21.5	22.3	22.3
Total Split (s)	22.0	35.0	35.0	43.0	43.0
Total Split (%)	22.0%	35.0%	35.0%	43.0%	43%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.5	0.5	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.5	4.5	4.3	
Lead/Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 55 (55%), Referenced to phase 2:SBT and 6:, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 17: Biscayne Blvd & NE 4th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	12	83	11	0	0	0	0	0	985	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0	4.5	4.5						4.3	
Lane Util. Factor			1.00	0.91	0.91						0.86	
Frpb, ped/bikes			0.90	1.00	1.00						0.99	
Flpb, ped/bikes			1.00	1.00	1.00						1.00	
Frt			0.86	1.00	1.00						0.99	
Flt Protected			1.00	0.95	0.97						1.00	
Satd. Flow (prot)			1268	2816	1436						5484	
Flt Permitted			1.00	0.95	0.97						1.00	
Satd. Flow (perm)			1268	2816	1436						5484	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	13	88	12	0	0	0	0	0	1048	46
RTOR Reduction (vph)	0	0	11	57	29	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	0	2	9	5	0	0	0	0	0	1090	0
Confl. Peds. (#/hr)	92		44	44		92	95		86	86		95
Confl. Bikes (#/hr)			1			5			1			9
Turn Type			custom	Split	NA						NA	
Protected Phases				3	3						2	
Permitted Phases			4									
Actuated Green, G (s)			12.0	13.4	13.4						61.8	
Effective Green, g (s)			12.0	13.4	13.4						61.8	
Actuated g/C Ratio			0.12	0.13	0.13						0.62	
Clearance Time (s)			4.0	4.5	4.5						4.3	
Vehicle Extension (s)			2.0	2.5	2.5						1.0	
Lane Grp Cap (vph)			152	377	192						3389	
v/s Ratio Prot				0.00	c0.00						c0.20	
v/s Ratio Perm			c0.00									
v/c Ratio			0.01	0.02	0.02						0.32	
Uniform Delay, d1			38.8	37.6	37.6						9.1	
Progression Factor			1.00	0.54	0.51						0.73	
Incremental Delay, d2			0.0	0.0	0.0						0.2	
Delay (s)			38.8	20.5	19.1						6.9	
Level of Service			D	C	B						A	
Approach Delay (s)		38.8			20.0			0.0			6.9	
Approach LOS		D			C			A			A	

Intersection Summary

HCM 2000 Control Delay	8.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.23		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.8
Intersection Capacity Utilization	70.6%	ICU Level of Service	C
Analysis Period (min)	15		

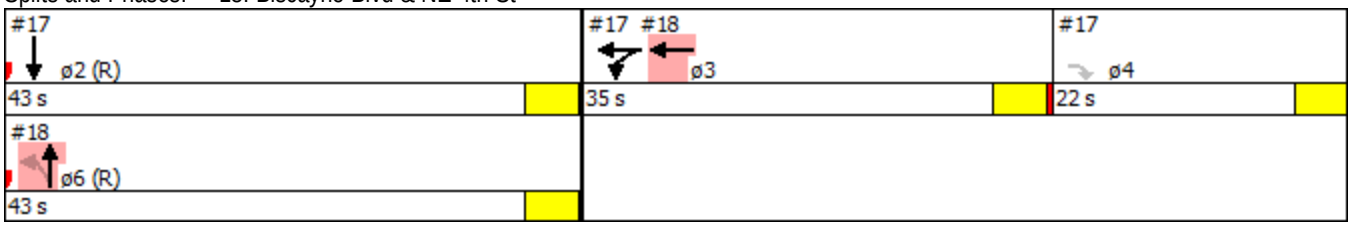
c Critical Lane Group

Lane Group	WBT	NBT	ø2	ø4
Lane Configurations				
Volume (vph)	74	1358		
Turn Type	NA	NA		
Protected Phases	3	6	2	4
Permitted Phases				
Detector Phase	3	6		
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	5.0
Minimum Split (s)	21.5	22.3	22.3	21.0
Total Split (s)	35.0	43.0	43.0	22.0
Total Split (%)	35.0%	43.0%	43%	22%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.3	0.3	0.0
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	4.5	4.3		
Lead/Lag	Lead			Lag
Lead-Lag Optimize?	Yes			Yes
Recall Mode	None	C-Max	C-Max	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 55 (55%), Referenced to phase 2:SBT and 6:, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 18: Biscayne Blvd & NE 4th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	74	117	46	1358	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.5			4.3				
Lane Util. Factor					0.95			0.86				
Frpb, ped/bikes					0.92			1.00				
Flpb, ped/bikes					1.00			1.00				
Frt					0.91			1.00				
Flt Protected					1.00			1.00				
Satd. Flow (prot)					2595			5576				
Flt Permitted					1.00			1.00				
Satd. Flow (perm)					2595			5576				
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	0	0	0	85	134	53	1561	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	116	0	0	23	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	103	0	0	1591	0	0	0	0
Confl. Peds. (#/hr)	55		58	58		55	44		88	88		44
Confl. Bikes (#/hr)			7			4			6			2
Turn Type					NA		Perm	NA				
Protected Phases					3			6				
Permitted Phases							6					
Actuated Green, G (s)					13.4			61.8				
Effective Green, g (s)					13.4			61.8				
Actuated g/C Ratio					0.13			0.62				
Clearance Time (s)					4.5			4.3				
Vehicle Extension (s)					2.5			1.0				
Lane Grp Cap (vph)					347			3445				
v/s Ratio Prot					c0.04							
v/s Ratio Perm								0.29				
v/c Ratio					0.30			0.46				
Uniform Delay, d1					39.1			10.2				
Progression Factor					1.00			0.64				
Incremental Delay, d2					0.3			0.4				
Delay (s)					39.4			7.0				
Level of Service					D			A				
Approach Delay (s)		0.0			39.4			7.0			0.0	
Approach LOS		A			D			A			A	

Intersection Summary

HCM 2000 Control Delay	10.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.8
Intersection Capacity Utilization	70.6%	ICU Level of Service	C
Analysis Period (min)	15		

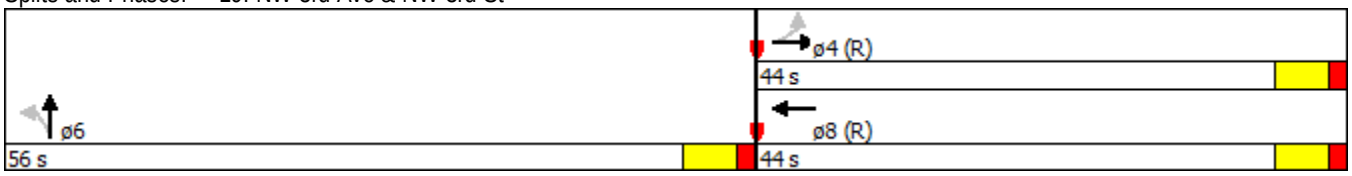
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Configurations					
Volume (vph)	8	82	236	30	541
Turn Type	Perm	NA	NA	Perm	NA
Protected Phases		4	8		6
Permitted Phases	4			6	
Detector Phase	4	4	8	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	12.0	12.0
Minimum Split (s)	29.5	29.5	29.5	21.5	21.5
Total Split (s)	44.0	44.0	44.0	56.0	56.0
Total Split (%)	44.0%	44.0%	44.0%	56.0%	56.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 61 (61%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 19: NW 3rd Ave & NW 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	82	0	0	236	285	30	541	18	0	0	0
Number	7	4	14	3	8	18	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	162.9	162.9	0.0	0.0	162.9	171.0	162.9	162.9	171.0			
Lanes	1	1	0	0	2	0	1	2	0			
Cap, veh/h	254	627	0	0	627	528	783	1583	53			
Arrive On Green	0.38	0.38	0.00	0.00	0.64	0.64	0.50	0.50	0.50			
Sat Flow, veh/h	724	1629	0	0	1629	1372	1551	3134	104			
Grp Volume(v), veh/h	9	91	0	0	262	317	33	312	309			
Grp Sat Flow(s),veh/h/ln	724	1629	0	0	1629	1372	1551	1629	1610			
Q Serve(g_s), s	0.9	3.6	0.0	0.0	7.9	13.4	1.1	11.7	11.8			
Cycle Q Clear(g_c), s	14.4	3.6	0.0	0.0	7.9	13.4	1.1	11.7	11.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.06			
Lane Grp Cap(c), veh/h	254	627	0	0	627	528	783	822	813			
V/C Ratio(X)	0.04	0.15	0.00	0.00	0.42	0.60	0.04	0.38	0.38			
Avail Cap(c_a), veh/h	254	627	0	0	627	528	783	822	813			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	28.4	20.0	0.0	0.0	12.4	13.4	12.5	15.2	15.2			
Incr Delay (d2), s/veh	0.3	0.5	0.0	0.0	2.0	5.0	0.1	1.3	1.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	0.2	1.6	0.0	0.0	2.9	4.2	0.4	4.9	4.9			
Lane Grp Delay (d), s/veh	28.7	20.5	0.0	0.0	14.4	18.4	12.6	16.5	16.5			
Lane Grp LOS	C	C			B	B	B	B	B			
Approach Vol, veh/h		100			579			654				
Approach Delay, s/veh		21.3			16.6			16.3				
Approach LOS		C			B			B				

Timer												
Assigned Phs		4			8			6				
Phs Duration (G+Y+Rc), s		44.0			44.0			56.0				
Change Period (Y+Rc), s		5.5			5.5			5.5				
Max Green Setting (Gmax), s		38.5			38.5			50.5				
Max Q Clear Time (g_c+I1), s		16.4			15.4			13.8				
Green Ext Time (p_c), s		3.5			3.6			1.3				

Intersection Summary												
HCM 2010 Ctrl Delay			16.8									
HCM 2010 LOS			B									

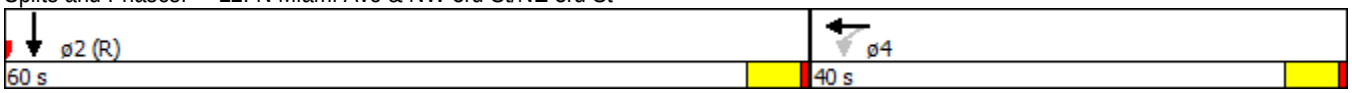
Notes

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	243	297
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.8	22.8
Total Split (s)	40.0	60.0
Total Split (%)	40.0%	60.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.8	0.8
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.8	4.8
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 21 (21%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 22: N Miami Ave & NW 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	76	243	0	0	0	0	0	297	47
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	162.9	0.0				0.0	162.9	171.0
Lanes				0	2	0				0	2	0
Cap, veh/h				72	522	0				0	1520	235
Arrive On Green				0.12	0.12	0.00				0.00	0.55	0.55
Sat Flow, veh/h				0	1482	0				0	2754	426
Grp Volume(v), veh/h				80	256	0				0	184	178
Grp Sat Flow(s),veh/h/ln				0	1482	0				0	1629	1552
Q Serve(g_s), s				0.0	16.2	0.0				0.0	5.7	5.8
Cycle Q Clear(g_c), s				35.2	16.2	0.0				0.0	5.7	5.8
Prop In Lane				1.00		0.00				0.00		0.27
Lane Grp Cap(c), veh/h				72	522	0				0	899	857
V/C Ratio(X)				1.11	0.49	0.00				0.00	0.20	0.21
Avail Cap(c_a), veh/h				72	522	0				0	899	857
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				61.8	35.8	0.0				0.0	11.3	11.3
Incr Delay (d2), s/veh				139.6	3.3	0.0				0.0	0.5	0.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				4.7	7.0	0.0				0.0	2.3	2.2
Lane Grp Delay (d), s/veh				201.4	39.1	0.0				0.0	11.8	11.9
Lane Grp LOS				F	D						B	B
Approach Vol, veh/h					336						362	
Approach Delay, s/veh					77.7						11.9	
Approach LOS					E						B	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	40.0 60.0
Change Period (Y+Rc), s	4.8 4.8
Max Green Setting (Gmax), s	35.2 55.2
Max Q Clear Time (g_c+I1), s	37.2 7.8
Green Ext Time (p_c), s	0.0 0.8

Intersection Summary	
HCM 2010 Ctrl Delay	43.6
HCM 2010 LOS	D

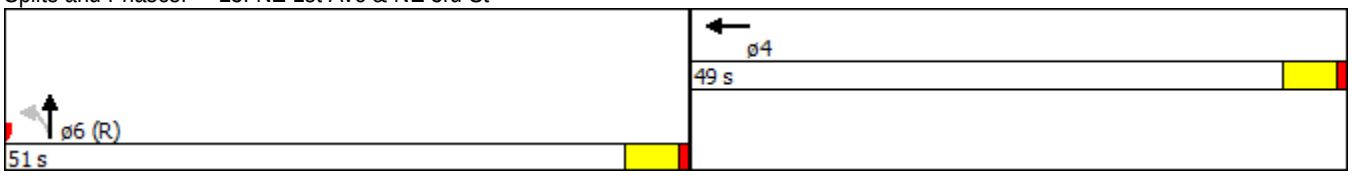
Notes

Lane Group	WBT	NBT
Lane Configurations		
Volume (vph)	179	380
Turn Type	NA	NA
Protected Phases	4	6
Permitted Phases		
Detector Phase	4	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	49.0	51.0
Total Split (%)	49.0%	51.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 44 (44%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 23: NE 1st Ave & NE 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	179	244	85	380	0	0	0	0
Number				7	4	14	1	6	16			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus Adj				1.00	1.00	0.90	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln				0.0	162.9	171.0	171.0	162.9	0.0			
Lanes				0	2	0	0	3	0			
Cap, veh/h				0	718	539	72	1366	0			
Arrive On Green				0.00	0.44	0.44	0.15	0.15	0.00			
Sat Flow, veh/h				0	1629	1222	0	2964	0			
Grp Volume(v), veh/h				0	188	257	89	400	0			
Grp Sat Flow(s),veh/h/ln				0	1629	1222	0	1482	0			
Q Serve(g_s), s				0.0	7.3	14.9	0.0	12.0	0.0			
Cycle Q Clear(g_c), s				0.0	7.3	14.9	46.1	12.0	0.0			
Prop In Lane				0.00		1.00	1.00		0.00			
Lane Grp Cap(c), veh/h				0	718	539	72	1366	0			
V/C Ratio(X)				0.00	0.26	0.48	1.24	0.29	0.00			
Avail Cap(c_a), veh/h				0	718	539	72	1366	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	17.7	19.8	65.4	27.9	0.0			
Incr Delay (d2), s/veh				0.0	0.9	3.0	182.5	0.5	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln				0.0	3.0	4.9	5.6	4.9	0.0			
Lane Grp Delay (d), s/veh				0.0	18.5	22.8	247.9	28.5	0.0			
Lane Grp LOS					B	C	F	C				
Approach Vol, veh/h					445			489				
Approach Delay, s/veh					21.0			68.4				
Approach LOS					C			E				

Timer	
Assigned Phs	4 6
Phs Duration (G+Y+Rc), s	49.0 51.0
Change Period (Y+Rc), s	4.9 4.9
Max Green Setting (Gmax), s	44.1 46.1
Max Q Clear Time (g_c+I1), s	16.9 48.1
Green Ext Time (p_c), s	1.1 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	45.8
HCM 2010 LOS	D

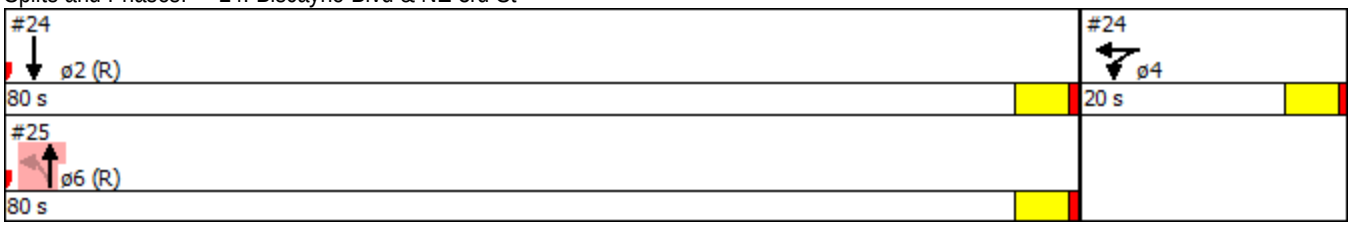
Notes

Lane Group	WBL	WBT	SBT	ø6
Lane Configurations				
Volume (vph)	28	129	847	
Turn Type	Split	NA	NA	
Protected Phases	4	4	2	6
Permitted Phases				
Detector Phase	4	4	2	
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	20.0	20.0	22.8	22.8
Total Split (s)	20.0	20.0	80.0	80.0
Total Split (%)	20.0%	20.0%	80.0%	80%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	
Total Lost Time (s)	4.8	4.8	4.8	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 90 (90%), Referenced to phase 2:SBT and 6:, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 24: Biscayne Blvd & NE 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	28	129	0	0	0	0	0	847	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.8	4.8						4.8	
Lane Util. Factor				0.91	0.91						0.86	
Frpb, ped/bikes				1.00	1.00						1.00	
Flpb, ped/bikes				1.00	1.00						1.00	
Frt				1.00	1.00						0.98	
Flt Protected				0.95	1.00						1.00	
Satd. Flow (prot)				1408	2961						5463	
Flt Permitted				0.95	1.00						1.00	
Satd. Flow (perm)				1408	2961						5463	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	30	139	0	0	0	0	0	911	181
RTOR Reduction (vph)	0	0	0	25	18	0	0	0	0	0	16	0
Lane Group Flow (vph)	0	0	0	2	124	0	0	0	0	0	1076	0
Confl. Peds. (#/hr)	78					78			8	8		
Confl. Bikes (#/hr)						6						
Turn Type				Split	NA						NA	
Protected Phases				4	4						2	
Permitted Phases												
Actuated Green, G (s)				9.2	9.2						81.2	
Effective Green, g (s)				9.2	9.2						81.2	
Actuated g/C Ratio				0.09	0.09						0.81	
Clearance Time (s)				4.8	4.8						4.8	
Vehicle Extension (s)				2.5	2.5						1.0	
Lane Grp Cap (vph)				129	272						4435	
v/s Ratio Prot				0.00	c0.04						c0.20	
v/s Ratio Perm												
v/c Ratio				0.02	0.46						0.24	
Uniform Delay, d1				41.3	43.0						2.2	
Progression Factor				1.59	1.16						0.06	
Incremental Delay, d2				0.0	0.8						0.1	
Delay (s)				65.6	50.9						0.3	
Level of Service				E	D						A	
Approach Delay (s)		0.0			53.2			0.0			0.3	
Approach LOS		A			D			A			A	

Intersection Summary

HCM 2000 Control Delay	7.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.26		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.6
Intersection Capacity Utilization	53.7%	ICU Level of Service	A
Analysis Period (min)	15		

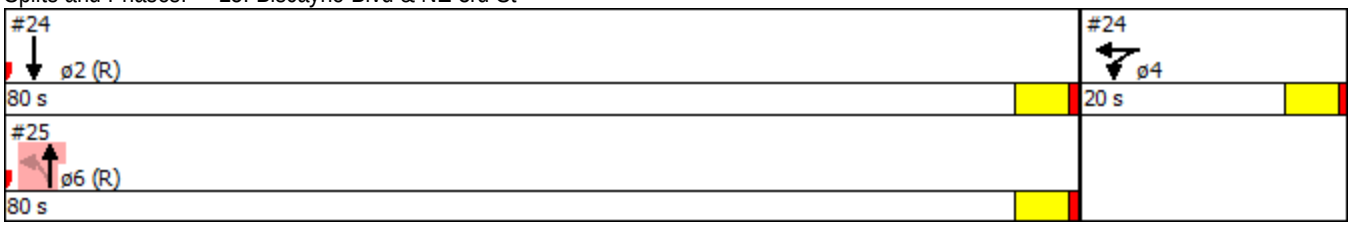
c Critical Lane Group

Lane Group	NBT	ø2	ø4
Lane Configurations			
Volume (vph)	1419		
Turn Type	NA		
Protected Phases	6	2	4
Permitted Phases			
Detector Phase	6		
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	22.8	22.8	20.0
Total Split (s)	80.0	80.0	20.0
Total Split (%)	80.0%	80%	20%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.8
Lost Time Adjust (s)	0.0		
Total Lost Time (s)	4.8		
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 90 (90%), Referenced to phase 2:SBT and 6:, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 25: Biscayne Blvd & NE 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	147	1419	176	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)								4.8				
Lane Util. Factor								0.86				
Frpb, ped/bikes								0.99				
Flpb, ped/bikes								0.99				
Frt								0.98				
Flt Protected								1.00				
Satd. Flow (prot)								5403				
Flt Permitted								1.00				
Satd. Flow (perm)								5403				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	0	0	155	1494	185	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	26	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	1808	0	0	0	0
Confl. Peds. (#/hr)	15		41	41		15	34		44	44		34
Confl. Bikes (#/hr)			3						1			1
Turn Type							Perm	NA				
Protected Phases								6				
Permitted Phases							6					
Actuated Green, G (s)								81.2				
Effective Green, g (s)								81.2				
Actuated g/C Ratio								0.81				
Clearance Time (s)								4.8				
Vehicle Extension (s)								1.0				
Lane Grp Cap (vph)								4387				
v/s Ratio Prot												
v/s Ratio Perm								0.33				
v/c Ratio								0.41				
Uniform Delay, d1								2.7				
Progression Factor								0.73				
Incremental Delay, d2								0.3				
Delay (s)								2.2				
Level of Service								A				
Approach Delay (s)		0.0			0.0			2.2			0.0	
Approach LOS		A			A			A			A	

Intersection Summary

HCM 2000 Control Delay	2.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.6
Intersection Capacity Utilization	53.7%	ICU Level of Service	A
Analysis Period (min)	15		

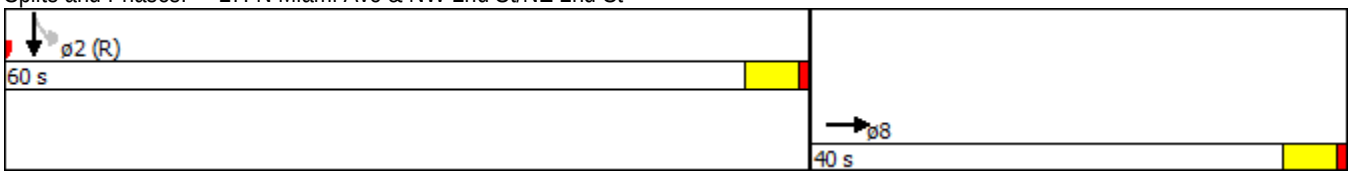
c Critical Lane Group

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	160	326
Turn Type	NA	NA
Protected Phases	8	2
Permitted Phases		
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	40.0	60.0
Total Split (%)	40.0%	60.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 29 (29%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 27: N Miami Ave & NW 2nd St/NE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	160	110	0	0	0	0	0	0	80	326	0
Number	3	8	18							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97							1.00		1.00
Parking Bus Adj	1.00	1.00	0.90							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	162.9	171.0							171.0	162.9	0.0
Lanes	0	2	0							0	2	0
Cap, veh/h	0	610	391							72	817	0
Arrive On Green	0.00	0.35	0.35							0.18	0.18	0.00
Sat Flow, veh/h	0	1737	1114							0	1482	0
Grp Volume(v), veh/h	0	180	146							96	393	0
Grp Sat Flow(s),veh/h/ln	0	1629	1223							0	1482	0
Q Serve(g_s), s	0.0	8.1	8.8							0.0	23.8	0.0
Cycle Q Clear(g_c), s	0.0	8.1	8.8							55.1	23.8	0.0
Prop In Lane	0.00		0.91							1.00		0.00
Lane Grp Cap(c), veh/h	0	572	429							72	817	0
V/C Ratio(X)	0.00	0.32	0.34							1.33	0.48	0.00
Avail Cap(c_a), veh/h	0	572	429							72	817	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	23.7	23.9							68.5	28.1	0.0
Incr Delay (d2), s/veh	0.0	1.4	2.1							218.6	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	3.5	2.9							6.3	10.0	0.0
Lane Grp Delay (d), s/veh	0.0	25.1	26.1							287.1	30.1	0.0
Lane Grp LOS		C	C							F	C	
Approach Vol, veh/h		326									489	
Approach Delay, s/veh		25.5									80.6	
Approach LOS		C									F	

Timer	
Assigned Phs	8	2
Phs Duration (G+Y+Rc), s	40.0	60.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	35.1	55.1
Max Q Clear Time (g_c+I1), s	10.8	57.1
Green Ext Time (p_c), s	0.7	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	58.6
HCM 2010 LOS	E

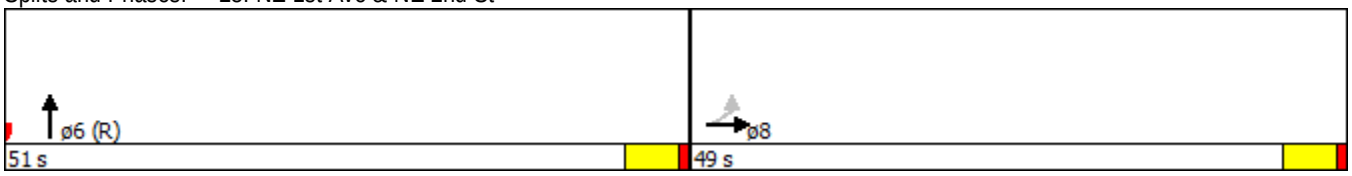
Notes

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	129	397
Turn Type	NA	NA
Protected Phases	8	6
Permitted Phases		
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	49.0	51.0
Total Split (%)	49.0%	51.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 10 (10%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 28: NE 1st Ave & NE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	63	129	0	0	0	0	0	397	133	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	171.0	162.9	0.0				0.0	162.9	171.0			
Lanes	0	2	0				0	3	0			
Cap, veh/h	72	654	0				0	1630	527			
Arrive On Green	0.15	0.15	0.00				0.00	0.15	0.15			
Sat Flow, veh/h	0	1482	0				0	3537	1142			
Grp Volume(v), veh/h	79	161	0				0	455	207			
Grp Sat Flow(s),veh/h/ln	0	1482	0				0	1629	1422			
Q Serve(g_s), s	0.0	9.6	0.0				0.0	12.4	12.9			
Cycle Q Clear(g_c), s	44.1	9.6	0.0				0.0	12.4	12.9			
Prop In Lane	1.00		0.00				0.00		0.80			
Lane Grp Cap(c), veh/h	72	654	0				0	1502	655			
V/C Ratio(X)	1.10	0.25	0.00				0.00	0.30	0.32			
Avail Cap(c_a), veh/h	72	654	0				0	1502	655			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	0.33	0.33			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	64.8	28.0	0.0				0.0	28.1	28.3			
Incr Delay (d2), s/veh	135.1	0.9	0.0				0.0	0.5	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	4.7	4.0	0.0				0.0	5.6	5.2			
Lane Grp Delay (d), s/veh	199.9	28.9	0.0				0.0	28.6	29.6			
Lane Grp LOS	F	C						C	C			
Approach Vol, veh/h		240						662				
Approach Delay, s/veh		85.2						28.9				
Approach LOS		F						C				

Timer	
Assigned Phs	8	6
Phs Duration (G+Y+Rc), s	49.0	51.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	44.1	46.1
Max Q Clear Time (g_c+I1), s	46.1	14.9
Green Ext Time (p_c), s	0.0	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	43.9
HCM 2010 LOS	D

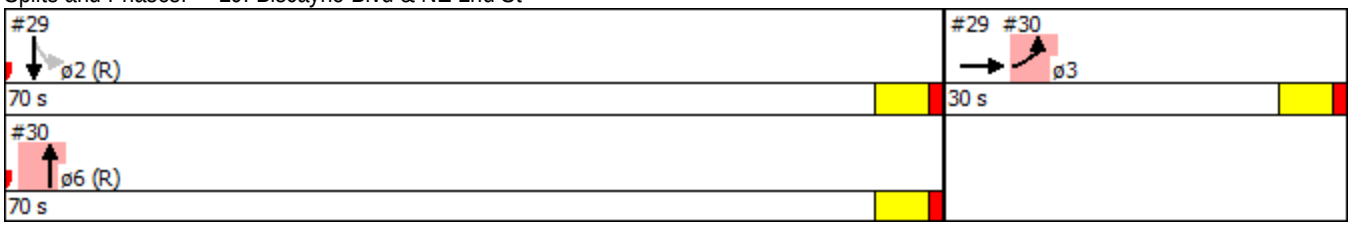
Notes

Lane Group	EBT	SBT	ø6
Lane Configurations			
Volume (vph)	244	628	
Turn Type	NA	NA	
Protected Phases	3	2	6
Permitted Phases			
Detector Phase	3	2	
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	26.2	23.2	23.2
Total Split (s)	30.0	70.0	70.0
Total Split (%)	30.0%	70.0%	70%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.2	1.2	1.2
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	5.2	5.2	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	C-Max	C-Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 63 (63%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 29: Biscayne Blvd & NE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	244	123	0	0	0	0	0	0	156	628	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2									5.2	
Lane Util. Factor		0.95									0.86	
Frpb, ped/bikes		1.00									1.00	
Flpb, ped/bikes		1.00									1.00	
Frt		0.95									1.00	
Flt Protected		1.00									0.99	
Satd. Flow (prot)		2939									5541	
Flt Permitted		1.00									0.99	
Satd. Flow (perm)		2939									5541	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	268	135	0	0	0	0	0	0	171	690	0
RTOR Reduction (vph)	0	69	0	0	0	0	0	0	0	0	37	0
Lane Group Flow (vph)	0	334	0	0	0	0	0	0	0	0	824	0
Confl. Peds. (#/hr)	3					3	18		3	3		18
Parking (#/hr)			0									
Turn Type		NA								Perm	NA	
Protected Phases		3									2	
Permitted Phases										2		
Actuated Green, G (s)		18.4									71.2	
Effective Green, g (s)		18.4									71.2	
Actuated g/C Ratio		0.18									0.71	
Clearance Time (s)		5.2									5.2	
Vehicle Extension (s)		2.5									1.0	
Lane Grp Cap (vph)		540									3945	
v/s Ratio Prot		c0.11										
v/s Ratio Perm											0.15	
v/c Ratio		0.62									0.21	
Uniform Delay, d1		37.6									4.9	
Progression Factor		1.03									0.57	
Incremental Delay, d2		1.8									0.1	
Delay (s)		40.6									2.9	
Level of Service		D									A	
Approach Delay (s)		40.6			0.0			0.0			2.9	
Approach LOS		D			A			A			A	

Intersection Summary

HCM 2000 Control Delay	14.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	53.7%	ICU Level of Service	A
Analysis Period (min)	15		

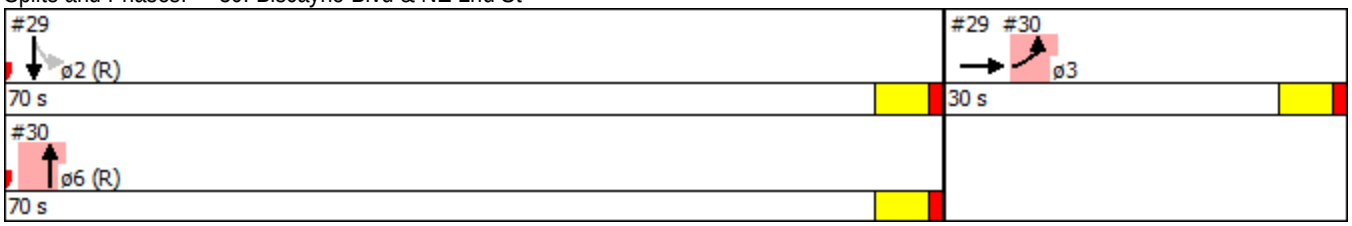
c Critical Lane Group

Lane Group	EBL	NBT	ø2
Lane Configurations			
Volume (vph)	434	1198	
Turn Type	NA	NA	
Protected Phases	3	6	2
Permitted Phases			
Detector Phase	3	6	
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	26.2	23.2	23.2
Total Split (s)	30.0	70.0	70.0
Total Split (%)	30.0%	70.0%	70%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.2	1.2	1.2
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	5.2	5.2	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	C-Max	C-Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 63 (63%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 30: Biscayne Blvd & NE 2nd St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	434	0	0	1198	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2			5.2		
Lane Util. Factor	0.94			0.86		
Frpb, ped/bikes	1.00			1.00		
Flpb, ped/bikes	1.00			1.00		
Frt	1.00			1.00		
Flt Protected	0.95			1.00		
Satd. Flow (prot)	4363			5602		
Flt Permitted	0.95			1.00		
Satd. Flow (perm)	4363			5602		
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	505	0	0	1393	0	0
RTOR Reduction (vph)	131	0	0	0	0	0
Lane Group Flow (vph)	374	0	0	1393	0	0
Confl. Peds. (#/hr)	11	24	17			17
Confl. Bikes (#/hr)		3				
Turn Type	NA			NA		
Protected Phases	3			6		
Permitted Phases						
Actuated Green, G (s)	18.4			71.2		
Effective Green, g (s)	18.4			71.2		
Actuated g/C Ratio	0.18			0.71		
Clearance Time (s)	5.2			5.2		
Vehicle Extension (s)	2.5			1.0		
Lane Grp Cap (vph)	802			3988		
v/s Ratio Prot	c0.09			c0.25		
v/s Ratio Perm						
v/c Ratio	0.47			0.35		
Uniform Delay, d1	36.4			5.5		
Progression Factor	0.72			1.00		
Incremental Delay, d2	0.3			0.2		
Delay (s)	26.5			5.8		
Level of Service	C			A		
Approach Delay (s)	26.5			5.8	0.0	
Approach LOS	C			A	A	

Intersection Summary

HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		

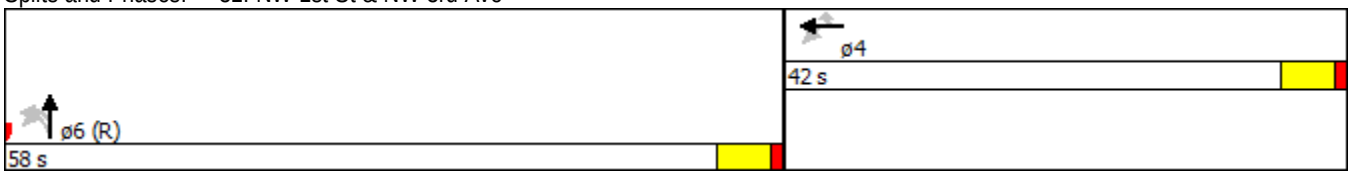
c Critical Lane Group

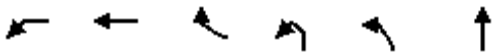
Lane Group	WBL	WBT	WBR	NBL2	NBT
Lane Configurations					
Volume (vph)	260	24	89	2	56
Turn Type	Perm	NA	Perm	Perm	NA
Protected Phases		4			6
Permitted Phases	4		4	6	
Detector Phase	4	4	4	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	16.0	16.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0
Total Split (s)	42.0	42.0	42.0	58.0	58.0
Total Split (%)	42.0%	42.0%	42.0%	58.0%	58.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 43 (43%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 31: NW 1st St & NW 3rd Ave





Movement	WBL	WBT	WBR	NBL2	NBL	NBT
Lane Configurations						
Volume (vph)	260	24	89	2	3	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0		5.0
Lane Util. Factor	0.97	1.00	1.00	0.95		0.95
Frpb, ped/bikes	1.00	1.00	0.97	1.00		1.00
Flpb, ped/bikes	0.98	1.00	1.00	1.00		1.00
Frt	1.00	1.00	0.85	1.00		1.00
Flt Protected	0.95	1.00	1.00	0.95		1.00
Satd. Flow (prot)	2949	1629	1349	1463		1543
Flt Permitted	0.95	1.00	1.00	0.95		1.00
Satd. Flow (perm)	2949	1629	1349	1463		1543
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	295	27	101	2	3	64
RTOR Reduction (vph)	0	0	64	1	0	0
Lane Group Flow (vph)	295	27	37	1	0	67
Confl. Peds. (#/hr)	13		4	8	8	
Turn Type	Perm	NA	Perm	Perm	Perm	NA
Protected Phases		4				6
Permitted Phases	4		4	6	6	
Actuated Green, G (s)	37.0	37.0	37.0	53.0		53.0
Effective Green, g (s)	37.0	37.0	37.0	53.0		53.0
Actuated g/C Ratio	0.37	0.37	0.37	0.53		0.53
Clearance Time (s)	5.0	5.0	5.0	5.0		5.0
Lane Grp Cap (vph)	1091	602	499	775		817
v/s Ratio Prot		0.02				
v/s Ratio Perm	c0.10		0.03	0.00		0.04
v/c Ratio	0.27	0.04	0.07	0.00		0.08
Uniform Delay, d1	22.1	20.2	20.4	11.1		11.5
Progression Factor	1.51	1.50	3.54	1.00		1.00
Incremental Delay, d2	0.6	0.1	0.3	0.0		0.2
Delay (s)	33.8	30.4	72.5	11.1		11.7
Level of Service	C	C	E	B		B
Approach Delay (s)		42.9				11.7
Approach LOS		D				B

Intersection Summary

HCM 2000 Control Delay	38.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.16		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	29.9%	ICU Level of Service	A
Analysis Period (min)	15		

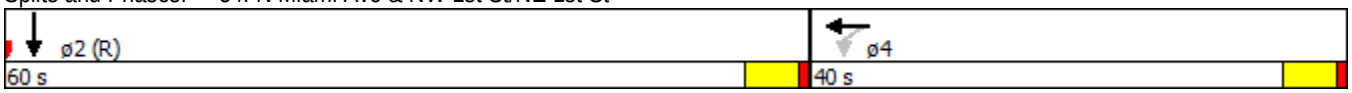
c Critical Lane Group

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	301	381
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	40.0	60.0
Total Split (%)	40.0%	60.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 37 (37%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 34: N Miami Ave & NW 1st St/NE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	149	301	0	0	0	0	0	381	82
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	162.9	0.0				0.0	162.9	171.0
Lanes				0	2	0				0	2	0
Cap, veh/h				72	520	0				0	1360	289
Arrive On Green				0.12	0.12	0.00				0.00	0.18	0.18
Sat Flow, veh/h				0	1482	0				0	2467	524
Grp Volume(v), veh/h				160	324	0				0	269	229
Grp Sat Flow(s),veh/h/ln				0	1482	0				0	1629	1363
Q Serve(g_s), s				0.0	20.8	0.0				0.0	14.3	14.6
Cycle Q Clear(g_c), s				35.1	20.8	0.0				0.0	14.3	14.6
Prop In Lane				1.00		0.00				0.00		0.38
Lane Grp Cap(c), veh/h				72	520	0				0	897	751
V/C Ratio(X)				2.22	0.62	0.00				0.00	0.30	0.30
Avail Cap(c_a), veh/h				72	520	0				0	897	751
HCM Platoon Ratio				0.33	0.33	1.00				1.00	0.33	0.33
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				61.8	37.9	0.0				0.0	24.2	24.3
Incr Delay (d2), s/veh				592.2	5.5	0.0				0.0	0.9	1.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				13.8	9.2	0.0				0.0	6.5	5.6
Lane Grp Delay (d), s/veh				654.0	43.4	0.0				0.0	25.1	25.4
Lane Grp LOS				F	D						C	C
Approach Vol, veh/h					484						498	
Approach Delay, s/veh					245.3						25.2	
Approach LOS					F						C	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	40.0	60.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	35.1	55.1
Max Q Clear Time (g_c+I1), s	37.1	16.6
Green Ext Time (p_c), s	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	133.7
HCM 2010 LOS	F

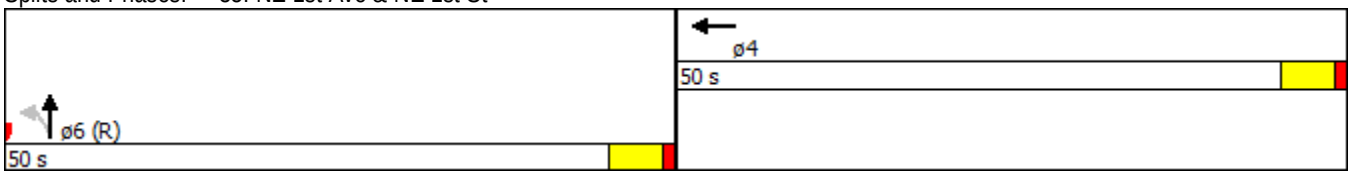
Notes

Lane Group	WBT	NBT
Lane Configurations		
Volume (vph)	371	402
Turn Type	NA	NA
Protected Phases	4	6
Permitted Phases		
Detector Phase	4	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	50.0	50.0
Total Split (%)	50.0%	50.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 97 (97%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 35: NE 1st Ave & NE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	371	270	61	402	0	0	0	0
Number				7	4	14	1	6	16			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln				0.0	162.9	171.0	171.0	162.9	0.0			
Lanes				0	2	0	0	3	0			
Cap, veh/h				0	794	571	72	1334	0			
Arrive On Green				0.00	0.45	0.45	0.15	0.15	0.00			
Sat Flow, veh/h				0	1765	1268	0	2964	0			
Grp Volume(v), veh/h				0	364	318	65	428	0			
Grp Sat Flow(s),veh/h/ln				0	1629	1405	0	1482	0			
Q Serve(g_s), s				0.0	15.8	16.1	0.0	12.9	0.0			
Cycle Q Clear(g_c), s				0.0	15.8	16.1	45.0	12.9	0.0			
Prop In Lane				0.00		0.90	1.00		0.00			
Lane Grp Cap(c), veh/h				0	733	632	72	1334	0			
V/C Ratio(X)				0.00	0.50	0.50	0.90	0.32	0.00			
Avail Cap(c_a), veh/h				0	733	632	72	1334	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	19.5	19.5	65.1	28.9	0.0			
Incr Delay (d2), s/veh				0.0	2.4	2.8	81.2	0.6	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln				0.0	6.7	6.0	3.4	5.3	0.0			
Lane Grp Delay (d), s/veh				0.0	21.9	22.4	146.3	29.5	0.0			
Lane Grp LOS					C	C	F	C				
Approach Vol, veh/h					682			493				
Approach Delay, s/veh					22.1			44.9				
Approach LOS					C			D				

Timer	
Assigned Phs	4 6
Phs Duration (G+Y+Rc), s	50.0 50.0
Change Period (Y+Rc), s	5.0 5.0
Max Green Setting (Gmax), s	45.0 45.0
Max Q Clear Time (g_c+I1), s	18.1 47.0
Green Ext Time (p_c), s	1.6 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	31.7
HCM 2010 LOS	C

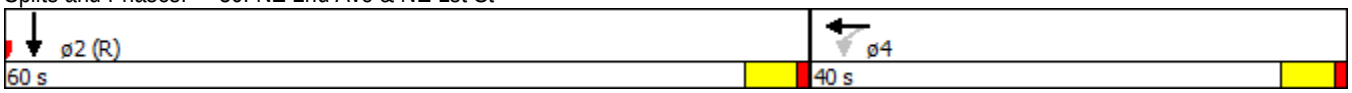
Notes

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	317	464
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	40.0	60.0
Total Split (%)	40.0%	60.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 30 (30%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 36: NE 2nd Ave & NE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	160	317	0	0	0	0	0	464	194
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	159.8	0.0				0.0	159.8	171.0
Lanes				0	2	0				0	3	0
Cap, veh/h				72	509	0				0	1758	672
Arrive On Green				0.35	0.35	0.00				0.00	0.18	0.18
Sat Flow, veh/h				0	1454	0				0	3196	1223
Grp Volume(v), veh/h				172	341	0				0	499	209
Grp Sat Flow(s),veh/h/ln				0	1454	0				0	1598	1223
Q Serve(g_s), s				0.0	19.9	0.0				0.0	13.5	14.8
Cycle Q Clear(g_c), s				35.0	19.9	0.0				0.0	13.5	14.8
Prop In Lane				1.00		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				72	509	0				0	1758	672
V/C Ratio(X)				2.39	0.67	0.00				0.00	0.28	0.31
Avail Cap(c_a), veh/h				72	509	0				0	1758	672
HCM Platoon Ratio				1.00	1.00	1.00				1.00	0.33	0.33
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				50.0	27.6	0.0				0.0	23.9	24.5
Incr Delay (d2), s/veh				665.4	6.9	0.0				0.0	0.4	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				15.1	8.1	0.0				0.0	5.9	5.1
Lane Grp Delay (d), s/veh				715.4	34.5	0.0				0.0	24.3	25.7
Lane Grp LOS				F	C						C	C
Approach Vol, veh/h					513						708	
Approach Delay, s/veh					262.8						24.7	
Approach LOS					F						C	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	40.0	60.0
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	35.0	55.0
Max Q Clear Time (g_c+I1), s	37.0	16.8
Green Ext Time (p_c), s	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	124.7
HCM 2010 LOS	F

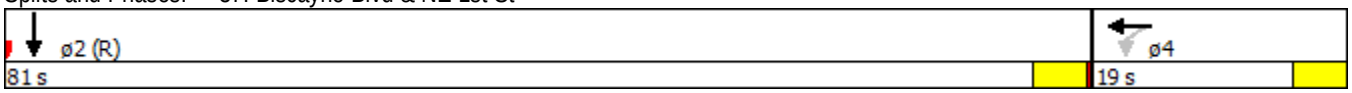
Notes

Lane Group	WBL	WBT	SBT
Lane Configurations			
Volume (vph)	45	83	842
Turn Type	Perm	NA	NA
Protected Phases		4	2
Permitted Phases	4		
Detector Phase	4	4	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	19.0	19.0	22.5
Total Split (s)	19.0	19.0	81.0
Total Split (%)	19.0%	19.0%	81.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.2	0.2	0.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.2	4.5
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	None	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 60 (60%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 37: Biscayne Blvd & NE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	45	83	0	0	0	0	0	842	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.2	4.2						4.5	
Lane Util. Factor				0.91	0.91						0.86	
Frpb, ped/bikes				1.00	1.00						1.00	
Flpb, ped/bikes				1.00	1.00						1.00	
Frt				1.00	1.00						0.97	
Flt Protected				0.95	1.00						1.00	
Satd. Flow (prot)				1264	2955						5444	
Flt Permitted				0.95	1.00						1.00	
Satd. Flow (perm)				1264	2955						5444	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	46	86	0	0	0	0	0	868	178
RTOR Reduction (vph)	0	0	0	38	15	0	0	0	0	0	24	0
Lane Group Flow (vph)	0	0	0	3	76	0	0	0	0	0	1022	0
Confl. Peds. (#/hr)	43		1	1		43	2					2
Confl. Bikes (#/hr)						2						
Parking (#/hr)				0								
Turn Type				Perm	NA						NA	
Protected Phases					4						2	
Permitted Phases				4								
Actuated Green, G (s)				6.3	6.3						85.0	
Effective Green, g (s)				6.3	6.3						85.0	
Actuated g/C Ratio				0.06	0.06						0.85	
Clearance Time (s)				4.2	4.2						4.5	
Vehicle Extension (s)				2.0	2.0						1.0	
Lane Grp Cap (vph)				79	186						4627	
v/s Ratio Prot											c0.19	
v/s Ratio Perm				0.00	0.03							
v/c Ratio				0.03	0.41						0.22	
Uniform Delay, d1				44.0	45.1						1.4	
Progression Factor				1.00	1.00						3.17	
Incremental Delay, d2				0.1	0.5						0.1	
Delay (s)				44.1	45.6						4.5	
Level of Service				D	D						A	
Approach Delay (s)		0.0			45.1			0.0			4.5	
Approach LOS		A			D			A			A	

Intersection Summary

HCM 2000 Control Delay	9.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.23		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.7
Intersection Capacity Utilization	27.2%	ICU Level of Service	A
Analysis Period (min)	15		

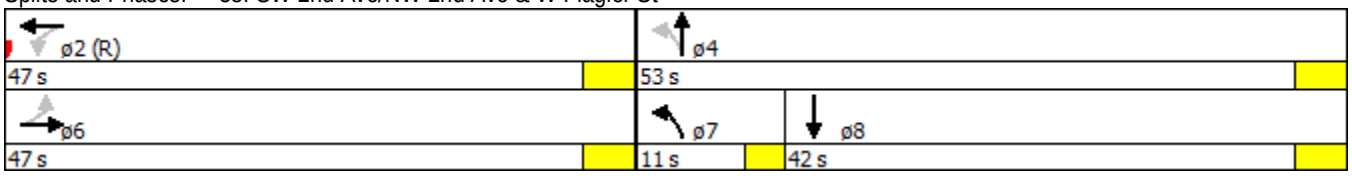
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Configurations							
Volume (vph)	6	24	36	264	183	359	279
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	NA
Protected Phases		6		2	7	4	8
Permitted Phases	6		2		4		
Detector Phase	6	6	2	2	7	4	8
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	22.0	22.0	22.0	22.0	9.0	22.0	22.0
Total Split (s)	47.0	47.0	47.0	47.0	11.0	53.0	42.0
Total Split (%)	47.0%	47.0%	47.0%	47.0%	11.0%	53.0%	42.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0	4.0
Lead/Lag					Lead		Lag
Lead-Lag Optimize?					Yes		Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 37 (37%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 38: SW 2nd Ave/NW 2nd Ave & W Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	24	4	36	264	31	183	359	39	0	279	84
Number	1	6	16	5	2	12	7	4	14	3	8	18
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		0.95	1.00		0.98
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	171.0	171.0	162.9	171.0	0.0	162.9	171.0
Lanes	1	1	0	1	1	0	0	2	0	0	1	0
Cap, veh/h	273	536	79	571	554	64	386	854	80	0	586	176
Arrive On Green	0.43	0.43	0.43	0.14	0.14	0.14	0.49	0.49	0.49	0.00	0.98	0.98
Sat Flow, veh/h	916	1248	185	1196	1289	150	666	1494	163	0	1196	359
Grp Volume(v), veh/h	7	0	31	40	0	327	323	0	323	0	0	403
Grp Sat Flow(s),veh/h/ln	916	0	1432	1196	0	1439	1140	0	1432	0	0	1555
Q Serve(g_s), s	0.6	0.0	1.3	2.9	0.0	21.1	0.1	0.0	49.0	0.0	0.0	1.1
Cycle Q Clear(g_c), s	21.7	0.0	1.3	4.2	0.0	21.1	49.0	0.0	49.0	0.0	0.0	1.1
Prop In Lane	1.00		0.13	1.00		0.10	0.67		0.13	0.00		0.23
Lane Grp Cap(c), veh/h	273	0	616	571	0	619	76	0	702	0	0	762
V/C Ratio(X)	0.03	0.00	0.05	0.07	0.00	0.53	4.23	0.00	0.46	0.00	0.00	0.53
Avail Cap(c_a), veh/h	273	0	616	571	0	619	76	0	702	0	0	762
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	30.7	0.0	16.6	26.8	0.0	33.5	39.8	0.0	25.5	0.0	0.0	0.5
Incr Delay (d2), s/veh	0.2	0.0	0.2	0.2	0.0	3.2	1485.3	0.0	2.2	0.0	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.2	0.0	0.5	0.9	0.0	8.7	31.4	0.0	5.4	0.0	0.0	0.7
Lane Grp Delay (d), s/veh	30.9	0.0	16.8	27.0	0.0	36.7	1525.0	0.0	27.7	0.0	0.0	3.1
Lane Grp LOS	C		B	C		D	F		C			A
Approach Vol, veh/h		38			367			645			403	
Approach Delay, s/veh		19.4			35.7			776.3			3.1	
Approach LOS		B			D			F			A	

Timer												
Assigned Phs		6			2		7	4			8	
Phs Duration (G+Y+Rc), s		47.0			47.0		0.0	53.0			53.0	
Change Period (Y+Rc), s		4.0			4.0		3.0	4.0			4.0	
Max Green Setting (Gmax), s		43.0			43.0		8.0	49.0			38.0	
Max Q Clear Time (g_c+I1), s		23.7			23.1		0.0	51.0			3.1	
Green Ext Time (p_c), s		0.7			0.7		0.0	0.0			7.1	

Intersection Summary												
HCM 2010 Ctrl Delay			355.0									
HCM 2010 LOS			F									

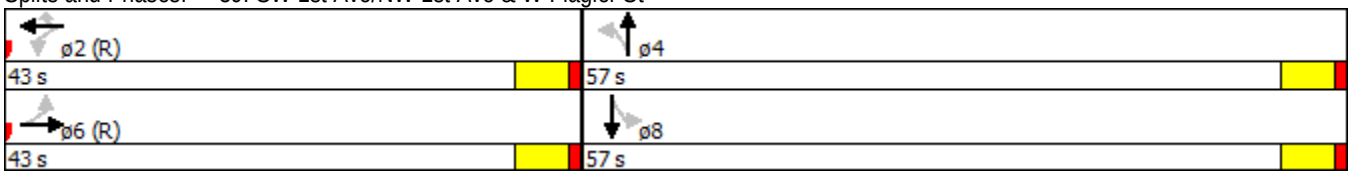
Notes

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	4	57	4	265	105	40	108	16	82
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		6		2			4		8
Permitted Phases	6		2		2	4		8	
Detector Phase	6	6	2	2	2	4	4	8	8
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	43.0	43.0	43.0	43.0	43.0	57.0	57.0	57.0	57.0
Total Split (%)	43.0%	43.0%	43.0%	43.0%	43.0%	57.0%	57.0%	57.0%	57.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0	5.0		5.0		5.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 85 (85%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 39: SW 1st Ave/NW 1st Ave & W Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	57	4	4	265	105	40	108	25	16	82	20
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.91		0.89	0.91		0.81	0.92		0.89	0.93		0.89
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	171.0	162.9	171.0	171.0	162.9	162.9	171.0	162.9	171.0	171.0	162.9	171.0
Lanes	0	1	0	0	1	1	0	1	0	0	2	0
Cap, veh/h	53	541	36	38	616	384	175	429	96	211	1031	243
Arrive On Green	0.38	0.38	0.38	0.76	0.76	0.76	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	39	1422	94	5	1621	1010	251	825	185	318	1983	467
Grp Volume(v), veh/h	66	0	0	274	0	107	177	0	0	63	0	57
Grp Sat Flow(s),veh/h/ln	1556	0	0	1626	0	1010	1261	0	0	1440	0	1329
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	3.2	0.4	0.0	0.0	0.0	0.0	2.1
Cycle Q Clear(g_c), s	2.7	0.0	0.0	6.1	0.0	3.2	7.0	0.0	0.0	1.9	0.0	2.1
Prop In Lane	0.06		0.06	0.01		1.00	0.23		0.15	0.25		0.35
Lane Grp Cap(c), veh/h	630	0	0	654	0	384	700	0	0	794	0	691
V/C Ratio(X)	0.10	0.00	0.00	0.42	0.00	0.28	0.25	0.00	0.00	0.08	0.00	0.08
Avail Cap(c_a), veh/h	630	0	0	654	0	384	700	0	0	794	0	691
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.0	0.0	0.0	8.2	0.0	7.8	13.2	0.0	0.0	12.0	0.0	12.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	2.0	0.0	1.8	0.9	0.0	0.0	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.1	0.0	0.0	2.1	0.0	0.8	2.4	0.0	0.0	0.8	0.0	0.7
Lane Grp Delay (d), s/veh	20.4	0.0	0.0	10.1	0.0	9.6	14.1	0.0	0.0	12.2	0.0	12.3
Lane Grp LOS	C			B		A	B			B		B
Approach Vol, veh/h		66			381			177			120	
Approach Delay, s/veh		20.4			10.0			14.1			12.2	
Approach LOS		C			A			B			B	

Timer												
Assigned Phs		6			2			4			8	
Phs Duration (G+Y+Rc), s		43.0			43.0			57.0			57.0	
Change Period (Y+Rc), s		5.0			5.0			5.0			5.0	
Max Green Setting (Gmax), s		38.0			38.0			52.0			52.0	
Max Q Clear Time (g_c+I1), s		4.7			8.1			9.0			4.1	
Green Ext Time (p_c), s		0.8			0.8			1.6			1.6	

Intersection Summary		
HCM 2010 Ctrl Delay	12.2	
HCM 2010 LOS	B	

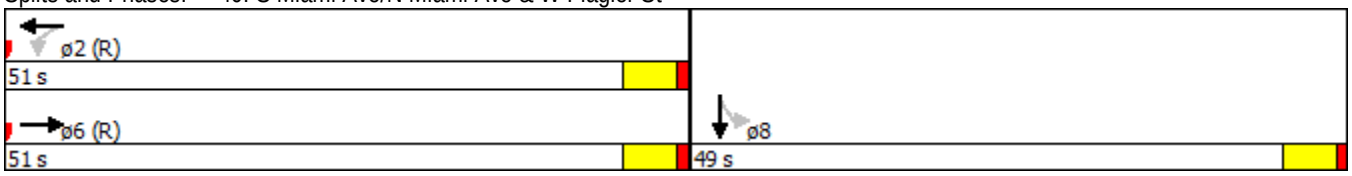
Notes

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Volume (vph)	75	39	314	316
Turn Type	NA	Perm	NA	NA
Protected Phases	6		2	8
Permitted Phases		2		
Detector Phase	6	2	2	8
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	24.0	24.0	22.9
Total Split (s)	51.0	51.0	51.0	49.0
Total Split (%)	51.0%	51.0%	51.0%	49.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.9
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	4.9
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 84 (84%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 40: S Miami Ave/N Miami Ave & W Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	75	12	39	314	0	0	0	0	55	316	42
Number	1	6	16	5	2	12				3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.90
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln	0.0	162.9	171.0	171.0	162.9	0.0				171.0	162.9	171.0
Lanes	0	1	0	0	1	0				0	3	0
Cap, veh/h	0	568	90	93	673	0				255	1545	206
Arrive On Green	0.00	0.92	0.92	0.92	0.92	0.00				0.44	0.44	0.44
Sat Flow, veh/h	0	1235	196	114	1464	0				577	3504	467
Grp Volume(v), veh/h	0	0	95	383	0	0				166	153	130
Grp Sat Flow(s),veh/h/ln	0	0	1431	1578	0	0				1600	1629	1320
Q Serve(g_s), s	0.0	0.0	0.6	0.0	0.0	0.0				6.5	5.8	6.1
Cycle Q Clear(g_c), s	0.0	0.0	0.6	3.6	0.0	0.0				6.5	5.8	6.1
Prop In Lane	0.00		0.14	0.11		0.00				0.36		0.35
Lane Grp Cap(c), veh/h	0	0	658	766	0	0				705	718	582
V/C Ratio(X)	0.00	0.00	0.14	0.50	0.00	0.00				0.24	0.21	0.22
Avail Cap(c_a), veh/h	0	0	658	766	0	0				705	718	582
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	2.2	2.3	0.0	0.0				17.4	17.2	17.3
Incr Delay (d2), s/veh	0.0	0.0	0.5	2.3	0.0	0.0				0.8	0.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.0	0.3	1.3	0.0	0.0				2.6	2.4	2.1
Lane Grp Delay (d), s/veh	0.0	0.0	2.6	4.6	0.0	0.0				18.2	17.9	18.2
Lane Grp LOS			A	A						B	B	B
Approach Vol, veh/h		95			383						449	
Approach Delay, s/veh		2.6			4.6						18.1	
Approach LOS		A			A						B	

Timer	
Assigned Phs	6	2	8
Phs Duration (G+Y+Rc), s	51.0	51.0	49.0
Change Period (Y+Rc), s	5.0	5.0	4.9
Max Green Setting (Gmax), s	46.0	46.0	44.1
Max Q Clear Time (g_c+I1), s	2.6	5.6	8.5
Green Ext Time (p_c), s	1.0	1.0	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	11.0
HCM 2010 LOS	B

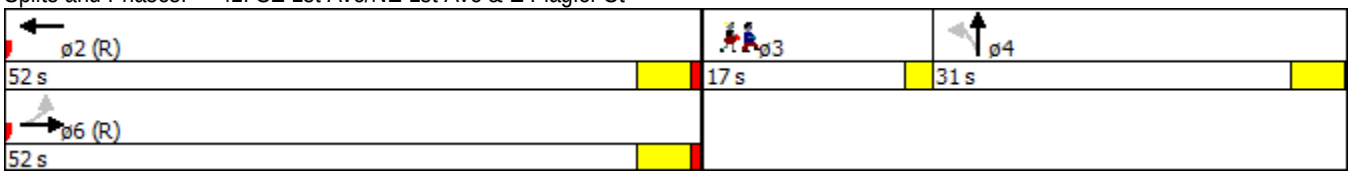
Notes

Lane Group	EBL	EBT	WBT	NBT	ø3
Lane Configurations					
Volume (vph)	20	107	218	400	
Turn Type	Perm	NA	NA	NA	
Protected Phases		6	2	4	3
Permitted Phases	6				
Detector Phase	6	6	2	4	
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	4.0
Minimum Split (s)	21.0	21.0	21.0	20.5	17.0
Total Split (s)	52.0	52.0	52.0	31.0	17.0
Total Split (%)	52.0%	52.0%	52.0%	31.0%	17%
Yellow Time (s)	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	1.0	1.0	1.0	0.3	0.0
Lost Time Adjust (s)		0.0	0.0	0.0	
Total Lost Time (s)		5.0	5.0	4.3	
Lead/Lag				Lag	Lead
Lead-Lag Optimize?				Yes	Yes
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 78 (78%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 41: SE 1st Ave/NE 1st Ave & E Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	107	0	0	218	65	85	400	47	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			4.3				
Lane Util. Factor		1.00			1.00			0.91				
Frpb, ped/bikes		1.00			0.99			0.98				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.97			0.99				
Flt Protected		0.99			1.00			0.99				
Satd. Flow (prot)		1611			1564			4249				
Flt Permitted		0.93			1.00			0.99				
Satd. Flow (perm)		1513			1564			4249				
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	21	111	0	0	227	68	89	417	49	0	0	0
RTOR Reduction (vph)	0	0	0	0	11	0	0	12	0	0	0	0
Lane Group Flow (vph)	0	132	0	0	284	0	0	543	0	0	0	0
Confl. Peds. (#/hr)	42		317	317		42	1		133	133		1
Confl. Bikes (#/hr)												1
Parking (#/hr)						0						
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		6			2			4				
Permitted Phases	6						4					
Actuated Green, G (s)		47.0			47.0			26.7				
Effective Green, g (s)		47.0			47.0			26.7				
Actuated g/C Ratio		0.47			0.47			0.27				
Clearance Time (s)		5.0			5.0			4.3				
Lane Grp Cap (vph)		711			735			1134				
v/s Ratio Prot					c0.18							
v/s Ratio Perm		0.09						0.13				
v/c Ratio		0.19			0.39			0.48				
Uniform Delay, d1		15.4			17.2			30.8				
Progression Factor		0.78			0.73			0.86				
Incremental Delay, d2		0.6			1.5			1.4				
Delay (s)		12.6			14.0			28.0				
Level of Service		B			B			C				
Approach Delay (s)		12.6			14.0			28.0			0.0	
Approach LOS		B			B			C			A	

Intersection Summary

HCM 2000 Control Delay	21.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.3
Intersection Capacity Utilization	47.4%	ICU Level of Service	A
Analysis Period (min)	15		

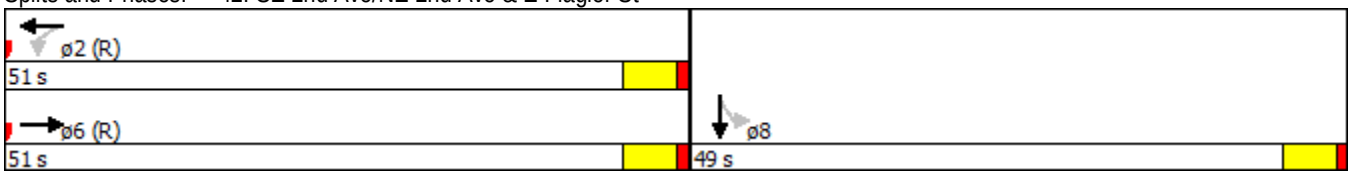
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Volume (vph)	123	21	229	431
Turn Type	NA	Perm	NA	NA
Protected Phases	6		2	8
Permitted Phases		2		
Detector Phase	6	2	2	8
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	24.0	24.0	22.9
Total Split (s)	51.0	51.0	51.0	49.0
Total Split (%)	51.0%	51.0%	51.0%	49.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.9
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	4.9
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 78 (78%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 42: SE 2nd Ave/NE 2nd Ave & E Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	123	52	21	229	0	0	0	0	40	431	109
Number	1	6	16	5	2	12				3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.80
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln	0.0	159.8	171.0	171.0	159.8	0.0				171.0	159.8	171.0
Lanes	0	1	0	0	1	0				0	3	0
Cap, veh/h	0	442	187	74	681	0				126	1410	344
Arrive On Green	0.00	0.92	0.92	0.92	0.92	0.00				0.15	0.15	0.15
Sat Flow, veh/h	0	961	406	76	1480	0				285	3196	779
Grp Volume(v), veh/h	0	0	182	261	0	0				233	214	158
Grp Sat Flow(s),veh/h/ln	0	0	1367	1556	0	0				1584	1598	1079
Q Serve(g_s), s	0.0	0.0	1.5	0.0	0.0	0.0				13.2	12.0	13.1
Cycle Q Clear(g_c), s	0.0	0.0	1.5	1.9	0.0	0.0				13.2	12.0	13.1
Prop In Lane	0.00		0.30	0.08		0.00				0.18		0.72
Lane Grp Cap(c), veh/h	0	0	629	755	0	0				698	705	476
V/C Ratio(X)	0.00	0.00	0.29	0.35	0.00	0.00				0.33	0.30	0.33
Avail Cap(c_a), veh/h	0	0	629	755	0	0				698	705	476
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	2.2	2.2	0.0	0.0				29.5	29.0	29.5
Incr Delay (d2), s/veh	0.0	0.0	1.2	1.3	0.0	0.0				1.3	1.1	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.0	0.6	0.8	0.0	0.0				5.9	5.4	4.1
Lane Grp Delay (d), s/veh	0.0	0.0	3.4	3.5	0.0	0.0				30.8	30.1	31.4
Lane Grp LOS			A	A						C	C	C
Approach Vol, veh/h		182			261						605	
Approach Delay, s/veh		3.4			3.5						30.7	
Approach LOS		A			A						C	

Timer	
Assigned Phs	6	2	8
Phs Duration (G+Y+Rc), s	51.0	51.0	49.0
Change Period (Y+Rc), s	5.0	5.0	4.9
Max Green Setting (Gmax), s	46.0	46.0	44.1
Max Q Clear Time (g_c+I1), s	3.5	3.9	15.2
Green Ext Time (p_c), s	1.0	1.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	19.2
HCM 2010 LOS	B

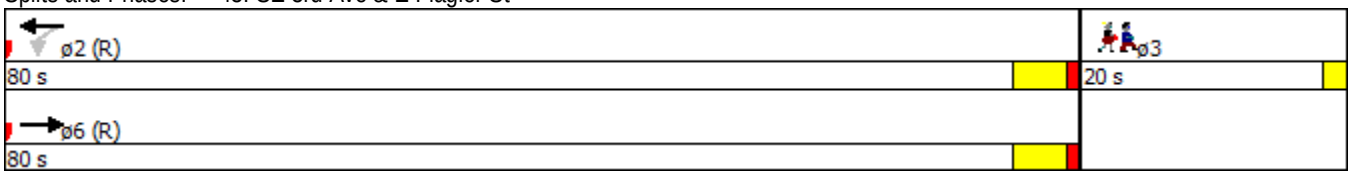
Notes

Lane Group	EBT	WBL	WBT	ø3
Lane Configurations				
Volume (vph)	144	9	184	
Turn Type	NA	Perm	NA	
Protected Phases	6		2	3
Permitted Phases		2		
Detector Phase	6	2	2	
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	19.0
Total Split (s)	80.0	80.0	80.0	20.0
Total Split (%)	80.0%	80.0%	80.0%	20%
Yellow Time (s)	4.0	4.0	4.0	2.0
All-Red Time (s)	1.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0		0.0	
Total Lost Time (s)	5.0		5.0	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 92 (92%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 43: SE 3rd Ave & E Flagler St



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	144	36	9	184	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0		
Lane Util. Factor	1.00			1.00		
Frpb, ped/bikes	0.99			1.00		
Flpb, ped/bikes	1.00			1.00		
Frt	0.97			1.00		
Flt Protected	1.00			1.00		
Satd. Flow (prot)	1576			1624		
Flt Permitted	1.00			0.99		
Satd. Flow (perm)	1576			1606		
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	182	46	11	233	0	0
RTOR Reduction (vph)	9	0	0	0	0	0
Lane Group Flow (vph)	219	0	0	244	0	0
Confl. Peds. (#/hr)		35	35		59	
Parking (#/hr)		0				
Turn Type	NA		Perm	NA		
Protected Phases	6			2		
Permitted Phases			2			
Actuated Green, G (s)	75.0			75.0		
Effective Green, g (s)	75.0			75.0		
Actuated g/C Ratio	0.75			0.75		
Clearance Time (s)	5.0			5.0		
Lane Grp Cap (vph)	1182			1204		
v/s Ratio Prot	0.14					
v/s Ratio Perm				c0.15		
v/c Ratio	0.19			0.20		
Uniform Delay, d1	3.6			3.7		
Progression Factor	0.64			3.27		
Incremental Delay, d2	0.3			0.4		
Delay (s)	2.6			12.4		
Level of Service	A			B		
Approach Delay (s)	2.6			12.4	0.0	
Approach LOS	A			B	A	

Intersection Summary

HCM 2000 Control Delay	7.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.16		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	23.1%	ICU Level of Service	A
Analysis Period (min)	15		

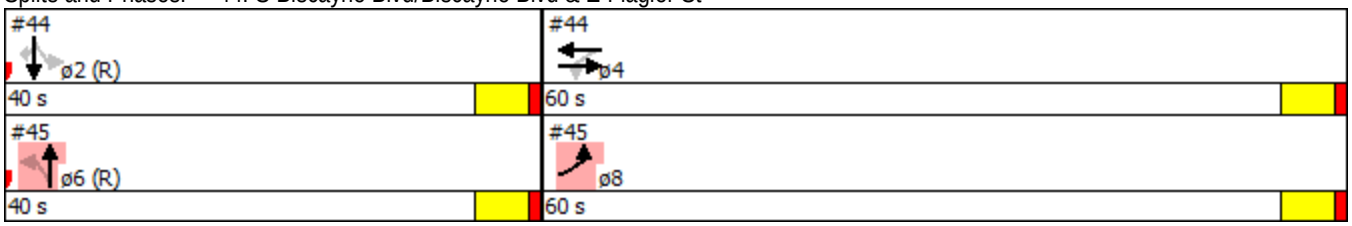
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR	ø6	ø8
Lane Configurations							
Volume (vph)	64	98	167	716	188		
Turn Type	NA	Perm	NA	NA	Perm		
Protected Phases	4		4	2		6	8
Permitted Phases		4			2		
Detector Phase	4	4	4	2	2		
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	23.0	23.0	23.0	23.0
Total Split (s)	60.0	60.0	60.0	40.0	40.0	40.0	60.0
Total Split (%)	60.0%	60.0%	60.0%	40.0%	40.0%	40%	60%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Min	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 18 (18%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 44: S Biscayne Blvd/Biscayne Blvd & E Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	64	29	98	167	0	0	0	0	27	716	188
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	5.0
Lane Util. Factor		1.00		1.00	1.00						0.86	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.69
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.96		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1560		1547	1629						5590	962
Flt Permitted		1.00		0.69	1.00						1.00	1.00
Satd. Flow (perm)		1560		1125	1629						5590	962
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	70	32	107	182	0	0	0	0	29	778	204
RTOR Reduction (vph)	0	20	0	0	0	0	0	0	0	0	0	41
Lane Group Flow (vph)	0	82	0	107	182	0	0	0	0	0	807	163
Confl. Peds. (#/hr)	1					1	99		3	3		99
Confl. Bikes (#/hr)						1						
Parking (#/hr)			0									
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			4						2	
Permitted Phases				4						2		2
Actuated Green, G (s)		18.6		18.6	18.6						71.4	71.4
Effective Green, g (s)		18.6		18.6	18.6						71.4	71.4
Actuated g/C Ratio		0.19		0.19	0.19						0.71	0.71
Clearance Time (s)		5.0		5.0	5.0						5.0	5.0
Vehicle Extension (s)		2.5		2.5	2.5						1.0	1.0
Lane Grp Cap (vph)		290		209	302						3991	686
v/s Ratio Prot		0.05			c0.11							
v/s Ratio Perm				0.10							0.14	c0.17
v/c Ratio		0.28		0.51	0.60						0.20	0.24
Uniform Delay, d1		35.0		36.6	37.3						4.8	4.9
Progression Factor		1.14		1.18	1.17						0.92	0.87
Incremental Delay, d2		0.4		1.4	2.5						0.1	0.8
Delay (s)		40.1		44.5	46.2						4.5	5.1
Level of Service		D		D	D						A	A
Approach Delay (s)		40.1			45.6			0.0			4.6	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay	15.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		

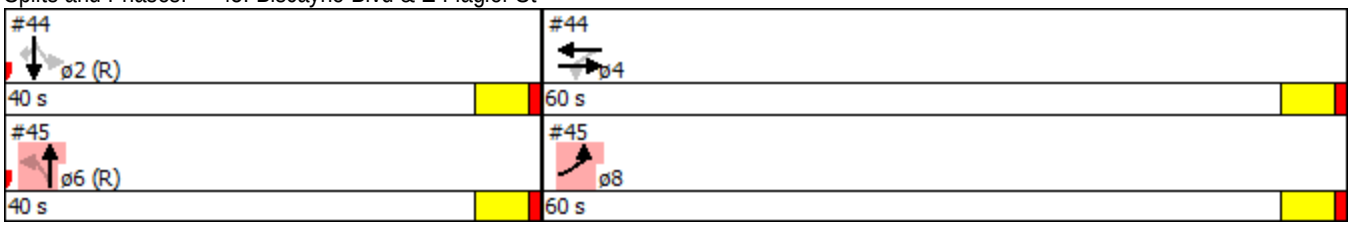
c Critical Lane Group

Lane Group	EBL	NBT	ø2	ø4
Lane Configurations				
Volume (vph)	98	1750		
Turn Type	NA	NA		
Protected Phases	8	6	2	4
Permitted Phases				
Detector Phase	8	6		
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	25.0
Total Split (s)	60.0	40.0	40.0	60.0
Total Split (%)	60.0%	40.0%	40%	60%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	5.0	5.0		
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 18 (18%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 45: Biscayne Blvd & E Flagler St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	98	0	264	1750	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0		
Lane Util. Factor	1.00			0.86		
Frpb, ped/bikes	1.00			1.00		
Flpb, ped/bikes	1.00			1.00		
Frt	1.00			1.00		
Flt Protected	0.95			0.99		
Satd. Flow (prot)	1547			5541		
Flt Permitted	0.95			0.99		
Satd. Flow (perm)	1547			5541		
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	102	0	275	1823	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	102	0	0	2098	0	0
Confl. Peds. (#/hr)	23	41	19			19
Turn Type	NA		Perm	NA		
Protected Phases	8			6		
Permitted Phases			6			
Actuated Green, G (s)	18.6			71.4		
Effective Green, g (s)	18.6			71.4		
Actuated g/C Ratio	0.19			0.71		
Clearance Time (s)	5.0			5.0		
Vehicle Extension (s)	1.0			2.5		
Lane Grp Cap (vph)	287			3956		
v/s Ratio Prot	c0.07					
v/s Ratio Perm				0.38		
v/c Ratio	0.36			0.53		
Uniform Delay, d1	35.5			6.6		
Progression Factor	0.60			0.58		
Incremental Delay, d2	0.3			0.5		
Delay (s)	21.5			4.3		
Level of Service	C			A		
Approach Delay (s)	21.5			4.3	0.0	
Approach LOS	C			A	A	

Intersection Summary

HCM 2000 Control Delay	5.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		

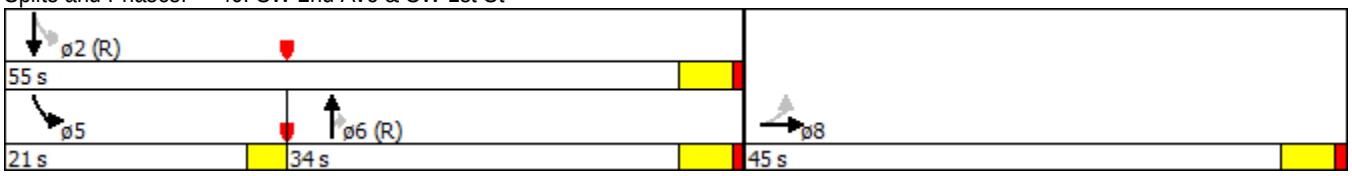
c Critical Lane Group

Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	120	302	446	179	93	192
Turn Type	Perm	NA	NA	Perm	pm+pt	NA
Protected Phases		8	6		5	2
Permitted Phases	8			6	2	
Detector Phase	8	8	6	6	5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0
Minimum Split (s)	21.0	21.0	28.8	28.8	11.0	28.8
Total Split (s)	45.0	45.0	34.0	34.0	21.0	55.0
Total Split (%)	45.0%	45.0%	34.0%	34.0%	21.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	0.8	0.8	0.0	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.8	4.8	3.0	4.8
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 96 (96%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 46: SW 2nd Ave & SW 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	120	302	59	0	0	0	0	446	179	93	192	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97				1.00		0.98	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	158.3	158.3	171.0				0.0	158.3	158.3	158.3	158.3	0.0
Lanes	1	3	0				0	1	1	1	1	0
Cap, veh/h	603	1551	288				0	462	384	343	795	0
Arrive On Green	0.40	0.40	0.40				0.00	0.10	0.10	0.18	0.50	0.00
Sat Flow, veh/h	1508	3877	720				0	1583	1315	1508	1583	0
Grp Volume(v), veh/h	129	263	125				0	480	192	100	206	0
Grp Sat Flow(s),veh/h/ln	1508	1583	1430				0	1583	1315	1508	1583	0
Q Serve(g_s), s	5.6	5.4	5.8				0.0	29.2	13.9	3.6	7.4	0.0
Cycle Q Clear(g_c), s	5.6	5.4	5.8				0.0	29.2	13.9	3.6	7.4	0.0
Prop In Lane	1.00		0.50				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	603	1267	572				0	462	384	343	795	0
V/C Ratio(X)	0.21	0.21	0.22				0.00	1.04	0.50	0.29	0.26	0.00
Avail Cap(c_a), veh/h	603	1267	572				0	462	384	343	795	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.7	19.6	19.7				0.0	45.2	38.3	18.7	14.3	0.0
Incr Delay (d2), s/veh	0.8	0.4	0.9				0.0	52.1	4.6	2.1	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	2.2	2.1	2.2				0.0	19.2	5.4	2.4	3.0	0.0
Lane Grp Delay (d), s/veh	20.5	20.0	20.6				0.0	97.3	42.8	20.8	15.0	0.0
Lane Grp LOS	C	C	C					F	D	C	B	
Approach Vol, veh/h		517						672			306	
Approach Delay, s/veh		20.3						81.7			16.9	
Approach LOS		C						F			B	

Timer

Assigned Phs		8						6		5	2	
Phs Duration (G+Y+Rc), s		45.0						34.0		21.0	55.0	
Change Period (Y+Rc), s		5.0						4.8		3.0	4.8	
Max Green Setting (Gmax), s		40.0						29.2		18.0	50.2	
Max Q Clear Time (g_c+I1), s		7.8						31.2		5.6	9.4	
Green Ext Time (p_c), s		2.4						0.0		0.1	1.6	

Intersection Summary

HCM 2010 Ctrl Delay	47.2
HCM 2010 LOS	D

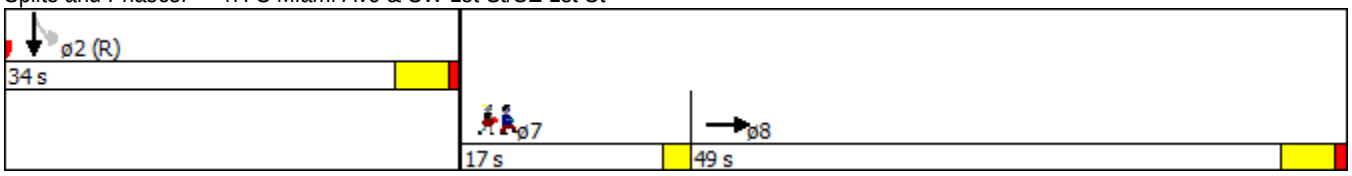
Notes

Lane Group	EBT	SBT	ø7
Lane Configurations			
Volume (vph)	430	451	
Turn Type	NA	NA	
Protected Phases	8	2	7
Permitted Phases			
Detector Phase	8	2	
Switch Phase			
Minimum Initial (s)	7.0	7.0	4.0
Minimum Split (s)	23.0	23.0	17.0
Total Split (s)	49.0	34.0	17.0
Total Split (%)	49.0%	34.0%	17%
Yellow Time (s)	4.0	4.0	2.0
All-Red Time (s)	1.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	5.0	5.0	
Lead/Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 77 (77%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 47: S Miami Ave & SW 1st St/SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	430	412	0	0	0	0	0	0	83	451	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0									5.0	
Lane Util. Factor		0.91									0.91	
Frpb, ped/bikes		0.98									1.00	
Flpb, ped/bikes		1.00									1.00	
Frt		0.93									1.00	
Flt Protected		1.00									0.99	
Satd. Flow (prot)		3813									4278	
Flt Permitted		1.00									0.99	
Satd. Flow (perm)		3813									4278	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	457	438	0	0	0	0	0	0	88	480	0
RTOR Reduction (vph)	0	173	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	722	0	0	0	0	0	0	0	0	568	0
Confl. Peds. (#/hr)	26		27	27		26	12		16	16		12
Confl. Bikes (#/hr)			2			2			1			
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Parking (#/hr)		0										
Turn Type		NA								Perm	NA	
Protected Phases		8									2	
Permitted Phases										2		
Actuated Green, G (s)		44.0									29.0	
Effective Green, g (s)		44.0									29.0	
Actuated g/C Ratio		0.44									0.29	
Clearance Time (s)		5.0									5.0	
Lane Grp Cap (vph)		1677									1240	
v/s Ratio Prot		c0.19										
v/s Ratio Perm											0.13	
v/c Ratio		0.43									0.46	
Uniform Delay, d1		19.3									29.1	
Progression Factor		0.77									1.00	
Incremental Delay, d2		0.8									1.2	
Delay (s)		15.6									30.3	
Level of Service		B									C	
Approach Delay (s)		15.6			0.0			0.0			30.3	
Approach LOS		B			A			A			C	

Intersection Summary			
HCM 2000 Control Delay	21.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	42.8%	ICU Level of Service	A
Analysis Period (min)	15		

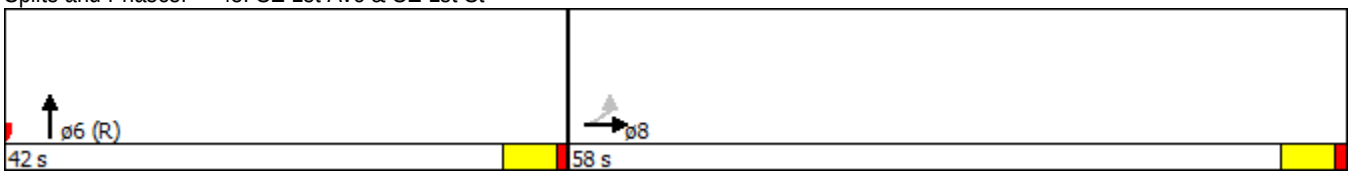
c Critical Lane Group

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	325	369
Turn Type	NA	NA
Protected Phases	8	6
Permitted Phases		
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	58.0	42.0
Total Split (%)	58.0%	42.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 11 (11%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 48: SE 1st Ave & SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	196	325	0	0	0	0	0	369	208	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	171.0	158.3	0.0				0.0	158.3	171.0			
Lanes	0	3	0				0	3	0			
Cap, veh/h	72	1527	0				0	1172	495			
Arrive On Green	0.17	0.17	0.00				0.00	0.12	0.12			
Sat Flow, veh/h	0	2882	0				0	3167	1338			
Grp Volume(v), veh/h	213	353	0				0	401	226			
Grp Sat Flow(s),veh/h/ln	0	1441	0				0	1583	1338			
Q Serve(g_s), s	0.0	10.5	0.0				0.0	11.6	15.7			
Cycle Q Clear(g_c), s	53.0	10.5	0.0				0.0	11.6	15.7			
Prop In Lane	1.00		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	72	1527	0				0	1172	495			
V/C Ratio(X)	2.96	0.23	0.00				0.00	0.34	0.46			
Avail Cap(c_a), veh/h	72	1527	0				0	1172	495			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	0.33	0.33			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	67.8	23.7	0.0				0.0	32.7	34.5			
Incr Delay (d2), s/veh	917.5	0.4	0.0				0.0	0.8	3.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	20.3	4.2	0.0				0.0	5.1	6.1			
Lane Grp Delay (d), s/veh	985.3	24.1	0.0				0.0	33.5	37.6			
Lane Grp LOS	F	C						C	D			
Approach Vol, veh/h		566						627				
Approach Delay, s/veh		385.8						35.0				
Approach LOS		F						C				

Timer	
Assigned Phs	8	6
Phs Duration (G+Y+Rc), s	58.0	42.0
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	53.0	37.0
Max Q Clear Time (g_c+I1), s	55.0	17.7
Green Ext Time (p_c), s	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	201.4
HCM 2010 LOS	F

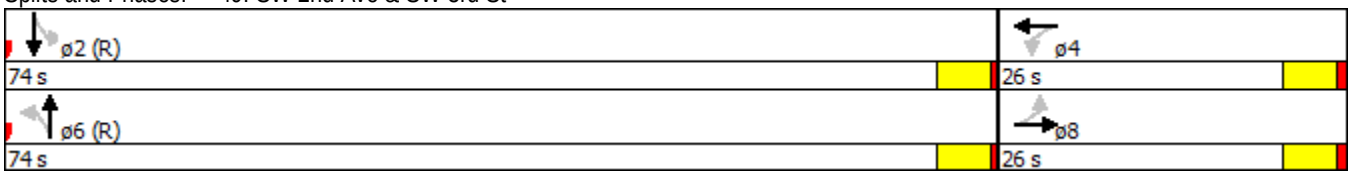
Notes

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	21	40	58	30	107	439	29	376
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.9	23.9	23.9	23.9	22.7	22.7	23.7	23.7
Total Split (s)	26.0	26.0	26.0	26.0	74.0	74.0	74.0	74.0
Total Split (%)	26.0%	26.0%	26.0%	26.0%	74.0%	74.0%	74.0%	74.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.9	0.9	0.9	0.9	0.7	0.7	0.7	0.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.7	4.7	4.7	4.7
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 17 (17%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 49: SW 2nd Ave & SW 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	40	135	58	30	37	107	439	135	29	376	3
Number	3	8	18	7	4	14	1	6	16	5	2	12
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		0.98	0.99		0.96	0.99		0.96
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0
Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Cap, veh/h	264	69	233	170	125	153	578	1645	501	508	2237	17
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.69	0.69	0.69	0.23	0.23	0.23
Sat Flow, veh/h	1154	326	1102	1042	595	725	851	2374	723	705	3227	24
Grp Volume(v), veh/h	22	0	184	61	0	71	113	315	289	31	200	199
Grp Sat Flow(s),veh/h/ln	1154	0	1428	1042	0	1319	851	1629	1469	705	1629	1623
Q Serve(g_s), s	1.6	0.0	11.7	5.6	0.0	4.5	6.2	7.4	7.5	3.5	9.9	9.9
Cycle Q Clear(g_c), s	6.1	0.0	11.7	17.3	0.0	4.5	16.1	7.4	7.5	11.1	9.9	9.9
Prop In Lane	1.00		0.77	1.00		0.55	1.00		0.49	1.00		0.02
Lane Grp Cap(c), veh/h	264	0	301	170	0	278	578	1129	1018	508	1129	1125
V/C Ratio(X)	0.08	0.00	0.61	0.36	0.00	0.26	0.20	0.28	0.28	0.06	0.18	0.18
Avail Cap(c_a), veh/h	264	0	301	170	0	278	578	1129	1018	508	1129	1125
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	0.0	35.7	43.6	0.0	32.9	9.5	5.8	5.9	19.1	15.6	15.6
Incr Delay (d2), s/veh	0.6	0.0	8.9	5.8	0.0	2.2	0.8	0.6	0.7	0.2	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.5	0.0	4.9	1.8	0.0	1.7	1.3	2.7	2.5	0.7	4.4	4.4
Lane Grp Delay (d), s/veh	36.1	0.0	44.6	49.3	0.0	35.1	10.2	6.5	6.6	19.4	16.0	16.0
Lane Grp LOS	D		D	D		D	B	A	A	B	B	B
Approach Vol, veh/h		206			132			717			430	
Approach Delay, s/veh		43.7			41.7			7.1			16.2	
Approach LOS		D			D			A			B	

Timer												
Assigned Phs		8			4			6			2	
Phs Duration (G+Y+Rc), s		26.0			26.0			74.0			74.0	
Change Period (Y+Rc), s		4.9			4.9			4.7			4.7	
Max Green Setting (Gmax), s		21.1			21.1			69.3			69.3	
Max Q Clear Time (g_c+I1), s		13.7			19.3			18.1			13.1	
Green Ext Time (p_c), s		0.9			0.3			2.3			2.3	

Intersection Summary												
HCM 2010 Ctrl Delay			17.9									
HCM 2010 LOS			B									

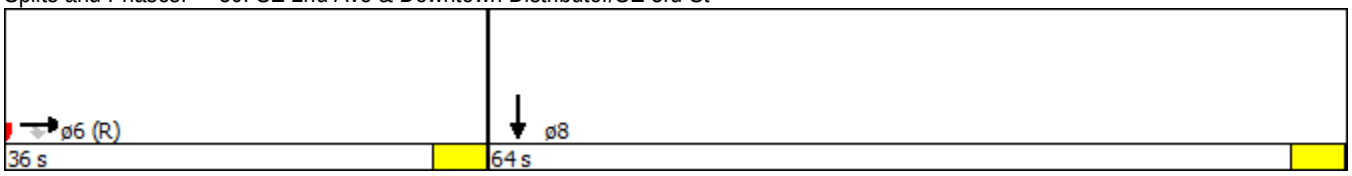
Notes

Lane Group	EBT	EBR	SBT
Lane Configurations			
Volume (vph)	297	727	959
Turn Type	NA	Perm	NA
Protected Phases	6		8
Permitted Phases		6	
Detector Phase	6	6	8
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	24.1	24.1	22.3
Total Split (s)	36.0	36.0	64.0
Total Split (%)	36.0%	36.0%	64.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.3
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.1	4.1	4.3
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 98 (98%), Referenced to phase 6:EBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 50: SE 2nd Ave & Downtown Distributor/SE 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	297	727	0	0	0	0	0	0	0	959	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.1	4.1								4.3	
Lane Util. Factor		0.91	0.91								0.91	
Frpb, ped/bikes		0.99	0.97								1.00	
Flpb, ped/bikes		1.00	1.00								1.00	
Frt		0.92	0.85								1.00	
Flt Protected		1.00	1.00								1.00	
Satd. Flow (prot)		2631	1205								4363	
Flt Permitted		1.00	1.00								1.00	
Satd. Flow (perm)		2631	1205								4363	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	323	790	0	0	0	0	0	0	0	1042	0
RTOR Reduction (vph)	0	39	39	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	679	356	0	0	0	0	0	0	0	1042	0
Confl. Peds. (#/hr)	34		9	9		34	27		27	27		27
Confl. Bikes (#/hr)			1			3			1			1
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Turn Type		NA	Perm								NA	
Protected Phases		6									8	
Permitted Phases			6									
Actuated Green, G (s)		58.6	58.6								33.0	
Effective Green, g (s)		58.6	58.6								33.0	
Actuated g/C Ratio		0.59	0.59								0.33	
Clearance Time (s)		4.1	4.1								4.3	
Vehicle Extension (s)		1.0	1.0								2.5	
Lane Grp Cap (vph)		1541	706								1439	
v/s Ratio Prot		0.26									c0.24	
v/s Ratio Perm			c0.30									
v/c Ratio		0.44	0.50								0.72	
Uniform Delay, d1		11.6	12.2								29.5	
Progression Factor		1.00	1.00								1.20	
Incremental Delay, d2		0.9	2.6								1.5	
Delay (s)		12.5	14.7								36.9	
Level of Service		B	B								D	
Approach Delay (s)		13.3			0.0			0.0			36.9	
Approach LOS		B			A			A			D	

Intersection Summary

HCM 2000 Control Delay	24.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	85.1%	ICU Level of Service	E
Analysis Period (min)	15		

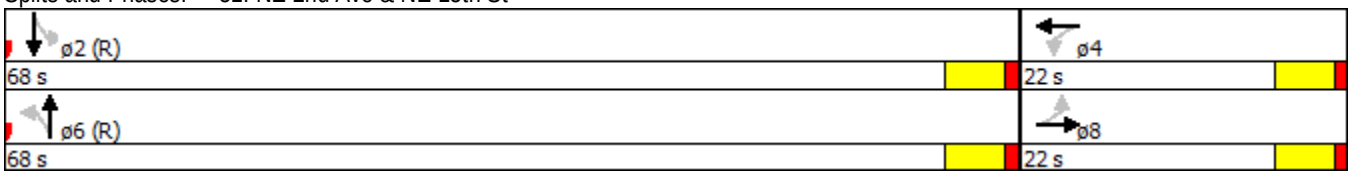
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	26	25	86	34	20	609	58	729
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	22.0	22.0	22.0	22.0	24.0	24.0	24.0	24.0
Total Split (s)	22.0	22.0	22.0	22.0	68.0	68.0	68.0	68.0
Total Split (%)	24.4%	24.4%	24.4%	24.4%	75.6%	75.6%	75.6%	75.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 84 (93%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 51: NE 2nd Ave & NE 15th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	26	25	104	86	34	71	20	609	82	58	729	15
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.98		0.95	1.00		0.99	1.00		0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Adj Sat Flow veh/h/ln	159.8	159.8	171.0	159.8	159.8	171.0	171.0	159.8	171.0	171.0	159.8	171.0
Lanes	1	1	0	1	1	0	0	1	0	0	2	0
Cap, veh/h	202	50	208	181	85	176	54	839	111	149	1722	34
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.93	0.93	0.93	0.70	0.70	0.70
Sat Flow, veh/h	1057	263	1102	1048	448	931	18	1199	158	148	2461	49
Grp Volume(v), veh/h	28	0	140	93	0	114	773	0	0	447	0	424
Grp Sat Flow(s),veh/h/ln	1057	0	1365	1048	0	1379	1375	0	0	1358	0	1299
Q Serve(g_s), s	2.2	0.0	8.3	7.9	0.0	6.6	0.0	0.0	0.0	0.0	0.0	13.1
Cycle Q Clear(g_c), s	8.7	0.0	8.3	16.3	0.0	6.6	12.7	0.0	0.0	10.5	0.0	13.1
Prop In Lane	1.00		0.81	1.00		0.68	0.03		0.12	0.14		0.04
Lane Grp Cap(c), veh/h	202	0	258	181	0	260	1004	0	0	997	0	910
V/C Ratio(X)	0.14	0.00	0.54	0.51	0.00	0.44	0.77	0.00	0.00	0.45	0.00	0.47
Avail Cap(c_a), veh/h	202	0	258	181	0	260	1004	0	0	997	0	910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.1	0.0	33.0	40.3	0.0	32.3	1.4	0.0	0.0	5.6	0.0	6.0
Incr Delay (d2), s/veh	1.4	0.0	8.0	10.1	0.0	5.3	5.7	0.0	0.0	1.5	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.7	0.0	3.4	2.6	0.0	2.6	2.7	0.0	0.0	3.8	0.0	3.8
Lane Grp Delay (d), s/veh	37.6	0.0	41.0	50.4	0.0	37.5	7.1	0.0	0.0	7.1	0.0	7.7
Lane Grp LOS	D		D	D		D	A			A		A
Approach Vol, veh/h		168			207			773			871	
Approach Delay, s/veh		40.4			43.3			7.1			7.4	
Approach LOS		D			D			A			A	

Timer												
Assigned Phs		8			4			6			2	
Phs Duration (G+Y+Rc), s		22.0			22.0			68.0			68.0	
Change Period (Y+Rc), s		5.0			5.0			5.0			5.0	
Max Green Setting (Gmax), s		17.0			17.0			63.0			63.0	
Max Q Clear Time (g_c+I1), s		10.7			18.3			14.7			15.1	
Green Ext Time (p_c), s		0.8			0.0			4.6			4.6	

Intersection Summary												
HCM 2010 Ctrl Delay			13.7									
HCM 2010 LOS			B									

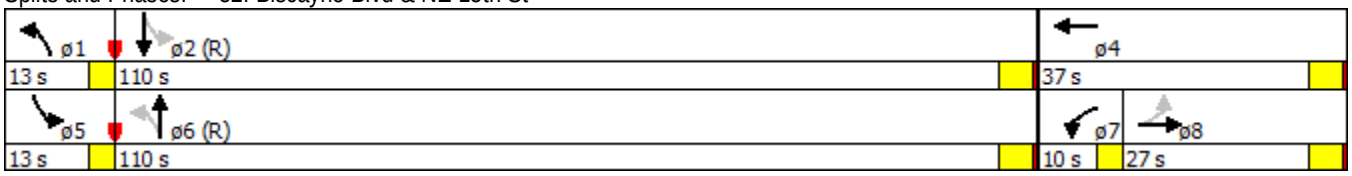
Notes

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	13	135	105	124	49	1414	122	840
Turn Type	Perm	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases		8	7	4	1	6	5	2
Permitted Phases	8				6		2	
Detector Phase	8	8	7	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	25.8	25.8	8.0	25.8	9.0	22.6	9.0	22.6
Total Split (s)	27.0	27.0	10.0	37.0	13.0	110.0	13.0	110.0
Total Split (%)	16.9%	16.9%	6.3%	23.1%	8.1%	68.8%	8.1%	68.8%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.8	0.8	0.0	0.8	0.0	0.6	0.0	0.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.8	3.0	4.8	3.0	4.6	3.0	4.6
Lead/Lag	Lag	Lag	Lead		Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 63 (39%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 52: Biscayne Blvd & NE 15th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	135	18	105	124	63	49	1414	209	122	840	22
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.96	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	171.0	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0
Lanes	0	1	0	1	1	0	1	2	0	1	2	0
Cap, veh/h	33	167	22	70	208	105	381	1879	273	266	2168	57
Arrive On Green	0.14	0.14	0.14	0.08	0.34	0.34	0.06	1.00	1.00	0.04	0.69	0.69
Sat Flow, veh/h	59	1182	154	1551	1012	510	1551	2778	403	1551	3158	83
Grp Volume(v), veh/h	181	0	0	114	0	203	53	889	875	133	471	466
Grp Sat Flow(s),veh/h/ln	1395	0	0	1551	0	1522	1551	1629	1552	1551	1629	1613
Q Serve(g_s), s	10.2	0.0	0.0	7.0	0.0	17.6	1.6	0.0	0.0	4.0	19.9	19.9
Cycle Q Clear(g_c), s	19.9	0.0	0.0	7.0	0.0	17.6	1.6	0.0	0.0	4.0	19.9	19.9
Prop In Lane	0.08		0.11	1.00		0.33	1.00		0.26	1.00		0.05
Lane Grp Cap(c), veh/h	222	0	0	70	0	312	381	1102	1050	266	1118	1107
V/C Ratio(X)	0.82	0.00	0.00	1.64	0.00	0.65	0.14	0.81	0.83	0.50	0.42	0.42
Avail Cap(c_a), veh/h	224	0	0	70	0	315	436	1102	1050	305	1118	1107
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.00	0.00	0.73	0.00	0.73	0.40	0.40	0.40	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.9	0.0	0.0	72.0	0.0	46.5	8.0	0.0	0.0	6.3	10.8	10.8
Incr Delay (d2), s/veh	18.5	0.0	0.0	328.1	0.0	3.1	0.0	2.6	3.2	0.5	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	8.4	0.0	0.0	9.1	0.0	6.8	0.6	0.8	0.9	1.4	8.1	8.0
Lane Grp Delay (d), s/veh	84.4	0.0	0.0	400.2	0.0	49.5	8.0	2.6	3.2	6.9	11.9	12.0
Lane Grp LOS	F			F		D	A	A	A	A	B	B
Approach Vol, veh/h		181			317			1817			1070	
Approach Delay, s/veh		84.4			175.6			3.1			11.3	
Approach LOS		F			F			A			B	

Timer												
Assigned Phs		8		7	4		1	6		5	2	
Phs Duration (G+Y+Rc), s		26.8		10.0	36.8		7.5	110.0		9.0	111.5	
Change Period (Y+Rc), s		4.8		3.0	4.8		3.0	4.6		3.0	4.6	
Max Green Setting (Gmax), s		22.2		7.0	32.2		10.0	105.4		10.0	105.4	
Max Q Clear Time (g_c+I1), s		21.9		9.0	19.6		3.6	2.0		6.0	21.9	
Green Ext Time (p_c), s		0.1		0.0	1.5		0.0	10.7		0.1	10.7	

Intersection Summary		
HCM 2010 Ctrl Delay		26.2
HCM 2010 LOS		C

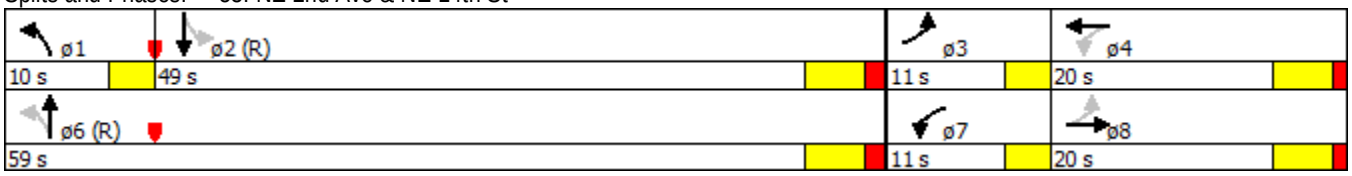
Notes

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	229	87	67	42	12	538	54	812
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	3	8	7	4	1	6		2
Permitted Phases	8		4		6		2	
Detector Phase	3	8	7	4	1	6	2	2
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	8.0	20.0	8.0	20.0	8.0	25.4	25.4	25.4
Total Split (s)	11.0	20.0	11.0	20.0	10.0	59.0	49.0	49.0
Total Split (%)	12.2%	22.2%	12.2%	22.2%	11.1%	65.6%	54.4%	54.4%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.1	0.0	1.1	0.0	1.4	1.4	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	3.0	5.1	3.0	5.1	3.0	5.4		5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 76 (84%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Pretimed

Splits and Phases: 53: NE 2nd Ave & NE 14th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	229	87	38	67	42	53	12	538	108	54	812	21
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.98		0.95	1.00		0.99	1.00		0.98
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	0.90
Adj Sat Flow veh/h/ln	159.8	159.8	171.0	159.8	159.8	171.0	159.8	159.8	171.0	171.0	159.8	171.0
Lanes	1	1	0	1	1	0	1	1	0	0	2	0
Cap, veh/h	321	174	75	302	104	131	422	769	154	90	1109	28
Arrive On Green	0.09	0.17	0.17	0.09	0.17	0.17	0.08	0.60	0.60	0.97	0.97	0.97
Sat Flow, veh/h	1522	1050	453	1522	626	789	1522	1292	258	93	2290	58
Grp Volume(v), veh/h	249	0	136	73	0	104	13	0	702	455	0	510
Grp Sat Flow(s),veh/h/ln	1522	0	1503	1522	0	1415	1522	0	1550	1144	0	1297
Q Serve(g_s), s	8.0	0.0	7.5	3.4	0.0	6.0	0.3	0.0	30.1	18.2	0.0	5.2
Cycle Q Clear(g_c), s	8.0	0.0	7.5	3.4	0.0	6.0	0.3	0.0	30.1	38.3	0.0	5.2
Prop In Lane	1.00		0.30	1.00		0.56	1.00		0.17	0.13		0.05
Lane Grp Cap(c), veh/h	321	0	249	302	0	234	422	0	923	599	0	629
V/C Ratio(X)	0.77	0.00	0.55	0.24	0.00	0.44	0.03	0.00	0.76	0.76	0.00	0.81
Avail Cap(c_a), veh/h	321	0	249	302	0	234	422	0	923	599	0	629
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.8	0.0	34.5	26.6	0.0	33.8	8.1	0.0	13.5	3.3	0.0	0.8
Incr Delay (d2), s/veh	16.6	0.0	8.4	1.9	0.0	6.0	0.1	0.0	5.9	8.7	0.0	10.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	3.7	0.0	3.4	1.4	0.0	2.5	0.1	0.0	12.0	3.0	0.0	2.3
Lane Grp Delay (d), s/veh	49.4	0.0	42.8	28.5	0.0	39.8	8.3	0.0	19.3	12.0	0.0	11.7
Lane Grp LOS	D		D	C		D	A		B	B		B
Approach Vol, veh/h		385			177			715			965	
Approach Delay, s/veh		47.1			35.1			19.1			11.9	
Approach LOS		D			D			B			B	

Timer

Assigned Phs	3	8		7	4		1	6			2	
Phs Duration (G+Y+Rc), s	11.0	20.0		11.0	20.0		10.0	59.0			49.0	
Change Period (Y+Rc), s	3.0	5.1		3.0	5.1		3.0	5.4			5.4	
Max Green Setting (Gmax), s	8.0	14.9		8.0	14.9		7.0	53.6			43.6	
Max Q Clear Time (g_c+I1), s	10.0	9.5		5.4	8.0		2.3	32.1			40.3	
Green Ext Time (p_c), s	0.0	0.5		0.0	0.6		0.0	4.4			1.7	

Intersection Summary

HCM 2010 Ctrl Delay			22.1									
HCM 2010 LOS			C									

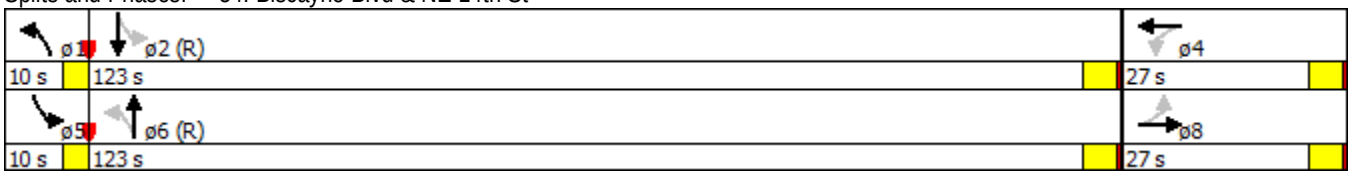
Notes

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	61	134	42	79	53	1615	60	880
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		8		4	1	6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	24.8	24.8	24.8	24.8	9.0	22.6	9.0	22.6
Total Split (s)	27.0	27.0	27.0	27.0	10.0	123.0	10.0	123.0
Total Split (%)	16.9%	16.9%	16.9%	16.9%	6.3%	76.9%	6.3%	76.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.8	0.8	0.8	0.8	0.0	0.6	0.0	0.6
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.8		4.8	3.0	4.6	3.0	4.6
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 57 (36%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 54: Biscayne Blvd & NE 14th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	61	134	37	42	79	36	53	1615	202	60	880	22
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.99		0.98	1.00		0.99	1.00		0.99
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	171.0	162.9	171.0	171.0	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0
Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Cap, veh/h	166	307	86	156	241	113	460	1687	207	208	1885	47
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.09	1.00	1.00	0.09	1.00	1.00
Sat Flow, veh/h	481	1553	434	417	1217	572	1551	2844	348	1551	3163	79
Grp Volume(v), veh/h	123	0	129	78	0	93	58	988	987	65	493	488
Grp Sat Flow(s),veh/h/ln	1074	0	1394	841	0	1365	1551	1629	1564	1551	1629	1614
Q Serve(g_s), s	4.8	0.0	6.3	2.9	0.0	4.5	1.1	0.0	45.9	1.2	0.0	0.0
Cycle Q Clear(g_c), s	9.4	0.0	6.3	9.3	0.0	4.5	1.1	0.0	45.9	1.2	0.0	0.0
Prop In Lane	0.53		0.31	0.59		0.42	1.00		0.22	1.00		0.05
Lane Grp Cap(c), veh/h	284	0	276	240	0	270	460	966	928	208	970	962
V/C Ratio(X)	0.44	0.00	0.47	0.32	0.00	0.34	0.13	1.02	1.06	0.31	0.51	0.51
Avail Cap(c_a), veh/h	398	0	400	348	0	392	529	2491	2392	273	2491	2468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.85	1.85	1.85	1.85	1.85	1.85
Upstream Filter(I)	0.85	0.00	0.85	1.00	0.00	1.00	0.81	0.81	0.81	0.80	0.80	0.80
Uniform Delay (d), s/veh	29.1	0.0	27.4	29.1	0.0	26.7	5.0	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.8	0.6	0.0	0.6	0.0	31.7	45.4	0.3	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	2.2	0.0	2.2	1.4	0.0	1.6	0.3	8.5	11.7	0.6	0.4	0.4
Lane Grp Delay (d), s/veh	29.7	0.0	28.2	29.7	0.0	27.3	5.1	31.7	45.4	13.5	1.5	1.5
Lane Grp LOS	C		C	C		C	A	F	F	B	A	A
Approach Vol, veh/h		252			171			2033			1046	
Approach Delay, s/veh		29.0			28.4			37.6			2.3	
Approach LOS		C			C			D			A	

Timer												
Assigned Phs		8			4		1	6		5	2	
Phs Duration (G+Y+Rc), s		19.9			19.9		6.6	58.3		6.8	58.5	
Change Period (Y+Rc), s		4.8			4.8		3.0	4.6		3.0	4.6	
Max Green Setting (Gmax), s		22.2			22.2		7.0	118.4		7.0	118.4	
Max Q Clear Time (g_c+I1), s		11.4			11.3		3.1	47.9		3.2	2.0	
Green Ext Time (p_c), s		1.5			1.5		0.0	13.5		0.0	13.7	

Intersection Summary		
HCM 2010 Ctrl Delay		26.0
HCM 2010 LOS		C

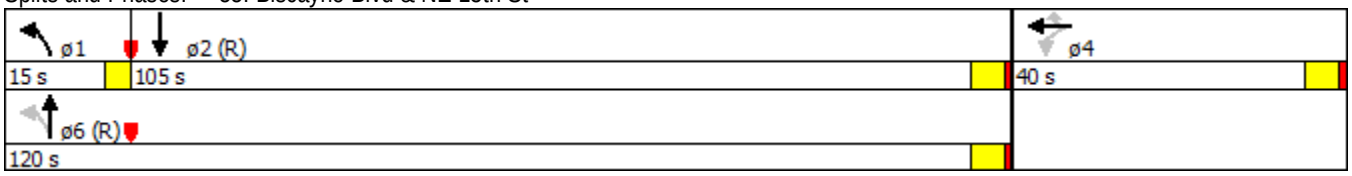
Notes

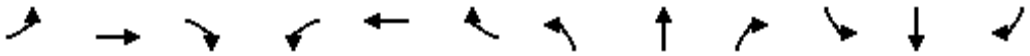
Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Volume (vph)	456	103	132	112	1352	924
Turn Type	Perm	NA	Perm	pm+pt	NA	NA
Protected Phases		4		1	6	2
Permitted Phases	4		4	6		
Detector Phase	4	4	4	1	6	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	27.3	27.3	27.3	9.0	23.0	23.0
Total Split (s)	40.0	40.0	40.0	15.0	120.0	105.0
Total Split (%)	25.0%	25.0%	25.0%	9.4%	75.0%	65.6%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	1.3	1.3	1.3	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	3.0	5.0	5.0
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 48 (30%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 55: Biscayne Blvd & NE 13th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	456	103	132	112	1352	0	0	924	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.3	5.3	5.3	3.0	5.0			5.0	
Lane Util. Factor				0.91	0.91	1.00	1.00	0.95			0.91	
Frpb, ped/bikes				1.00	1.00	0.96	1.00	1.00			1.00	
Flpb, ped/bikes				0.97	0.98	1.00	1.00	1.00			1.00	
Frt				1.00	1.00	0.85	1.00	1.00			1.00	
Flt Protected				0.95	0.97	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1513	3112	1470	1713	3438			4924	
Flt Permitted				0.95	0.97	1.00	0.24	1.00			1.00	
Satd. Flow (perm)				1513	3112	1470	437	3438			4924	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	496	112	143	122	1470	0	0	1004	12
RTOR Reduction (vph)	0	0	0	0	0	53	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	248	360	90	122	1470	0	0	1015	0
Confl. Peds. (#/hr)	15		15	15		15	40		20	20		40
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	
Protected Phases					4		1	6			2	
Permitted Phases				4		4	6					
Actuated Green, G (s)				30.4	30.4	30.4	119.3	119.3			108.7	
Effective Green, g (s)				30.4	30.4	30.4	119.3	119.3			108.7	
Actuated g/C Ratio				0.19	0.19	0.19	0.75	0.75			0.68	
Clearance Time (s)				5.3	5.3	5.3	3.0	5.0			5.0	
Vehicle Extension (s)				2.5	2.5	2.5	2.0	1.0			1.0	
Lane Grp Cap (vph)				287	591	279	386	2563			3345	
v/s Ratio Prot							0.01	c0.43			0.21	
v/s Ratio Perm				c0.16	0.12	0.06	0.22					
v/c Ratio				0.86	0.61	0.32	0.32	0.57			0.30	
Uniform Delay, d1				62.8	59.4	55.9	6.1	9.0			10.4	
Progression Factor				1.00	1.00	1.00	1.00	1.00			0.70	
Incremental Delay, d2				22.4	1.5	0.5	0.2	0.9			0.2	
Delay (s)				85.2	60.9	56.4	6.3	10.0			7.4	
Level of Service				F	E	E	A	A			A	
Approach Delay (s)		0.0			68.1			9.7			7.4	
Approach LOS		A			E			A			A	

Intersection Summary

HCM 2000 Control Delay	22.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	47.1%	ICU Level of Service	A
Analysis Period (min)	15		

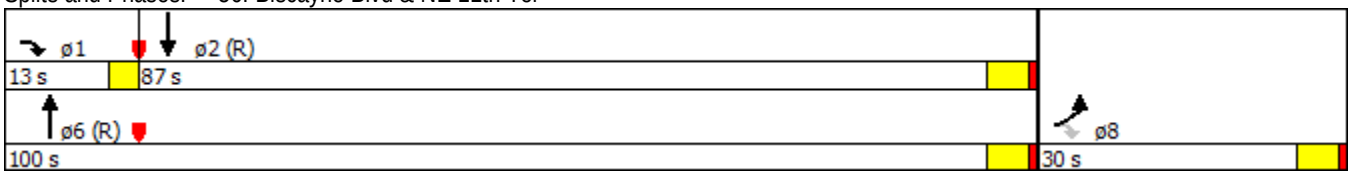
c Critical Lane Group

Lane Group	EBL	EBR	NBT	SBT
Lane Configurations				
Volume (vph)	332	52	1254	962
Turn Type	NA	custom	NA	NA
Protected Phases	8	1	6	2
Permitted Phases		8		
Detector Phase	8	1	6	2
Switch Phase				
Minimum Initial (s)	7.0	5.0	16.0	16.0
Minimum Split (s)	21.0	9.0	21.0	21.0
Total Split (s)	30.0	13.0	100.0	87.0
Total Split (%)	23.1%	10.0%	76.9%	66.9%
Yellow Time (s)	4.0	3.0	4.0	4.0
All-Red Time (s)	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	3.0	5.0	5.0
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 11 (8%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 56: Biscayne Blvd & NE 11th Ter



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	332	52	0	1254	962	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	3.0		5.0	5.0	
Lane Util. Factor	0.97	1.00		0.91	0.91	
Frpb, ped/bikes	1.00	0.96		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	3001	1334		4446	4446	
Flt Permitted	0.95	1.00		1.00	1.00	
Satd. Flow (perm)	3001	1334		4446	4446	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	361	57	0	1363	1046	0
RTOR Reduction (vph)	0	46	0	0	0	0
Lane Group Flow (vph)	361	11	0	1363	1046	0
Confl. Peds. (#/hr)	20	20	20			20
Turn Type	NA	custom		NA	NA	
Protected Phases	8	1		6	2	
Permitted Phases		8				
Actuated Green, G (s)	20.4	24.4		99.6	92.6	
Effective Green, g (s)	20.4	24.4		99.6	92.6	
Actuated g/C Ratio	0.16	0.19		0.77	0.71	
Clearance Time (s)	5.0	3.0		5.0	5.0	
Vehicle Extension (s)	2.5	2.0		1.0	1.0	
Lane Grp Cap (vph)	470	250		3406	3166	
v/s Ratio Prot	c0.12	0.00		c0.31	0.24	
v/s Ratio Perm		0.01				
v/c Ratio	0.77	0.04		0.40	0.33	
Uniform Delay, d1	52.5	43.2		5.1	7.0	
Progression Factor	1.00	1.00		1.16	1.00	
Incremental Delay, d2	7.1	0.0		0.2	0.3	
Delay (s)	59.6	43.3		6.1	7.3	
Level of Service	E	D		A	A	
Approach Delay (s)	57.4			6.1	7.3	
Approach LOS	E			A	A	

Intersection Summary

HCM 2000 Control Delay	14.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Analysis Period (min)	15		

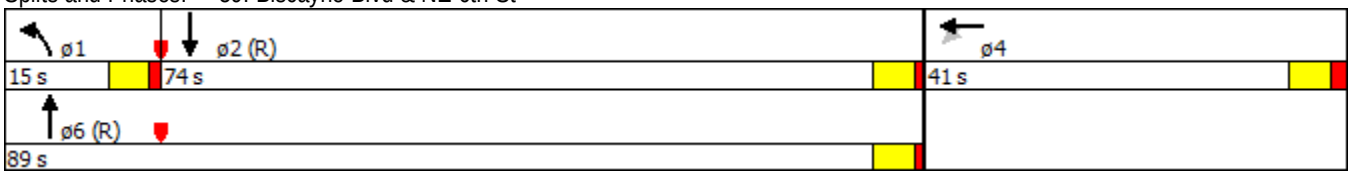
c Critical Lane Group

Lane Group	WBL	WBT	NBL	NBT	ø2
Lane Configurations					
Volume (vph)	105	728	242	1584	
Turn Type	Perm	NA	Prot	NA	
Protected Phases		4	1	6	2
Permitted Phases	4				
Detector Phase	4	4	1	6	
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	24.8	24.8	10.0	23.0	23.0
Total Split (s)	41.0	41.0	15.0	89.0	74.0
Total Split (%)	31.5%	31.5%	11.5%	68.5%	57%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.8	1.8	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.8	5.8	5.0	5.0	
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 59: Biscayne Blvd & NE 6th St



Movement	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Volume (vph)	105	728	154	242	1584	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.8	5.8		5.0	5.0	
Lane Util. Factor	1.00	0.91		0.97	0.86	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	
Flpb, ped/bikes	0.96	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1442	4171		2918	5447	
Flt Permitted	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1442	4171		2918	5447	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	791	167	263	1722	0
RTOR Reduction (vph)	0	19	0	0	0	0
Lane Group Flow (vph)	114	939	0	263	1722	0
Confl. Peds. (#/hr)	20		20	20		
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%
Turn Type	Perm	NA		Prot	NA	
Protected Phases		4		1	6	2
Permitted Phases	4					
Actuated Green, G (s)	39.2	39.2		20.5	80.0	
Effective Green, g (s)	39.2	39.2		20.5	80.0	
Actuated g/C Ratio	0.30	0.30		0.16	0.62	
Clearance Time (s)	5.8	5.8		5.0	5.0	
Vehicle Extension (s)	3.5	3.5		2.0	1.0	
Lane Grp Cap (vph)	434	1257		460	3352	
v/s Ratio Prot		c0.23		0.09	c0.32	
v/s Ratio Perm	0.08					
v/c Ratio	0.26	0.75		0.57	0.51	
Uniform Delay, d1	34.4	40.9		50.7	14.1	
Progression Factor	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	2.5		1.1	0.6	
Delay (s)	34.8	43.5		51.8	14.6	
Level of Service	C	D		D	B	
Approach Delay (s)		42.6			19.5	0.0
Approach LOS		D			B	A

Intersection Summary

HCM 2000 Control Delay	27.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	15.8
Intersection Capacity Utilization	54.3%	ICU Level of Service	A
Analysis Period (min)	15		

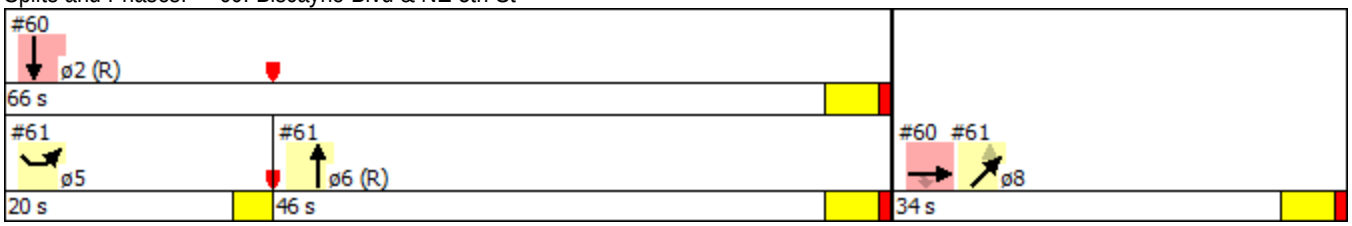
c Critical Lane Group

Lane Group	EBT	EBR	SBT	ø5	ø6
Lane Configurations					
Volume (vph)	307	87	789		
Turn Type	NA	Perm	NA		
Protected Phases	8		2	5	6
Permitted Phases		8			
Detector Phase	8	8	2		
Switch Phase					
Minimum Initial (s)	10.0	10.0	7.0	5.0	7.0
Minimum Split (s)	24.0	24.0	26.0	20.0	26.0
Total Split (s)	34.0	34.0	66.0	20.0	46.0
Total Split (%)	34.0%	34.0%	66.0%	20%	46%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		
Total Lost Time (s)	5.0	5.0	5.0		
Lead/Lag				Lead	Lag
Lead-Lag Optimize?				Yes	Yes
Recall Mode	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 70 (70%), Referenced to phase 2:SBT and 6:, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 60: Biscayne Blvd & NE 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱								↑↑↑↑	
Volume (vph)	0	307	87	0	0	0	0	0	0	0	789	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0								5.0	
Lane Util. Factor		0.91	1.00								0.86	
Frpb, ped/bikes		1.00	0.96								1.00	
Flpb, ped/bikes		1.00	1.00								1.00	
Frt		1.00	0.85								1.00	
Flt Protected		1.00	1.00								1.00	
Satd. Flow (prot)		4404	1312								5549	
Flt Permitted		1.00	1.00								1.00	
Satd. Flow (perm)		4404	1312								5549	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	334	95	0	0	0	0	0	0	0	858	0
RTOR Reduction (vph)	0	0	80	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	334	15	0	0	0	0	0	0	0	858	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Turn Type		NA	Perm								NA	
Protected Phases		8									2	
Permitted Phases			8									
Actuated Green, G (s)		16.2	16.2								73.8	
Effective Green, g (s)		16.2	16.2								73.8	
Actuated g/C Ratio		0.16	0.16								0.74	
Clearance Time (s)		5.0	5.0								5.0	
Vehicle Extension (s)		2.5	2.5								1.0	
Lane Grp Cap (vph)		713	212								4095	
v/s Ratio Prot		c0.08									c0.15	
v/s Ratio Perm			0.01									
v/c Ratio		0.47	0.07								0.21	
Uniform Delay, d1		38.0	35.5								4.1	
Progression Factor		1.07	2.02								1.00	
Incremental Delay, d2		0.4	0.1								0.1	
Delay (s)		41.1	72.0								4.2	
Level of Service		D	E								A	
Approach Delay (s)		47.9			0.0			0.0			4.2	
Approach LOS		D			A			A			A	

Intersection Summary

HCM 2000 Control Delay	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.26		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	37.8%	ICU Level of Service	A
Analysis Period (min)	15		

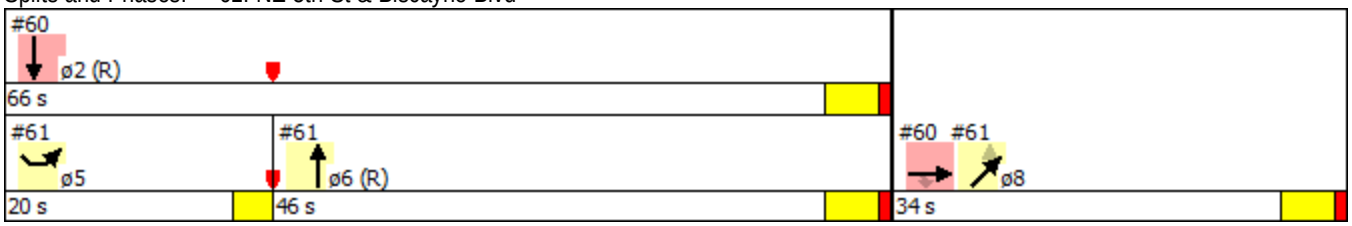
c Critical Lane Group

Lane Group	NBT	SEL	NET	ø2
Lane Configurations				
Volume (vph)	1498	104	206	
Turn Type	NA	NA	NA	
Protected Phases	6	5	8	2
Permitted Phases				
Detector Phase	6	5	8	
Switch Phase				
Minimum Initial (s)	7.0	5.0	10.0	7.0
Minimum Split (s)	26.0	20.0	24.0	26.0
Total Split (s)	46.0	20.0	34.0	66.0
Total Split (%)	46.0%	20.0%	34.0%	66%
Yellow Time (s)	4.0	3.0	4.0	4.0
All-Red Time (s)	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	
Total Lost Time (s)	5.0	3.0	5.0	
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	C-Min	None	None	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 70 (70%), Referenced to phase 2:SBT and 6:, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 61: NE 5th St & Biscayne Blvd



Movement	NBT	NBR	SEL	NEL	NET
Lane Configurations					
Volume (vph)	1498	46	104	205	206
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		3.0		5.0
Lane Util. Factor	0.86		0.97		0.86
Frpb, ped/bikes	1.00		1.00		1.00
Flpb, ped/bikes	1.00		1.00		0.97
Frt	1.00		1.00		1.00
Flt Protected	1.00		0.95		0.98
Satd. Flow (prot)	5518		2973		5272
Flt Permitted	1.00		0.95		0.98
Satd. Flow (perm)	5518		2973		5272
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1628	50	113	223	224
RTOR Reduction (vph)	3	0	0	0	0
Lane Group Flow (vph)	1675	0	113	0	447
Confl. Peds. (#/hr)		20	20	20	
Heavy Vehicles (%)	6%	6%	6%	6%	6%
Turn Type	NA		NA	Perm	NA
Protected Phases	6		5		8
Permitted Phases				8	
Actuated Green, G (s)	62.6		8.2		16.2
Effective Green, g (s)	62.6		8.2		16.2
Actuated g/C Ratio	0.63		0.08		0.16
Clearance Time (s)	5.0		3.0		5.0
Vehicle Extension (s)	1.0		2.0		2.5
Lane Grp Cap (vph)	3454		243		854
v/s Ratio Prot	c0.30		c0.04		
v/s Ratio Perm					0.08
v/c Ratio	0.49		0.47		0.93dl
Uniform Delay, d1	10.0		43.8		38.4
Progression Factor	0.41		1.00		0.27
Incremental Delay, d2	0.4		0.5		0.4
Delay (s)	4.6		44.3		10.6
Level of Service	A		D		B
Approach Delay (s)	4.6		44.3		10.6
Approach LOS	A		D		B

Intersection Summary

HCM 2000 Control Delay	7.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	53.5%	ICU Level of Service	A
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Lane Group	EBT	SBT	ø7
Lane Configurations			
Volume (vph)	333	513	
Turn Type	NA	NA	
Protected Phases	6	8	7
Permitted Phases			
Detector Phase	6	8	
Switch Phase			
Minimum Initial (s)	7.0	7.0	1.0
Minimum Split (s)	24.0	22.0	17.0
Total Split (s)	39.0	44.0	17.0
Total Split (%)	39.0%	44.0%	17%
Yellow Time (s)	4.0	4.0	2.0
All-Red Time (s)	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	4.0	
Lead/Lag		Lag	Lead
Lead-Lag Optimize?		Yes	Yes
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 68 (68%), Referenced to phase 6:EBT, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 62: SE 2nd Ave & SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	333	164	0	0	0	0	0	0	53	513	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0									4.0	
Lane Util. Factor		0.91									0.91	
Frpb, ped/bikes		0.98									1.00	
Flpb, ped/bikes		1.00									1.00	
Frt		0.95									1.00	
Flt Protected		1.00									1.00	
Satd. Flow (prot)		3904									4288	
Flt Permitted		1.00									1.00	
Satd. Flow (perm)		3904									4288	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	362	178	0	0	0	0	0	0	58	558	0
RTOR Reduction (vph)	0	89	0	0	0	0	0	0	0	0	33	0
Lane Group Flow (vph)	0	451	0	0	0	0	0	0	0	0	583	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Parking (#/hr)		0										
Turn Type		NA								Perm	NA	
Protected Phases		6									8	
Permitted Phases										8		
Actuated Green, G (s)		33.0									40.0	
Effective Green, g (s)		33.0									40.0	
Actuated g/C Ratio		0.33									0.40	
Clearance Time (s)		6.0									4.0	
Lane Grp Cap (vph)		1288									1715	
v/s Ratio Prot		c0.12										
v/s Ratio Perm											0.14	
v/c Ratio		0.35									0.34	
Uniform Delay, d1		25.4									20.8	
Progression Factor		0.97									0.46	
Incremental Delay, d2		0.7									0.5	
Delay (s)		25.3									10.2	
Level of Service		C									B	
Approach Delay (s)		25.3			0.0			0.0			10.2	
Approach LOS		C			A			A			B	

Intersection Summary

HCM 2000 Control Delay	17.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	34.5%	ICU Level of Service	A
Analysis Period (min)	15		

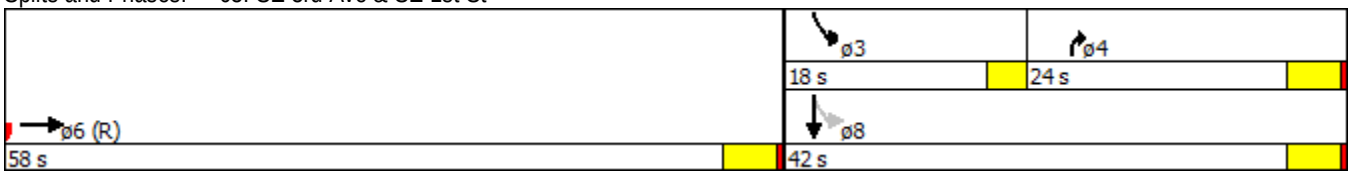
c Critical Lane Group

Lane Group	EBT	NBR	SBL	SBT
Lane Configurations				
Volume (vph)	322	137	16	48
Turn Type	NA	custom	pm+pt	NA
Protected Phases	6	4	3	8
Permitted Phases		4	8	
Detector Phase	6	4	3	8
Switch Phase				
Minimum Initial (s)	7.0	7.0	5.0	7.0
Minimum Split (s)	22.6	20.6	9.0	22.6
Total Split (s)	58.0	24.0	18.0	42.0
Total Split (%)	58.0%	24.0%	18.0%	42.0%
Yellow Time (s)	4.0	4.0	3.0	4.0
All-Red Time (s)	0.6	0.6	0.0	0.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	3.0	4.6
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 84 (84%), Referenced to phase 6:EBT, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 63: SE 3rd Ave & SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	322	63	0	0	0	0	0	137	16	48	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6							4.6	3.0	4.6	
Lane Util. Factor		0.91							0.88	1.00	1.00	
Frpb, ped/bikes		0.99							1.00	1.00	1.00	
Flpb, ped/bikes		1.00							1.00	0.97	1.00	
Frt		0.98							0.85	1.00	1.00	
Flt Protected		1.00							1.00	0.95	1.00	
Satd. Flow (prot)		4164							2369	1308	1583	
Flt Permitted		1.00							1.00	0.95	1.00	
Satd. Flow (perm)		4164							2369	1308	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	350	68	0	0	0	0	0	149	17	52	0
RTOR Reduction (vph)	0	29	0	0	0	0	0	0	120	11	0	0
Lane Group Flow (vph)	0	389	0	0	0	0	0	0	29	6	52	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Parking (#/hr)	0		0							0		0
Turn Type		NA							custom	pm+pt	NA	
Protected Phases		6							4	3	8	
Permitted Phases									4	8		
Actuated Green, G (s)		53.4							19.4	37.4	37.4	
Effective Green, g (s)		53.4							19.4	37.4	37.4	
Actuated g/C Ratio		0.53							0.19	0.37	0.37	
Clearance Time (s)		4.6							4.6	3.0	4.6	
Lane Grp Cap (vph)		2223							459	489	592	
v/s Ratio Prot		c0.09							0.01	0.00	c0.03	
v/s Ratio Perm										0.00		
v/c Ratio		0.18							0.06	0.01	0.09	
Uniform Delay, d1		12.0							32.9	19.7	20.3	
Progression Factor		0.67							1.00	1.77	1.18	
Incremental Delay, d2		0.2							0.2	0.0	0.3	
Delay (s)		8.2							33.1	34.8	24.2	
Level of Service		A							C	C	C	
Approach Delay (s)		8.2			0.0			33.1			26.8	
Approach LOS		A			A			C			C	

Intersection Summary

HCM 2000 Control Delay	16.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.14		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	36.6%	ICU Level of Service	A
Analysis Period (min)	15		

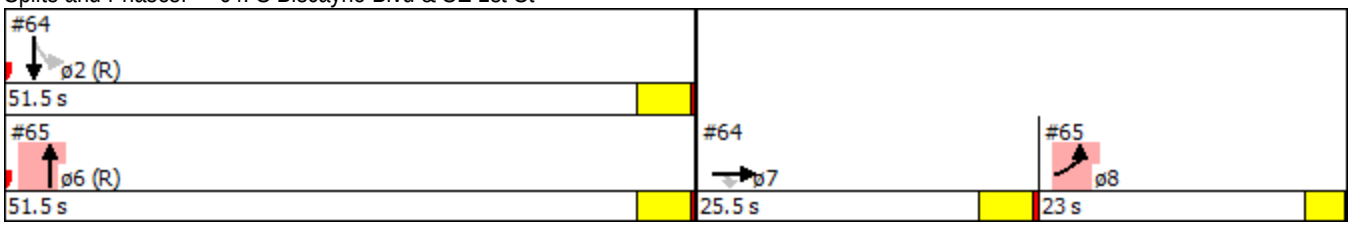
c Critical Lane Group

Lane Group	EBT	EBR	SBT	ø6	ø8
Lane Configurations					
Volume (vph)	618	233	793		
Turn Type	NA	Perm	NA		
Protected Phases	7		2	6	8
Permitted Phases		7			
Detector Phase	7	7	2		
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	22.3
Total Split (s)	25.5	25.5	51.5	51.5	23.0
Total Split (%)	25.5%	25.5%	51.5%	52%	23%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.3
Lost Time Adjust (s)	0.0	0.0	0.0		
Total Lost Time (s)	4.5	4.5	4.5		
Lead/Lag	Lead	Lead			Lag
Lead-Lag Optimize?	Yes	Yes			Yes
Recall Mode	None	None	C-Min	C-Max	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 23 (23%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 64: S Biscayne Blvd & SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	618	233	0	0	0	0	0	0	48	793	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5								4.5	
Lane Util. Factor		0.86	0.86								0.86	
Frpb, ped/bikes		1.00	0.96								1.00	
Flpb, ped/bikes		1.00	1.00								1.00	
Frt		0.99	0.85								1.00	
Flt Protected		1.00	1.00								1.00	
Satd. Flow (prot)		3898	997								5421	
Flt Permitted		1.00	1.00								1.00	
Satd. Flow (perm)		3898	997								5421	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	672	253	0	0	0	0	0	0	52	862	0
RTOR Reduction (vph)	0	7	163	0	0	0	0	0	0	0	23	0
Lane Group Flow (vph)	0	713	42	0	0	0	0	0	0	0	891	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Parking (#/hr)		0	0									
Turn Type		NA	Perm							Perm	NA	
Protected Phases		7									2	
Permitted Phases			7							2		
Actuated Green, G (s)		20.6	20.6								56.5	
Effective Green, g (s)		20.6	20.6								56.5	
Actuated g/C Ratio		0.21	0.21								0.56	
Clearance Time (s)		4.5	4.5								4.5	
Vehicle Extension (s)		2.5	2.5								1.0	
Lane Grp Cap (vph)		802	205								3062	
v/s Ratio Prot		c0.18										
v/s Ratio Perm			0.04								0.16	
v/c Ratio		0.89	0.21								0.29	
Uniform Delay, d1		38.6	32.9								11.3	
Progression Factor		1.31	2.71								1.26	
Incremental Delay, d2		11.7	0.4								0.2	
Delay (s)		62.3	89.5								14.5	
Level of Service		E	F								B	
Approach Delay (s)		68.3			0.0			0.0			14.5	
Approach LOS		E			A			A			B	

Intersection Summary

HCM 2000 Control Delay	41.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.3
Intersection Capacity Utilization	38.9%	ICU Level of Service	A
Analysis Period (min)	15		

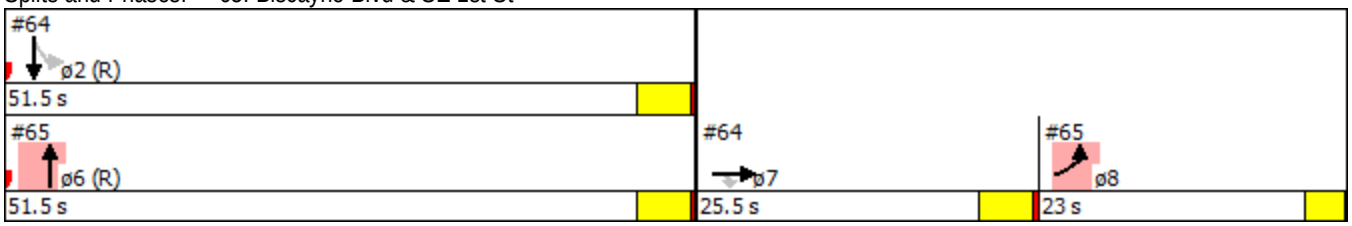
c Critical Lane Group

Lane Group	EBL	NBT	ø2	ø7
Lane Configurations				
Volume (vph)	618	1400		
Turn Type	NA	NA		
Protected Phases	8	6	2	7
Permitted Phases				
Detector Phase	8	6		
Switch Phase				
Minimum Initial (s)	5.0	7.0	7.0	7.0
Minimum Split (s)	22.3	23.5	23.5	23.5
Total Split (s)	23.0	51.5	51.5	25.5
Total Split (%)	23.0%	51.5%	52%	26%
Yellow Time (s)	3.0	4.0	4.0	4.0
All-Red Time (s)	0.3	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	3.3	4.5		
Lead/Lag	Lag			Lead
Lead-Lag Optimize?	Yes			Yes
Recall Mode	None	C-Max	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 23 (23%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 65: Biscayne Blvd & SE 1st St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	618	32	0	1400	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.3			4.5		
Lane Util. Factor	0.94			0.86		
Frpb, ped/bikes	1.00			1.00		
Flpb, ped/bikes	1.00			1.00		
Frt	0.99			1.00		
Flt Protected	0.95			1.00		
Satd. Flow (prot)	4216			5447		
Flt Permitted	0.95			1.00		
Satd. Flow (perm)	4216			5447		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	672	35	0	1522	0	0
RTOR Reduction (vph)	632	0	0	0	0	0
Lane Group Flow (vph)	75	0	0	1522	0	0
Confl. Peds. (#/hr)	20	20	20			20
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%
Turn Type	NA			NA		
Protected Phases	8			6		
Permitted Phases						
Actuated Green, G (s)	10.6			56.5		
Effective Green, g (s)	10.6			56.5		
Actuated g/C Ratio	0.11			0.56		
Clearance Time (s)	3.3			4.5		
Vehicle Extension (s)	2.0			1.0		
Lane Grp Cap (vph)	446			3077		
v/s Ratio Prot	c0.02			c0.28		
v/s Ratio Perm						
v/c Ratio	0.17			0.49		
Uniform Delay, d1	40.7			13.1		
Progression Factor	1.00			0.80		
Incremental Delay, d2	0.0			0.5		
Delay (s)	40.7			11.0		
Level of Service	D			B		
Approach Delay (s)	40.7			11.0	0.0	
Approach LOS	D			B	A	

Intersection Summary

HCM 2000 Control Delay	20.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.3
Intersection Capacity Utilization	44.5%	ICU Level of Service	A
Analysis Period (min)	15		

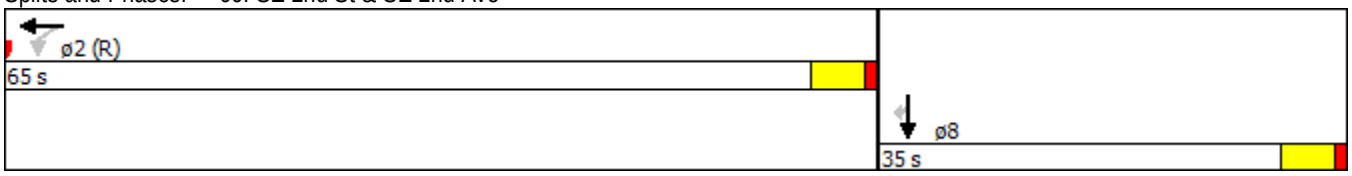
c Critical Lane Group

Lane Group	WBL	WBT	SBT	SBR
Lane Configurations				
Volume (vph)	1041	190	518	159
Turn Type	Perm	NA	NA	Perm
Protected Phases		2	8	
Permitted Phases	2			8
Detector Phase	2	2	8	8
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0
Total Split (s)	65.0	65.0	35.0	35.0
Total Split (%)	65.0%	65.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 91 (91%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 66: SE 2nd St & SE 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	1041	190	0	0	0	0	0	518	159
Number				5	2	12				3	8	18
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				159.8	159.8	0.0				0.0	159.8	159.8
Lanes				2	1	0				0	2	1
Cap, veh/h				144	959	0				0	959	359
Arrive On Green				0.60	0.60	0.00				0.00	0.30	0.30
Sat Flow, veh/h				3044	1598	0				0	3196	1198
Grp Volume(v), veh/h				1132	207	0				0	563	173
Grp Sat Flow(s),veh/h/ln				1522	1598	0				0	1598	1198
Q Serve(g_s), s				0.0	6.0	0.0				0.0	15.0	11.8
Cycle Q Clear(g_c), s				60.0	6.0	0.0				0.0	15.0	11.8
Prop In Lane				1.00		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				144	959	0				0	959	359
V/C Ratio(X)				7.86	0.22	0.00				0.00	0.59	0.48
Avail Cap(c_a), veh/h				144	959	0				0	959	359
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				50.0	9.2	0.0				0.0	29.7	28.6
Incr Delay (d2), s/veh				3101.8	0.5	0.0				0.0	2.6	4.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				63.9	2.3	0.0				0.0	6.3	4.0
Lane Grp Delay (d), s/veh				3151.8	9.7	0.0				0.0	32.4	33.2
Lane Grp LOS				F	A						C	C
Approach Vol, veh/h					1339						736	
Approach Delay, s/veh					2666.0						32.6	
Approach LOS					F						C	

Timer	
Assigned Phs	2 8
Phs Duration (G+Y+Rc), s	65.0 35.0
Change Period (Y+Rc), s	5.0 5.0
Max Green Setting (Gmax), s	60.0 30.0
Max Q Clear Time (g_c+I1), s	62.0 17.0
Green Ext Time (p_c), s	0.0 3.1

Intersection Summary	
HCM 2010 Ctrl Delay	1731.9
HCM 2010 LOS	F

Notes

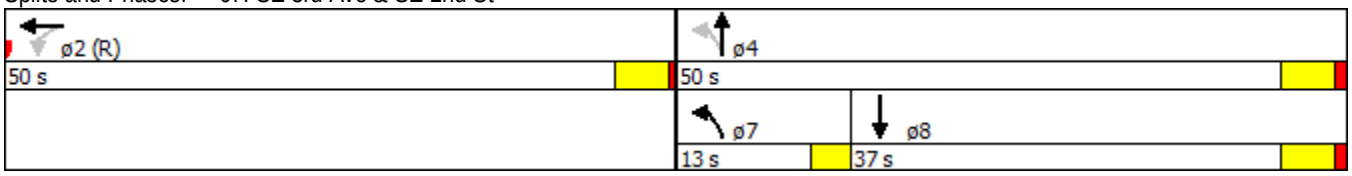
User approved volume balancing among the lanes for turning movement.

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	1332	454	122	21
Turn Type	NA	pm+pt	NA	NA
Protected Phases	2	7	4	8
Permitted Phases		4		
Detector Phase	2	7	4	8
Switch Phase				
Minimum Initial (s)	7.0	5.0	7.0	7.0
Minimum Split (s)	22.6	9.0	23.0	20.6
Total Split (s)	50.0	13.0	50.0	37.0
Total Split (%)	50.0%	13.0%	50.0%	37.0%
Yellow Time (s)	4.0	3.0	4.0	4.0
All-Red Time (s)	0.6	0.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.6		5.0	5.0
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	C-Min	None	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 85 (85%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 67: SE 3rd Ave & SE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	90	1332	16	454	122	0	0	21	90
Number				5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	0.99		1.00	1.00		0.99
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	162.9	171.0	171.0	162.9	0.0	0.0	162.9	171.0
Lanes				0	5	0	0	2	0	0	1	0
Cap, veh/h				131	2092	25	706	1061	0	0	144	615
Arrive On Green				0.28	0.28	0.28	0.99	0.99	0.00	0.00	0.60	0.60
Sat Flow, veh/h				471	7541	90	1025	1482	0	0	242	1032
Grp Volume(v), veh/h				334	924	305	493	133	0	0	0	121
Grp Sat Flow(s),veh/h/ln				1605	1629	1611	1177	1629	0	0	0	1274
Q Serve(g_s), s				14.4	12.7	12.8	0.1	0.0	0.0	0.0	0.0	3.2
Cycle Q Clear(g_c), s				14.4	12.7	12.8	45.0	0.0	0.0	0.0	0.0	3.2
Prop In Lane				0.29		0.06	1.00		0.00	0.00		0.81
Lane Grp Cap(c), veh/h				445	1355	447	95	970	0	0	0	759
V/C Ratio(X)				0.75	0.68	0.68	5.17	0.14	0.00	0.00	0.00	0.16
Avail Cap(c_a), veh/h				964	2935	968	95	970	0	0	0	759
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.86	0.86	0.86	0.95	0.95	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				24.9	24.3	24.3	22.7	0.1	0.0	0.0	0.0	6.8
Incr Delay (d2), s/veh				9.6	2.4	7.1	1900.3	0.0	0.0	0.0	0.0	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
%ile Back of Q (50%), veh/ln				6.8	5.3	5.9	50.3	0.0	0.0	0.0	0.0	0.9
Lane Grp Delay (d), s/veh				34.5	26.7	31.4	1923.0	0.1	0.0	0.0	0.0	6.9
Lane Grp LOS				C	C	C	F	A				A
Approach Vol, veh/h					1563			626			121	
Approach Delay, s/veh					29.3			1514.5			6.9	
Approach LOS					C			F			A	

Timer												
Assigned Phs					2		7	4			8	
Phs Duration (G+Y+Rc), s					25.6		0.0	50.0			50.0	
Change Period (Y+Rc), s					4.6		3.0	5.0			5.0	
Max Green Setting (Gmax), s					45.4		10.0	45.0			32.0	
Max Q Clear Time (g_c+I1), s					16.4		0.0	47.0			5.2	
Green Ext Time (p_c), s					4.6		0.0	0.0			4.6	

Intersection Summary		
HCM 2010 Ctrl Delay	430.6	
HCM 2010 LOS	F	

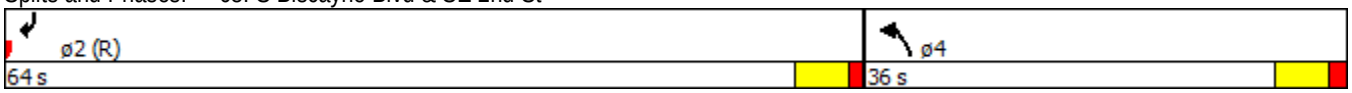
Notes

Lane Group	NBL	SBR
Lane Configurations		
Volume (vph)	380	1025
Turn Type	Prot	custom
Protected Phases	4	2
Permitted Phases		2
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	24.5	25.5
Total Split (s)	36.0	64.0
Total Split (%)	36.0%	64.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.5	1.2
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.5	5.2
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 89 (89%), Referenced to phase 2:SBR, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 68: S Biscayne Blvd & SE 2nd St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	380	0	0	1025
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.5			5.2
Lane Util. Factor			0.97			0.64
Frpb, ped/bikes			1.00			1.00
Flpb, ped/bikes			1.00			1.00
Frt			1.00			0.85
Flt Protected			0.95			1.00
Satd. Flow (prot)			3001			3544
Flt Permitted			0.95			1.00
Satd. Flow (perm)			3001			3544
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	413	0	0	1114
RTOR Reduction (vph)	0	0	119	0	0	0
Lane Group Flow (vph)	0	0	294	0	0	1114
Confl. Peds. (#/hr)	20	20	20			20
Turn Type			Prot			custom
Protected Phases			4			2
Permitted Phases						2
Actuated Green, G (s)			30.5			58.8
Effective Green, g (s)			30.5			58.8
Actuated g/C Ratio			0.30			0.59
Clearance Time (s)			5.5			5.2
Lane Grp Cap (vph)			915			2083
v/s Ratio Prot			c0.10			c0.31
v/s Ratio Perm						
v/c Ratio			0.32			0.53
Uniform Delay, d1			26.8			12.4
Progression Factor			1.00			0.94
Incremental Delay, d2			0.9			0.9
Delay (s)			27.7			12.6
Level of Service			C			B
Approach Delay (s)	0.0			27.7	12.6	
Approach LOS	A			C	B	

Intersection Summary			
HCM 2000 Control Delay	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.7
Intersection Capacity Utilization	41.6%	ICU Level of Service	A
Analysis Period (min)	15		

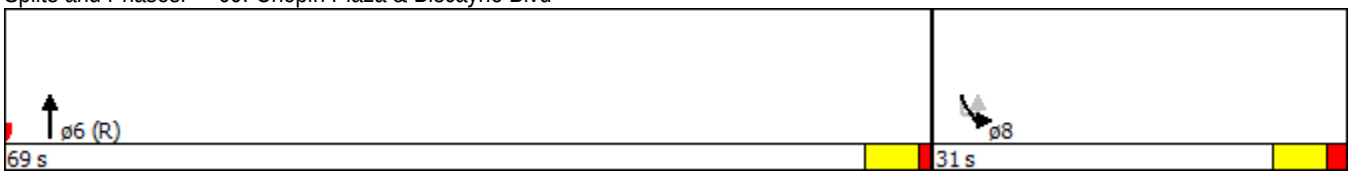
c Critical Lane Group

Lane Group	WBR	NBT	SBU	SBL
Lane Configurations				
Volume (vph)	201	1194	5	26
Turn Type	Free	NA	custom	Prot
Protected Phases		6		8
Permitted Phases	Free		8	
Detector Phase		6	8	8
Switch Phase				
Minimum Initial (s)		18.0	7.0	7.0
Minimum Split (s)		23.0	23.7	23.7
Total Split (s)		69.0	31.0	31.0
Total Split (%)		69.0%	31.0%	31.0%
Yellow Time (s)		4.0	4.0	4.0
All-Red Time (s)		1.0	1.7	1.7
Lost Time Adjust (s)		0.0		0.0
Total Lost Time (s)		5.0		5.7
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode		C-Min	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 52 (52%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 69: Chopin Plaza & Biscayne Blvd



Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Volume (vph)	0	201	1194	69	5	26	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	5.0			5.7	
Lane Util. Factor		1.00	0.91			0.97	
Frpb, ped/bikes		0.98	1.00			1.00	
Flpb, ped/bikes		1.00	1.00			0.98	
Frt		0.86	0.99			1.00	
Flt Protected		1.00	1.00			0.95	
Satd. Flow (prot)		1245	4405			2949	
Flt Permitted		1.00	1.00			0.44	
Satd. Flow (perm)		1245	4405			1364	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	218	1298	75	5	28	0
RTOR Reduction (vph)	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	218	1369	0	0	33	0
Confl. Peds. (#/hr)	20	20		20	20	20	
Parking (#/hr)		0					
Turn Type		Free	NA		custom	Prot	
Protected Phases			6			8	
Permitted Phases		Free			8		
Actuated Green, G (s)		100.0	80.2			9.1	
Effective Green, g (s)		100.0	80.2			9.1	
Actuated g/C Ratio		1.00	0.80			0.09	
Clearance Time (s)			5.0			5.7	
Vehicle Extension (s)			1.0			2.5	
Lane Grp Cap (vph)		1245	3532			124	
v/s Ratio Prot			c0.31				
v/s Ratio Perm		c0.18				0.02	
v/c Ratio		0.18	0.39			0.27	
Uniform Delay, d1		0.0	2.8			42.3	
Progression Factor		1.00	1.00			1.58	
Incremental Delay, d2		0.3	0.3			0.8	
Delay (s)		0.3	3.2			67.6	
Level of Service		A	A			E	
Approach Delay (s)	0.3		3.2				67.6
Approach LOS	A		A				E

Intersection Summary

HCM 2000 Control Delay	4.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.7
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	NBT	SBL2	SBL	SBT	SEL2
Lane Configurations								
Volume (vph)	16	227	21	444	5	37	69	16
Turn Type	Split	NA	Perm	NA	Perm	Perm	NA	Prot
Protected Phases	8	8		6			2	7
Permitted Phases			8		2	2		
Detector Phase	8	8	8	6	2	2	2	7
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.6	25.6	25.6	32.0	32.0	32.0	32.0	14.0
Total Split (s)	29.0	29.0	29.0	57.0	57.0	57.0	57.0	14.0
Total Split (%)	29.0%	29.0%	29.0%	57.0%	57.0%	57.0%	57.0%	14.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.6	0.6	0.6	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	5.0			5.0	5.0
Lead/Lag	Lag	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes					Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 43 (43%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 75
Control Type: Pretimed

Splits and Phases: 71: SE 3rd Ave & SE 3rd St



Movement	EBL2	EBL	EBT	EBR	NBT	NBR	NBR2	SBL2	SBL	SBT	SEL2
Lane Configurations											
Volume (vph)	122	16	227	21	444	16	26	5	37	69	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.6	5.0					5.0	5.0
Lane Util. Factor		1.00	1.00	1.00	0.95					1.00	1.00
Frpb, ped/bikes		1.00	1.00	0.93	1.00					1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					0.99	1.00
Frt		1.00	1.00	0.85	0.99					1.00	1.00
Flt Protected		0.95	1.00	1.00	1.00					0.98	0.95
Satd. Flow (prot)		1547	1629	1292	3040					1587	1547
Flt Permitted		0.95	1.00	1.00	1.00					0.75	0.95
Satd. Flow (perm)		1547	1629	1292	3040					1208	1547
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	133	17	247	23	483	17	28	5	40	75	17
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	0	0	0
Lane Group Flow (vph)	0	150	247	23	524	0	0	0	0	120	17
Confl. Peds. (#/hr)	20	20		20		20	20	20	20		20
Turn Type	Split	Split	NA	Perm	NA			Perm	Perm	NA	Prot
Protected Phases	8	8	8		6					2	7
Permitted Phases				8				2	2		
Actuated Green, G (s)		24.4	24.4	24.4	52.0					52.0	9.0
Effective Green, g (s)		24.4	24.4	24.4	52.0					52.0	9.0
Actuated g/C Ratio		0.24	0.24	0.24	0.52					0.52	0.09
Clearance Time (s)		4.6	4.6	4.6	5.0					5.0	5.0
Lane Grp Cap (vph)		377	397	315	1580					628	139
v/s Ratio Prot		0.10	c0.15		c0.17						c0.01
v/s Ratio Perm				0.02						0.10	
v/c Ratio		0.40	0.62	0.07	0.33					0.19	0.12
Uniform Delay, d1		31.6	33.7	29.1	13.9					12.8	41.9
Progression Factor		0.84	0.88	0.73	1.33					0.77	0.82
Incremental Delay, d2		2.8	6.5	0.4	0.5					0.6	1.6
Delay (s)		29.4	36.0	21.6	19.1					10.4	35.8
Level of Service		C	D	C	B					B	D
Approach Delay (s)			32.9		19.1					10.4	
Approach LOS			C		B					B	

Intersection Summary

HCM 2000 Control Delay	23.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.6
Intersection Capacity Utilization	94.1%	ICU Level of Service	F
Analysis Period (min)	15		

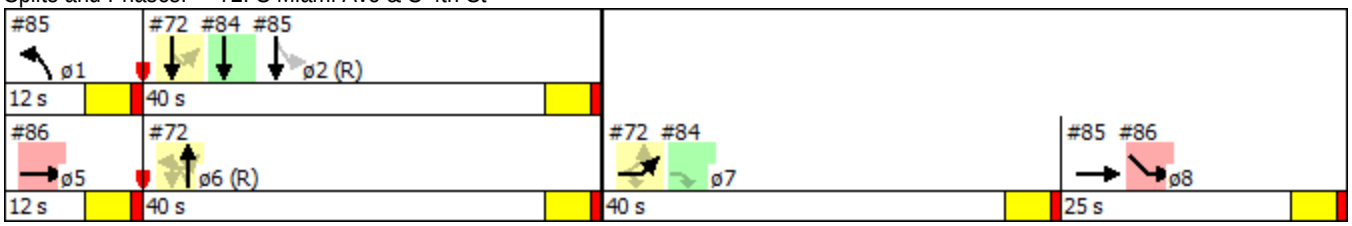
c Critical Lane Group

Lane Group	EBL	EBR	NBU	NBL	NBT	NBR	SBL	SBT	ø1	ø5	ø8
Lane Configurations											
Volume (vph)	70	68	2	65	57	575	1	715			
Turn Type	NA	Perm	Perm	Perm	NA	Perm	Perm	NA			
Protected Phases	7				6			2	1	5	8
Permitted Phases		7	6	6		6	2				
Detector Phase	7	7	6	6	6	6	2	2			
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	25.0	25.0	25.0	25.0	25.0	25.0	12.0	12.0	25.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	12.0	12.0	25.0
Total Split (%)	34.2%	34.2%	34.2%	34.2%	34.2%	34.2%	34.2%	34.2%	10%	10%	21%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0		5.0			
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 117
Actuated Cycle Length: 117
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 72: S Miami Ave & S 4th St



Movement	EBL2	EBL	EBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations												
Volume (vph)	10	70	68	2	65	57	575	1	715	102	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0	5.0	5.0		5.0			
Lane Util. Factor		1.00	1.00		1.00	1.00	0.88		0.91			
Frpb, ped/bikes		1.00	0.95		1.00	1.00	0.94		0.99			
Flpb, ped/bikes		0.91	1.00		0.98	1.00	1.00		1.00			
Frt		1.00	0.85		1.00	1.00	0.85		0.98			
Flt Protected		0.95	1.00		0.95	1.00	1.00		1.00			
Satd. Flow (prot)		1411	1308		1510	1629	2283		4328			
Flt Permitted		0.95	1.00		0.30	1.00	1.00		0.94			
Satd. Flow (perm)		1411	1308		473	1629	2283		4068			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	76	74	2	71	62	625	1	777	111	0	0
RTOR Reduction (vph)	0	0	66	0	0	0	0	0	7	0	0	0
Lane Group Flow (vph)	0	87	8	0	73	62	625	0	882	0	0	0
Confl. Peds. (#/hr)	15	15	15	15	15		15	15		15		
Turn Type	Perm	NA	Perm	Perm	Perm	NA	Perm	Perm	NA			
Protected Phases		7				6			2			
Permitted Phases	7		7	6	6		6	2				
Actuated Green, G (s)		12.2	12.2		81.8	81.8	81.8		81.8			
Effective Green, g (s)		12.2	12.2		81.8	81.8	81.8		81.8			
Actuated g/C Ratio		0.10	0.10		0.70	0.70	0.70		0.70			
Clearance Time (s)		5.0	5.0		5.0	5.0	5.0		5.0			
Vehicle Extension (s)		2.5	2.5		1.0	1.0	1.0		1.0			
Lane Grp Cap (vph)		147	136		330	1138	1596		2844			
v/s Ratio Prot						0.04						
v/s Ratio Perm		0.06	0.01		0.15		c0.27		0.22			
v/c Ratio		0.59	0.06		0.22	0.05	0.39		0.31			
Uniform Delay, d1		50.0	47.2		6.3	5.5	7.3		6.8			
Progression Factor		1.00	1.00		1.00	1.00	1.00		1.00			
Incremental Delay, d2		5.2	0.1		1.5	0.1	0.7		0.3			
Delay (s)		55.3	47.3		7.8	5.6	8.0		7.0			
Level of Service		E	D		A	A	A		A			
Approach Delay (s)		51.6				7.8			7.0		0.0	
Approach LOS		D				A			A		A	

Intersection Summary

HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	117.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	54.9%	ICU Level of Service	A
Analysis Period (min)	15		

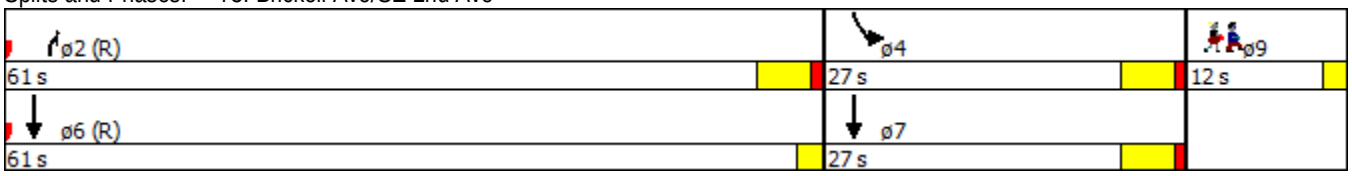
c Critical Lane Group

Lane Group	NBR	SBL	SBT	ø6	ø7	ø9
Lane Configurations						
Volume (vph)	1384	233	1194			
Turn Type	custom	Prot	NA			
Protected Phases	2	4	6 7	6	7	9
Permitted Phases						
Detector Phase	2	4	6 7			
Switch Phase						
Minimum Initial (s)	7.0	7.0		7.0	7.0	1.0
Minimum Split (s)	21.0	23.0		20.0	12.0	12.0
Total Split (s)	61.0	27.0		61.0	27.0	12.0
Total Split (%)	61.0%	27.0%		61%	27%	12%
Yellow Time (s)	4.0	4.0		2.0	4.0	2.0
All-Red Time (s)	1.0	1.0		0.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0				
Total Lost Time (s)	5.0	5.0				
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	None		C-Min	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 37 (37%), Referenced to phase 2:NBR and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 73: Brickell Ave/SE 2nd Ave



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	0	1384	233	1194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0	5.0	2.0
Lane Util. Factor				0.76	0.97	0.91
Frpb, ped/bikes				1.00	1.00	1.00
Flpb, ped/bikes				1.00	1.00	1.00
Frt				0.85	1.00	1.00
Flt Protected				1.00	0.95	1.00
Satd. Flow (prot)				3097	2945	4363
Flt Permitted				1.00	0.95	1.00
Satd. Flow (perm)				3097	2945	4363
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	1504	253	1298
RTOR Reduction (vph)	0	0	0	375	135	0
Lane Group Flow (vph)	0	0	0	1129	118	1298
Confl. Peds. (#/hr)	20	20		20	20	
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%
Turn Type				custom	Prot	NA
Protected Phases				2	4	6 7
Permitted Phases						
Actuated Green, G (s)				67.6	16.4	89.0
Effective Green, g (s)				67.6	16.4	89.0
Actuated g/C Ratio				0.68	0.16	0.89
Clearance Time (s)				5.0	5.0	
Vehicle Extension (s)				1.0	2.5	
Lane Grp Cap (vph)				2093	482	3883
v/s Ratio Prot				c0.36	0.04	c0.30
v/s Ratio Perm						
v/c Ratio				0.54	0.24	0.33
Uniform Delay, d1				8.3	36.4	0.9
Progression Factor				1.00	0.93	0.88
Incremental Delay, d2				1.0	0.2	0.0
Delay (s)				9.3	33.9	0.8
Level of Service				A	C	A
Approach Delay (s)	0.0		9.3			6.2
Approach LOS	A		A			A

Intersection Summary

HCM 2000 Control Delay	7.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.5%	ICU Level of Service	A
Analysis Period (min)	15		

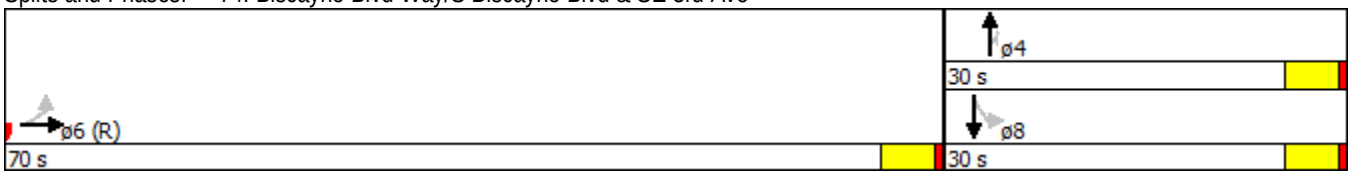
c Critical Lane Group

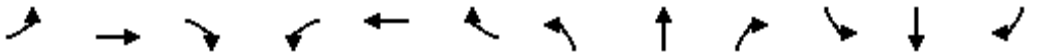
Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	465	1089	63	32	69	42
Turn Type	Perm	NA	NA	Perm	Perm	NA
Protected Phases		6	4			8
Permitted Phases	6			4	8	
Detector Phase	6	6	4	4	8	8
Switch Phase						
Minimum Initial (s)	14.0	14.0	7.0	7.0	7.0	7.0
Minimum Split (s)	20.8	20.8	22.8	22.8	22.8	22.8
Total Split (s)	70.0	70.0	30.0	30.0	30.0	30.0
Total Split (%)	70.0%	70.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.8	0.8	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.8	4.8	4.8	4.8		4.8
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:EBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 74: Biscayne Blvd Way/S Biscayne Blvd & SE 3rd Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	465	1089	69	0	0	0	0	63	32	69	42	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.8	4.8						4.8	4.8		4.8	
Lane Util. Factor	0.86	0.86						1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00						1.00	0.95		1.00	
Flpb, ped/bikes	0.99	1.00						1.00	1.00		0.98	
Frt	1.00	0.99						1.00	0.85		1.00	
Flt Protected	0.95	1.00						1.00	1.00		0.97	
Satd. Flow (prot)	1318	4144						1629	1320		1548	
Flt Permitted	0.95	1.00						1.00	1.00		0.79	
Satd. Flow (perm)	1318	4144						1629	1320		1255	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	505	1184	75	0	0	0	0	68	35	75	46	0
RTOR Reduction (vph)	0	6	0	0	0	0	0	0	26	0	0	0
Lane Group Flow (vph)	429	1329	0	0	0	0	0	68	9	0	121	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Perm	NA						NA	Perm	Perm	NA	
Protected Phases		6						4			8	
Permitted Phases	6								4	8		
Actuated Green, G (s)	65.2	65.2						25.2	25.2		25.2	
Effective Green, g (s)	65.2	65.2						25.2	25.2		25.2	
Actuated g/C Ratio	0.65	0.65						0.25	0.25		0.25	
Clearance Time (s)	4.8	4.8						4.8	4.8		4.8	
Lane Grp Cap (vph)	859	2701						410	332		316	
v/s Ratio Prot								0.04				
v/s Ratio Perm	c0.33	0.32							0.01		c0.10	
v/c Ratio	0.50	0.49						0.17	0.03		0.38	
Uniform Delay, d1	9.0	8.9						29.2	28.2		31.0	
Progression Factor	1.00	1.02						1.00	1.00		0.79	
Incremental Delay, d2	1.7	0.5						0.9	0.1		3.5	
Delay (s)	10.7	9.6						30.1	28.3		27.8	
Level of Service	B	A						C	C		C	
Approach Delay (s)		9.9			0.0			29.5			27.8	
Approach LOS		A			A			C			C	

Intersection Summary

HCM 2000 Control Delay	12.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.6
Intersection Capacity Utilization	67.1%	ICU Level of Service	C
Analysis Period (min)	15		

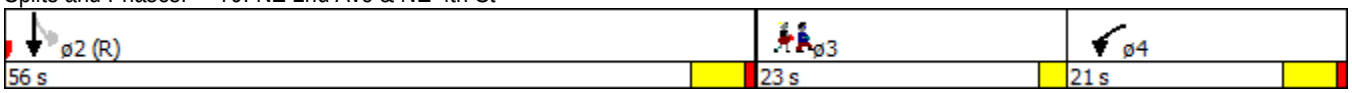
c Critical Lane Group

Lane Group	WBL	SBT	ø3
Lane Configurations			
Volume (vph)	152	808	
Turn Type	NA	NA	
Protected Phases	4	2	3
Permitted Phases			
Detector Phase	4	2	
Switch Phase			
Minimum Initial (s)	7.0	7.0	1.0
Minimum Split (s)	11.9	22.9	23.0
Total Split (s)	21.0	56.0	23.0
Total Split (%)	21.0%	56.0%	23%
Yellow Time (s)	4.0	4.0	2.0
All-Red Time (s)	0.9	0.9	0.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	4.9	4.9	
Lead/Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 79: NE 2nd Ave & NE 4th St



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	152	0	0	0	25	808
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9					4.9
Lane Util. Factor	1.00					0.91
Frpb, ped/bikes	1.00					1.00
Flpb, ped/bikes	1.00					1.00
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	1518					4206
Flt Permitted	0.95					1.00
Satd. Flow (perm)	1518					4206
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	165	0	0	0	27	878
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	165	0	0	0	0	905
Confl. Peds. (#/hr)	305	384		41	41	
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%
Parking (#/hr)					0	0
Turn Type	NA				Perm	NA
Protected Phases	4					2
Permitted Phases					2	
Actuated Green, G (s)	16.1					51.1
Effective Green, g (s)	16.1					51.1
Actuated g/C Ratio	0.16					0.51
Clearance Time (s)	4.9					4.9
Lane Grp Cap (vph)	244					2149
v/s Ratio Prot	c0.11					
v/s Ratio Perm						0.22
v/c Ratio	0.68					0.42
Uniform Delay, d1	39.5					15.2
Progression Factor	0.93					0.69
Incremental Delay, d2	14.0					0.6
Delay (s)	51.0					11.1
Level of Service	D					B
Approach Delay (s)	51.0		0.0			11.1
Approach LOS	D		A			B

Intersection Summary

HCM 2000 Control Delay	17.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.8
Intersection Capacity Utilization	37.6%	ICU Level of Service	A
Analysis Period (min)	15		

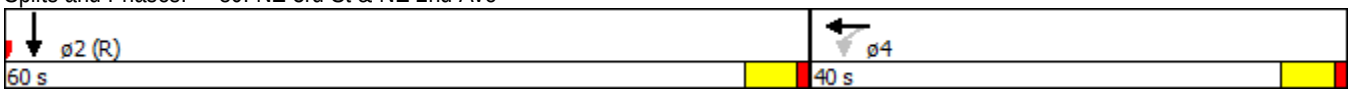
c Critical Lane Group

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	264	526
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	40.0	60.0
Total Split (%)	40.0%	60.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 18 (18%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 80: NE 3rd St & NE 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	101	264	0	0	0	0	0	526	374
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.94
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	159.8	0.0				0.0	159.8	171.0
Lanes				0	2	0				0	3	0
Cap, veh/h				72	509	0				0	1758	633
Arrive On Green				0.35	0.35	0.00				0.00	0.18	0.18
Sat Flow, veh/h				0	1454	0				0	3196	1151
Grp Volume(v), veh/h				110	287	0				0	572	407
Grp Sat Flow(s),veh/h/ln				0	1454	0				0	1598	1151
Q Serve(g_s), s				0.0	16.0	0.0				0.0	15.6	32.8
Cycle Q Clear(g_c), s				35.0	16.0	0.0				0.0	15.6	32.8
Prop In Lane				1.00		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				72	509	0				0	1758	633
V/C Ratio(X)				1.53	0.56	0.00				0.00	0.33	0.64
Avail Cap(c_a), veh/h				72	509	0				0	1758	633
HCM Platoon Ratio				1.00	1.00	1.00				1.00	0.33	0.33
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				50.0	26.3	0.0				0.0	24.8	31.8
Incr Delay (d2), s/veh				295.6	4.5	0.0				0.0	0.5	5.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				7.8	6.4	0.0				0.0	6.8	11.0
Lane Grp Delay (d), s/veh				345.6	30.8	0.0				0.0	25.3	36.8
Lane Grp LOS				F	C						C	D
Approach Vol, veh/h					397						979	
Approach Delay, s/veh					118.0						30.1	
Approach LOS					F						C	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	40.0 60.0
Change Period (Y+Rc), s	5.0 5.0
Max Green Setting (Gmax), s	35.0 55.0
Max Q Clear Time (g_c+I1), s	37.0 34.8
Green Ext Time (p_c), s	0.0 2.8

Intersection Summary	
HCM 2010 Ctrl Delay	55.4
HCM 2010 LOS	E

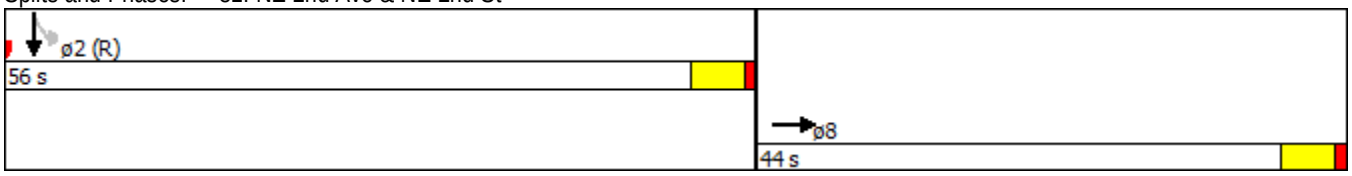
Notes

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	155	475
Turn Type	NA	NA
Protected Phases	8	2
Permitted Phases		
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	44.0	56.0
Total Split (%)	44.0%	56.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 21 (21%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 81: NE 2nd Ave & NE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	155	198	0	0	0	0	0	0	115	475	0
Number	3	8	18							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95							1.00		1.00
Parking Bus Adj	1.00	1.00	0.90							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	159.8	171.0							171.0	159.8	0.0
Lanes	0	2	0							0	3	0
Cap, veh/h	0	623	454							72	1483	0
Arrive On Green	0.00	0.39	0.39							0.17	0.17	0.00
Sat Flow, veh/h	0	1598	1164							0	2909	0
Grp Volume(v), veh/h	0	168	215							125	516	0
Grp Sat Flow(s),veh/h/ln	0	1598	1164							0	1454	0
Q Serve(g_s), s	0.0	7.2	13.8							0.0	15.7	0.0
Cycle Q Clear(g_c), s	0.0	7.2	13.8							51.0	15.7	0.0
Prop In Lane	0.00		1.00							1.00		0.00
Lane Grp Cap(c), veh/h	0	623	454							72	1483	0
V/C Ratio(X)	0.00	0.27	0.47							1.74	0.35	0.00
Avail Cap(c_a), veh/h	0	623	454							72	1483	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	20.8	22.8							67.1	26.9	0.0
Incr Delay (d2), s/veh	0.0	1.1	3.5							382.3	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	3.0	4.4							9.6	6.3	0.0
Lane Grp Delay (d), s/veh	0.0	21.9	26.3							449.4	27.5	0.0
Lane Grp LOS		C	C							F	C	
Approach Vol, veh/h		383									641	
Approach Delay, s/veh		24.4									109.8	
Approach LOS		C									F	

Timer	
Assigned Phs	8	2
Phs Duration (G+Y+Rc), s	44.0	56.0
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	39.0	51.0
Max Q Clear Time (g_c+I1), s	15.8	53.0
Green Ext Time (p_c), s	2.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	77.9
HCM 2010 LOS	E

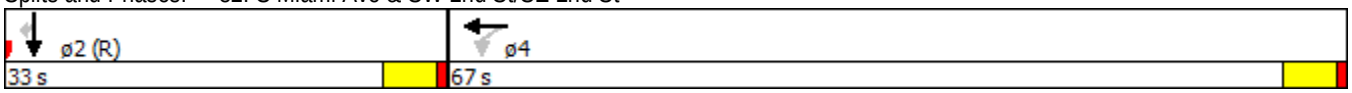
Notes

Lane Group	WBT	SBT	SBR
Lane Configurations			
Volume (vph)	1178	266	42
Turn Type	NA	NA	Perm
Protected Phases	4	2	
Permitted Phases			2
Detector Phase	4	2	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	22.9	22.9	22.9
Total Split (s)	67.0	33.0	33.0
Total Split (%)	67.0%	33.0%	33.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.9	0.9	0.9
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 65 (65%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 82: S Miami Ave & SW 2nd St/SE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	167	1178	0	0	0	0	0	266	42
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	162.9	0.0				0.0	162.9	162.9
Lanes				0	2	0				0	2	1
Cap, veh/h				88	1131	0				0	380	162
Arrive On Green				0.25	0.25	0.00				0.00	0.04	0.00
Sat Flow, veh/h				0	1482	0				0	3257	1384
Grp Volume(v), veh/h				174	1227	0				0	277	0
Grp Sat Flow(s),veh/h/ln				0	1482	0				0	1629	1384
Q Serve(g_s), s				0.0	62.1	0.0				0.0	6.8	0.0
Cycle Q Clear(g_c), s				62.1	62.1	0.0				0.0	6.8	0.0
Prop In Lane				1.00		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				88	1131	0				0	380	162
V/C Ratio(X)				1.97	1.09	0.00				0.00	0.73	0.00
Avail Cap(c_a), veh/h				88	1131	0				0	1124	478
HCM Platoon Ratio				0.33	0.33	1.00				1.00	0.33	0.33
Upstream Filter(I)				0.45	0.45	0.00				0.00	0.89	0.00
Uniform Delay (d), s/veh				61.5	30.5	0.0				0.0	37.9	0.0
Incr Delay (d2), s/veh				453.3	46.0	0.0				0.0	10.4	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				13.1	39.8	0.0				0.0	3.5	0.0
Lane Grp Delay (d), s/veh				514.8	76.5	0.0				0.0	48.3	0.0
Lane Grp LOS				F	F						D	
Approach Vol, veh/h					1401						277	
Approach Delay, s/veh					130.9						48.3	
Approach LOS					F						D	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	67.0	14.4
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	62.1	28.1
Max Q Clear Time (g_c+I1), s	64.1	8.8
Green Ext Time (p_c), s	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	117.3
HCM 2010 LOS	F

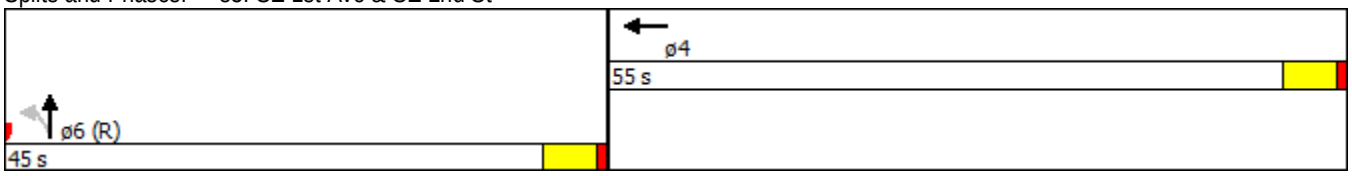
Notes

Lane Group	WBT	NBT
Lane Configurations		
Volume (vph)	730	518
Turn Type	NA	NA
Protected Phases	4	6
Permitted Phases		
Detector Phase	4	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	55.0	45.0
Total Split (%)	55.0%	45.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 52 (52%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 83: SE 1st Ave & SE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	730	133	529	518	0	0	0	0
Number				7	4	14	1	6	16			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln				0.0	162.9	171.0	171.0	162.9	0.0			
Lanes				0	2	0	0	3	0			
Cap, veh/h				0	928	170	94	1557	0			
Arrive On Green				0.00	0.11	0.11	0.53	0.53	0.00			
Sat Flow, veh/h				0	2681	490	0	2964	0			
Grp Volume(v), veh/h				0	482	456	575	563	0			
Grp Sat Flow(s),veh/h/ln				0	1629	1542	0	1482	0			
Q Serve(g_s), s				0.0	22.2	22.2	0.0	8.5	0.0			
Cycle Q Clear(g_c), s				0.0	22.2	22.2	40.1	8.5	0.0			
Prop In Lane				0.00		0.32	1.00		0.00			
Lane Grp Cap(c), veh/h				0	564	534	94	1557	0			
V/C Ratio(X)				0.00	0.85	0.85	6.09	0.36	0.00			
Avail Cap(c_a), veh/h				0	1069	1012	94	1557	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.90	0.90	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	31.9	31.9	38.2	10.6	0.0			
Incr Delay (d2), s/veh				0.0	1.3	1.4	2315.3	0.7	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln				0.0	9.9	9.4	62.5	3.0	0.0			
Lane Grp Delay (d), s/veh				0.0	33.2	33.3	2353.5	11.3	0.0			
Lane Grp LOS					C	C	F	B				
Approach Vol, veh/h					938			1138				
Approach Delay, s/veh					33.3			1194.7				
Approach LOS					C			F				

Timer	
Assigned Phs	4 6
Phs Duration (G+Y+Rc), s	31.3 45.0
Change Period (Y+Rc), s	4.9 4.9
Max Green Setting (Gmax), s	50.1 40.1
Max Q Clear Time (g_c+I1), s	24.2 42.1
Green Ext Time (p_c), s	2.3 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	669.9
HCM 2010 LOS	F

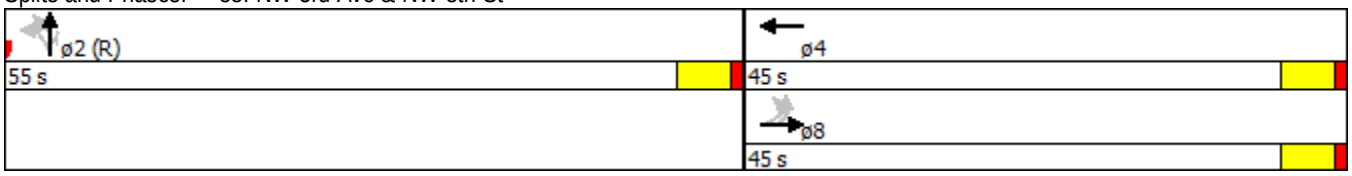
Notes

Lane Group	EBL2	EBL	EBT	WBT	NBL2	NBL	NBT	NBR
Lane Configurations								
Volume (vph)	110	55	255	130	28	698	256	59
Turn Type	Perm	Perm	NA	NA	Perm	Perm	NA	Perm
Protected Phases			8	4			2	
Permitted Phases	8	8			2	2		2
Detector Phase	8	8	8	4	2	2	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0	24.0	24.0	24.0	24.0
Total Split (s)	45.0	45.0	45.0	45.0	55.0	55.0	55.0	55.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	55.0%	55.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 17 (17%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 75
Control Type: Pretimed

Splits and Phases: 88: NW 3rd Ave & NW 8th St



Movement	EBL2	EBL	EBT	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations										
Volume (vph)	110	55	255	130	308	33	28	698	256	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0			5.0	5.0	5.0	5.0
Lane Util. Factor		1.00	1.00	1.00			1.00	1.00	1.00	1.00
Frpb, ped/bikes		1.00	1.00	0.95			1.00	1.00	1.00	0.97
Flpb, ped/bikes		0.99	1.00	1.00			1.00	0.98	1.00	1.00
Frt		1.00	1.00	0.90			1.00	1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00			0.95	0.95	1.00	1.00
Satd. Flow (prot)		1698	1810	1555			1719	1679	1810	1498
Flt Permitted		0.28	1.00	1.00			0.95	0.95	1.00	1.00
Satd. Flow (perm)		505	1810	1555			1719	1679	1810	1498
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	112	56	260	133	314	34	29	712	261	60
RTOR Reduction (vph)	0	0	0	3	0	0	0	0	0	30
Lane Group Flow (vph)	0	168	260	478	0	0	29	712	261	30
Confl. Peds. (#/hr)	8	8			8	8		8		2
Turn Type	Perm	Perm	NA	NA			Perm	Perm	NA	Perm
Protected Phases			8	4					2	
Permitted Phases	8	8					2	2		2
Actuated Green, G (s)		40.0	40.0	40.0			50.0	50.0	50.0	50.0
Effective Green, g (s)		40.0	40.0	40.0			50.0	50.0	50.0	50.0
Actuated g/C Ratio		0.40	0.40	0.40			0.50	0.50	0.50	0.50
Clearance Time (s)		5.0	5.0	5.0			5.0	5.0	5.0	5.0
Lane Grp Cap (vph)		202	724	622			859	839	905	749
v/s Ratio Prot			0.14	0.31					0.14	
v/s Ratio Perm		c0.33					0.02	c0.42		0.02
v/c Ratio		0.83	0.36	0.77			0.03	0.85	0.29	0.04
Uniform Delay, d1		27.0	21.0	26.0			12.7	21.7	14.6	12.8
Progression Factor		1.00	1.00	1.03			1.00	1.00	1.00	1.00
Incremental Delay, d2		31.2	1.4	7.9			0.1	10.4	0.8	0.1
Delay (s)		58.2	22.4	34.8			12.8	32.1	15.4	12.9
Level of Service		E	C	C			B	C	B	B
Approach Delay (s)			36.4	34.8					26.4	
Approach LOS			D	C					C	

Intersection Summary

HCM 2000 Control Delay	30.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	88.7%	ICU Level of Service	E
Analysis Period (min)	15		

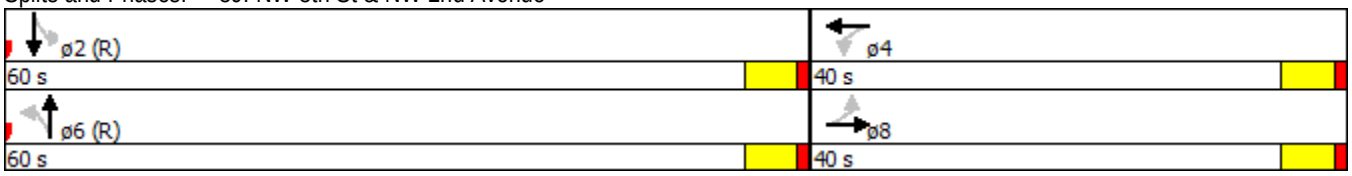
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	32	226	16	207	134	260	11	105
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	40.0	40.0	40.0	40.0	60.0	60.0	60.0	60.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 31 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 89: NW 8th St & NW 2nd Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	32	226	33	16	207	26	134	260	58	11	105	60
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	0.98		0.97	0.99		0.97
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	190.0	181.0	190.0	190.0	181.0	190.0	190.0	181.0	190.0	190.0	181.0	190.0
Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cap, veh/h	81	486	67	58	525	63	272	503	107	69	566	310
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	116	1389	191	55	1499	179	410	915	194	57	1030	563
Grp Volume(v), veh/h	338	0	0	290	0	0	525	0	0	205	0	0
Grp Sat Flow(s),veh/h/ln	1695	0	0	1733	0	0	1519	0	0	1650	0	0
Q Serve(g_s), s	3.0	0.0	0.0	0.0	0.0	0.0	19.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	18.3	0.0	0.0	15.3	0.0	0.0	26.9	0.0	0.0	7.9	0.0	0.0
Prop In Lane	0.11		0.11	0.07		0.10	0.30		0.13	0.06		0.34
Lane Grp Cap(c), veh/h	633	0	0	645	0	0	882	0	0	946	0	0
V/C Ratio(X)	0.53	0.00	0.00	0.45	0.00	0.00	0.60	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	633	0	0	645	0	0	882	0	0	946	0	0
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	0.75	0.75	0.75	0.75	0.75	0.75
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.8	0.0	0.0	35.5	0.0	0.0	20.9	0.0	0.0	15.5	0.0	0.0
Incr Delay (d2), s/veh	3.2	0.0	0.0	2.3	0.0	0.0	3.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	9.2	0.0	0.0	7.7	0.0	0.0	11.2	0.0	0.0	3.5	0.0	0.0
Lane Grp Delay (d), s/veh	40.0	0.0	0.0	37.8	0.0	0.0	23.8	0.0	0.0	16.1	0.0	0.0
Lane Grp LOS	D			D			C			B		
Approach Vol, veh/h		338			290			525			205	
Approach Delay, s/veh		40.0			37.8			23.8			16.1	
Approach LOS		D			D			C			B	

Timer												
Assigned Phs		8			4			6			2	
Phs Duration (G+Y+Rc), s		40.0			40.0			60.0			60.0	
Change Period (Y+Rc), s		5.0			5.0			5.0			5.0	
Max Green Setting (Gmax), s		35.0			35.0			55.0			55.0	
Max Q Clear Time (g_c+I1), s		20.3			17.3			28.9			9.9	
Green Ext Time (p_c), s		2.3			2.4			1.8			1.8	

Intersection Summary												
HCM 2010 Ctrl Delay			29.7									
HCM 2010 LOS			C									

Notes

Intersection

Intersection Delay, s/veh 2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	253	45	9	160	59	51
Conflicting Peds, #/hr	0	15	15	0	3	34
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	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	278	49	10	176	65	56

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	361	0	533	352
Stage 1	-	-	-	-	337	-
Stage 2	-	-	-	-	196	-
Follow-up Headway	-	-	2.245	-	3.545	3.345
Pot Capacity-1 Maneuver	-	-	1181	-	502	685
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	830	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	1166	-	477	657
Mov Capacity-2 Maneuver	-	-	-	-	477	-
Stage 1	-	-	-	-	696	-
Stage 2	-	-	-	-	811	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	13.5
HCM LOS			B

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	546	-	-	1166	-
HCM Lane V/C Ratio	0.221	-	-	0.008	-
HCM Control Delay (s)	13.5	-	-	8.114	0
HCM Lane LOS	B			A	A
HCM 95th %tile Q(veh)	0.84	-	-	0.026	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	116	185	35	6	98	23	43	120	14	3	23	11
Conflicting Peds, #/hr	16	0	19	19	0	16	19	0	14	14	0	19
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	122	195	37	6	103	24	45	126	15	3	24	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	146	0	0	251	0	0	641	635	251	694	642	153
Stage 1	-	-	-	-	-	-	476	476	-	147	147	-
Stage 2	-	-	-	-	-	-	165	159	-	547	495	-
Follow-up Headway	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Capacity-1 Maneuver	1418	-	-	1297	-	-	383	392	780	353	388	885
Stage 1	-	-	-	-	-	-	564	552	-	849	770	-
Stage 2	-	-	-	-	-	-	830	761	-	516	541	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1396	-	-	1276	-	-	318	340	755	220	336	857
Mov Capacity-2 Maneuver	-	-	-	-	-	-	318	340	-	220	336	-
Stage 1	-	-	-	-	-	-	499	488	-	751	754	-
Stage 2	-	-	-	-	-	-	776	745	-	332	479	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.7	0.4	17.8	14.6
HCM LOS			C	B

Minor Lane / Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	318	336	379	1396	-	-	1276	-	-	220	322
HCM Lane V/C Ratio	0.095	0.233	0.206	0.087	-	-	0.005	-	-	0.01	0.041
HCM Control Delay (s)	17.5	18.9	16.9	7.826	0	-	7.835	0	-	21.5	16.7
HCM Lane LOS	C	C	C	A	A		A	A		C	C
HCM 95th %tile Q(veh)	0.312	0.886	0.761	0.287	-	-	0.015	-	-	0.029	0.127

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	7	36	420	0	0	151
Conflicting Peds, #/hr	9	11	0	11	11	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	8	41	477	0	0	172

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	660	499	0	0	488	0
Stage 1	488	-	-	-	-	-
Stage 2	172	-	-	-	-	-
Follow-up Headway	3.545	3.345	-	-	2.245	-
Pot Capacity-1 Maneuver	423	566	-	-	1060	-
Stage 1	611	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	415	556	-	-	1050	-
Mov Capacity-2 Maneuver	415	-	-	-	-	-
Stage 1	605	-	-	-	-	-
Stage 2	843	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	0
HCM LOS	B		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	527	1050	-
HCM Lane V/C Ratio	-	-	0.093	-	-
HCM Control Delay (s)	-	-	12.5	0	-
HCM Lane LOS			B	A	
HCM 95th %tile Q(veh)	-	-	0.305	0	-

Notes

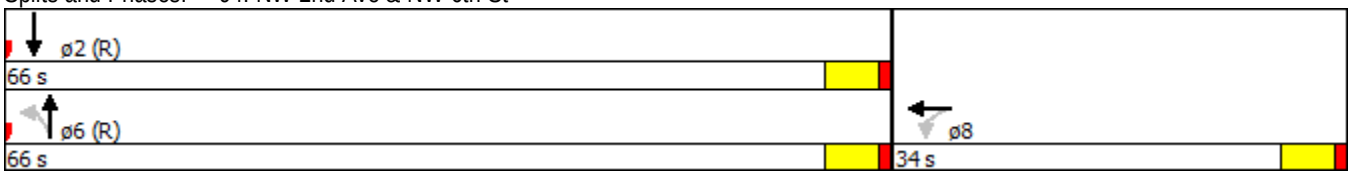
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	605	135	314	119
Turn Type	NA	Perm	NA	NA
Protected Phases	8		6	2
Permitted Phases		6		
Detector Phase	8	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	15.0	15.0	15.0
Minimum Split (s)	27.0	21.0	21.0	21.0
Total Split (s)	34.0	66.0	66.0	66.0
Total Split (%)	34.0%	66.0%	66.0%	66.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 88 (88%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 94: NW 2nd Ave & NW 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	67	605	72	135	314	0	0	119	46
Number				3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	0.99		1.00	1.00		0.97
Parking Bus Adj				0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	158.3	171.0	171.0	158.3	0.0	0.0	158.3	171.0
Lanes				0	2	0	0	1	0	0	1	0
Cap, veh/h				73	693	87	253	551	0	0	656	255
Arrive On Green				0.29	0.29	0.29	1.00	1.00	0.00	0.00	0.20	0.20
Sat Flow, veh/h				252	2391	298	337	904	0	0	1075	417
Grp Volume(v), veh/h				421	0	415	505	0	0	0	0	186
Grp Sat Flow(s),veh/h/ln				1412	0	1528	1241	0	0	0	0	1492
Q Serve(g_s), s				29.0	0.0	26.5	9.1	0.0	0.0	0.0	0.0	10.4
Cycle Q Clear(g_c), s				29.0	0.0	26.5	19.5	0.0	0.0	0.0	0.0	10.4
Prop In Lane				0.18		0.20	0.30		0.00	0.00		0.28
Lane Grp Cap(c), veh/h				410	0	443	804	0	0	0	0	910
V/C Ratio(X)				1.03	0.00	0.94	0.63	0.00	0.00	0.00	0.00	0.20
Avail Cap(c_a), veh/h				410	0	443	804	0	0	0	0	910
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				35.5	0.0	34.6	0.7	0.0	0.0	0.0	0.0	19.7
Incr Delay (d2), s/veh				51.9	0.0	29.4	3.7	0.0	0.0	0.0	0.0	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				16.1	0.0	13.6	0.8	0.0	0.0	0.0	0.0	4.3
Lane Grp Delay (d), s/veh				87.4	0.0	64.0	4.4	0.0	0.0	0.0	0.0	20.2
Lane Grp LOS				F		E	A					C
Approach Vol, veh/h					836			505			186	
Approach Delay, s/veh					75.8			4.4			20.2	
Approach LOS					E			A			C	

Timer	
Assigned Phs	8 6 2
Phs Duration (G+Y+Rc), s	34.0 66.0 66.0
Change Period (Y+Rc), s	5.0 5.0 5.0
Max Green Setting (Gmax), s	29.0 61.0 61.0
Max Q Clear Time (g_c+I1), s	31.0 21.5 12.4
Green Ext Time (p_c), s	0.0 1.6 1.6

Intersection Summary	
HCM 2010 Ctrl Delay	45.4
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	11	705	124	10	11	0	0	8	25
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	0	0	0	14	892	157	13	14	0	0	10	32
Pedestrians		3			39			3			5	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			3			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		357			1009							
pX, platoon unblocked												
vC, conflicting volume	1054			3			517	1085	42	1050	1007	533
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1054			3			517	1085	42	1050	1007	533
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			97	93	100	100	96	93
cM capacity (veh/h)	636			1592			387	207	975	160	231	482

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	460	603	27	42
Volume Left	14	0	13	0
Volume Right	0	157	0	32
cSH	1592	1700	266	381
Volume to Capacity	0.01	0.35	0.10	0.11
Queue Length 95th (ft)	1	0	8	9
Control Delay (s)	0.3	0.0	20.0	15.6
Lane LOS	A		C	C
Approach Delay (s)	0.1		20.0	15.6
Approach LOS			C	C

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	45.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	6	440	28	65	160	0	0	45	23
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	7	478	30	71	174	0	0	49	25
Pedestrians		42			7			5			5	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			1			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		844			522							
pX, platoon unblocked	0.96						0.96	0.96		0.96	0.96	0.96
vC, conflicting volume	514			5			349	532	12	605	517	301
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	402			5			229	421	12	498	405	180
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			88	64	100	100	90	97
cM capacity (veh/h)	1079			1587			590	488	1045	305	498	784

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	246	270	71	87	87	33	41
Volume Left	7	0	71	0	0	0	0
Volume Right	0	30	0	0	0	0	25
cSH	1587	1700	590	488	488	498	639
Volume to Capacity	0.00	0.16	0.12	0.18	0.18	0.07	0.06
Queue Length 95th (ft)	0	0	10	16	16	5	5
Control Delay (s)	0.2	0.0	11.9	14.0	14.0	12.7	11.0
Lane LOS	A		B	B	B	B	B
Approach Delay (s)	0.1		13.4			11.8	
Approach LOS			B			B	

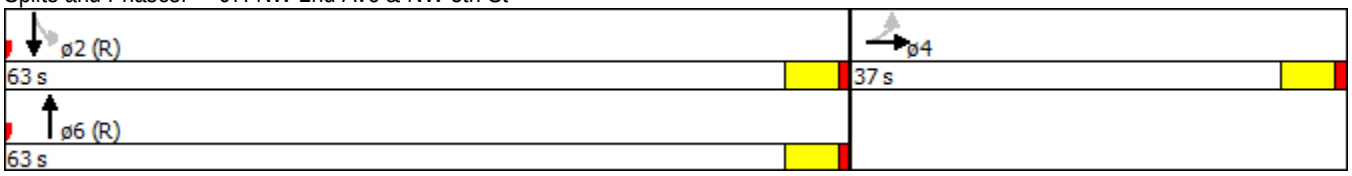
Intersection Summary				
Average Delay	5.0			
Intersection Capacity Utilization	43.3%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBT	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	328	481	19	159
Turn Type	NA	NA	Perm	NA
Protected Phases	4	6		2
Permitted Phases			2	
Detector Phase	4	6	2	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	21.0	21.0	21.0
Total Split (s)	37.0	63.0	63.0	63.0
Total Split (%)	37.0%	63.0%	63.0%	63.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0
Total Lost Time (s)	5.0	5.0		5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

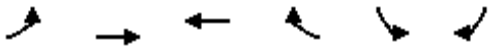
Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 97 (97%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 97: NW 2nd Ave & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	26	328	69	0	0	0	0	481	111	19	159	0
Number	7	4	14				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.99	0.99		1.00
Parking Bus Adj	0.90	1.00	1.00				1.00	1.00	0.90	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	171.0	161.3	171.0				0.0	161.3	171.0	171.0	161.3	0.0
Lanes	0	3	0				0	1	0	0	1	0
Cap, veh/h	85	1125	235				0	661	152	102	788	0
Arrive On Green	0.32	0.32	0.32				0.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	267	3516	734				0	1139	262	107	1359	0
Grp Volume(v), veh/h	151	153	146				0	0	630	189	0	0
Grp Sat Flow(s),veh/h/ln	1439	1613	1466				0	0	1401	1467	0	0
Q Serve(g_s), s	8.0	7.1	7.5				0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.0	7.1	7.5				0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.19		0.50				0.00		0.19	0.11		0.00
Lane Grp Cap(c), veh/h	460	516	469				0	0	813	891	0	0
V/C Ratio(X)	0.33	0.30	0.31				0.00	0.00	0.78	0.21	0.00	0.00
Avail Cap(c_a), veh/h	460	516	469				0	0	813	891	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.8	25.5	25.7				0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.9	1.5	1.7				0.0	0.0	7.1	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	3.1	3.1	2.9				0.0	0.0	1.6	0.1	0.0	0.0
Lane Grp Delay (d), s/veh	27.7	27.0	27.4				0.0	0.0	7.1	0.5	0.0	0.0
Lane Grp LOS	C	C	C						A	A		
Approach Vol, veh/h		450						630			189	
Approach Delay, s/veh		27.4						7.1			0.5	
Approach LOS		C						A			A	
Timer												
Assigned Phs		4						6			2	
Phs Duration (G+Y+Rc), s		37.0						63.0			63.0	
Change Period (Y+Rc), s		5.0						5.0			5.0	
Max Green Setting (Gmax), s		32.0						58.0			58.0	
Max Q Clear Time (g_c+I1), s		10.0						2.0			2.0	
Green Ext Time (p_c), s		2.2						2.1			2.1	
Intersection Summary												
HCM 2010 Ctrl Delay			13.3									
HCM 2010 LOS			B									
Notes												



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	20	479	0	0	13	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	21	504	0	0	14	0
Pedestrians		8	159		5	
Lane Width (ft)		12.0	0.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		1	0		0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		360	492			
pX, platoon unblocked					1.00	
vC, conflicting volume	5				374	13
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	5				357	13
tC, single (s)	4.2				6.9	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				98	100
cM capacity (veh/h)	1587				594	1043

Direction, Lane #	EB 1	EB 2	EB 3	SB 1
Volume Total	122	202	202	14
Volume Left	21	0	0	14
Volume Right	0	0	0	0
cSH	1587	1700	1700	594
Volume to Capacity	0.01	0.12	0.12	0.02
Queue Length 95th (ft)	1	0	0	2
Control Delay (s)	1.3	0.0	0.0	11.2
Lane LOS	A			B
Approach Delay (s)	0.3			11.2
Approach LOS				B

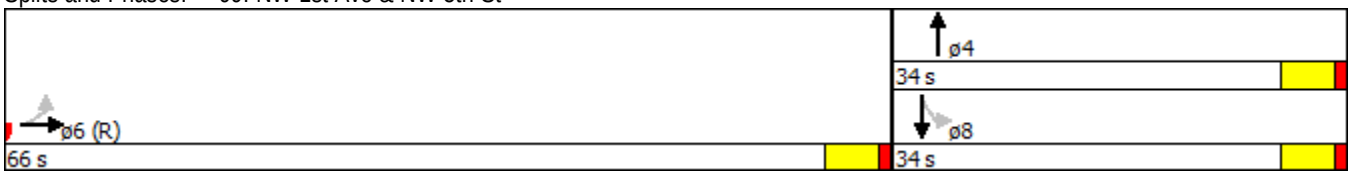
Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	24.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	435	164	15	35
Turn Type	NA	NA	Perm	NA
Protected Phases	6	4		8
Permitted Phases			8	
Detector Phase	6	4	8	8
Switch Phase				
Minimum Initial (s)	18.0	7.0	7.0	7.0
Minimum Split (s)	23.0	21.0	21.0	21.0
Total Split (s)	66.0	34.0	34.0	34.0
Total Split (%)	66.0%	34.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 82 (82%), Referenced to phase 6:EBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 99: NW 1st Ave & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	52	435	48	0	0	0	0	164	102	15	35	0
Number	1	6	16				7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	0.99		1.00
Parking Bus Adj	0.90	1.00	0.90				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	171.0	161.3	171.0				0.0	161.3	171.0	161.3	161.3	0.0
Lanes	0	3	0				0	2	0	1	2	0
Cap, veh/h	246	2205	247				0	549	319	261	936	0
Arrive On Green	0.20	0.20	0.20				0.00	0.10	0.10	0.29	0.29	0.00
Sat Flow, veh/h	404	3615	405				0	1894	1101	944	3226	0
Grp Volume(v), veh/h	191	195	170				0	144	133	16	36	0
Grp Sat Flow(s),veh/h/ln	1432	1613	1379				0	1613	1382	944	1613	0
Q Serve(g_s), s	11.2	10.1	10.3				0.0	8.3	9.0	1.4	0.8	0.0
Cycle Q Clear(g_c), s	11.2	10.1	10.3				0.0	8.3	9.0	10.4	0.8	0.0
Prop In Lane	0.28		0.29				0.00		0.80	1.00		0.00
Lane Grp Cap(c), veh/h	873	984	841				0	468	401	261	936	0
V/C Ratio(X)	0.22	0.20	0.20				0.00	0.31	0.33	0.06	0.04	0.00
Avail Cap(c_a), veh/h	873	984	841				0	468	401	261	936	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.0	19.6	19.7				0.0	35.9	36.2	32.5	25.5	0.0
Incr Delay (d2), s/veh	0.6	0.5	0.5				0.0	1.7	2.2	0.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	4.4	4.5	3.9				0.0	3.8	3.6	0.4	0.3	0.0
Lane Grp Delay (d), s/veh	20.6	20.0	20.2				0.0	37.6	38.4	33.0	25.6	0.0
Lane Grp LOS	C	C	C					D	D	C	C	
Approach Vol, veh/h		557						277			52	
Approach Delay, s/veh		20.3						38.0			27.9	
Approach LOS		C						D			C	

Timer												
Assigned Phs		6						4			8	
Phs Duration (G+Y+Rc), s		66.0						34.0			34.0	
Change Period (Y+Rc), s		5.0						5.0			5.0	
Max Green Setting (Gmax), s		61.0						29.0			29.0	
Max Q Clear Time (g_c+I1), s		13.2						11.0			12.4	
Green Ext Time (p_c), s		1.2						1.5			1.4	

Intersection Summary		
HCM 2010 Ctrl Delay		26.3
HCM 2010 LOS		C

Notes

Intersection	
Intersection Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	56	72	510	4	10	217
Conflicting Peds, #/hr	3	7	0	19	19	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	62	79	560	4	11	238

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	830	589	0	0	572	0
Stage 1	570	-	-	-	-	-
Stage 2	260	-	-	-	-	-
Follow-up Headway	3.545	3.345	-	-	2.245	-
Pot Capacity-1 Maneuver	336	503	-	-	986	-
Stage 1	560	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	325	492	-	-	970	-
Mov Capacity-2 Maneuver	325	-	-	-	-	-
Stage 1	557	-	-	-	-	-
Stage 2	756	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.7	0	0.4
HCM LOS	C		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	402	970	-
HCM Lane V/C Ratio	-	-	0.35	0.011	-
HCM Control Delay (s)	-	-	18.7	8.754	-
HCM Lane LOS			C	A	
HCM 95th %tile Q(veh)	-	-	1.542	0.034	-

Notes

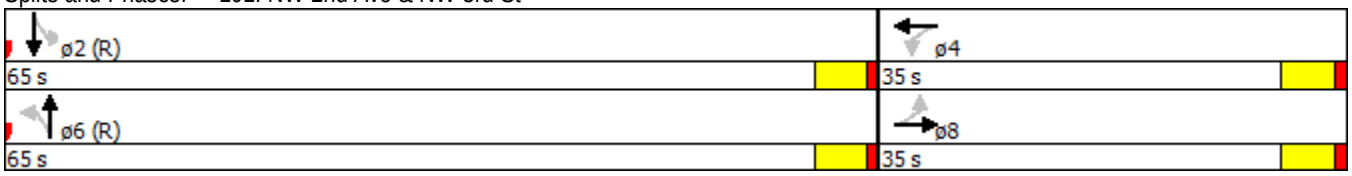
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	12	71	72	324	105	442	23	179
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	30.0	30.0	30.0	31.8	31.8	31.8	31.8
Total Split (s)	35.0	35.0	35.0	35.0	65.0	65.0	65.0	65.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	65.0%	65.0%	65.0%	65.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.8	0.8	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.8	4.8	4.8	4.8
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 79 (79%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 101: NW 2nd Ave & NW 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	71	13	72	324	55	105	442	51	23	179	78
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.96	0.97		0.96	0.99		0.98	0.99		0.99
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	0.90
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0
Lanes	1	1	0	1	2	0	1	1	0	1	1	0
Cap, veh/h	238	398	74	357	811	136	557	860	100	385	581	253
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	843	1326	247	1103	2702	454	959	1429	166	762	965	421
Grp Volume(v), veh/h	13	0	89	76	204	195	111	0	519	24	0	270
Grp Sat Flow(s),veh/h/ln	843	0	1573	1103	1629	1527	959	0	1595	762	0	1385
Q Serve(g_s), s	1.3	0.0	4.2	5.5	10.0	10.3	6.5	0.0	19.2	1.9	0.0	9.6
Cycle Q Clear(g_c), s	11.5	0.0	4.2	9.7	10.0	10.3	16.1	0.0	19.2	21.1	0.0	9.6
Prop In Lane	1.00		0.16	1.00		0.30	1.00		0.10	1.00		0.30
Lane Grp Cap(c), veh/h	238	0	472	357	489	458	557	0	960	385	0	834
V/C Ratio(X)	0.05	0.00	0.19	0.21	0.42	0.43	0.20	0.00	0.54	0.06	0.00	0.32
Avail Cap(c_a), veh/h	238	0	472	357	489	458	557	0	960	385	0	834
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.7	0.0	26.0	29.6	28.0	28.1	13.8	0.0	11.7	18.0	0.0	9.8
Incr Delay (d2), s/veh	0.4	0.0	0.9	1.4	2.6	2.9	0.8	0.0	2.2	0.3	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.3	0.0	1.7	1.7	4.4	4.3	1.6	0.0	7.5	0.4	0.0	3.2
Lane Grp Delay (d), s/veh	33.2	0.0	26.9	30.9	30.6	31.0	14.6	0.0	13.9	18.3	0.0	10.9
Lane Grp LOS	C		C	C	C	C	B		B	B		B
Approach Vol, veh/h		102			475			630			294	
Approach Delay, s/veh		27.7			30.8			14.0			11.5	
Approach LOS		C			C			B			B	

Timer												
Assigned Phs		8			4			6			2	
Phs Duration (G+Y+Rc), s		35.0			35.0			65.0			65.0	
Change Period (Y+Rc), s		5.0			5.0			4.8			4.8	
Max Green Setting (Gmax), s		30.0			30.0			60.2			60.2	
Max Q Clear Time (g_c+I1), s		13.5			12.3			21.2			23.1	
Green Ext Time (p_c), s		2.4			2.4			1.9			1.9	

Intersection Summary												
HCM 2010 Ctrl Delay			19.8									
HCM 2010 LOS			B									

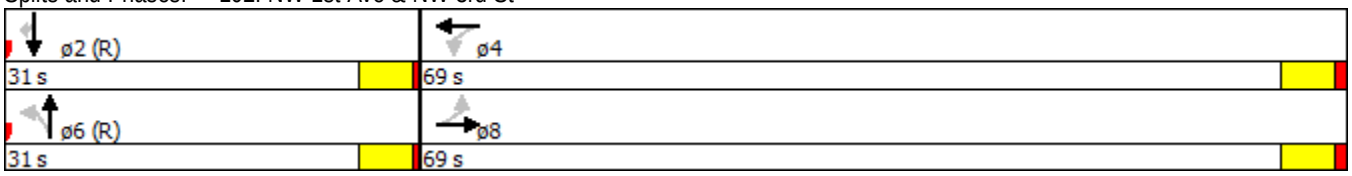
Notes

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Volume (vph)	40	0	48	259	99	147	83	44
Turn Type	Perm	NA	Perm	NA	Perm	NA	NA	Perm
Protected Phases		8		4		6	2	
Permitted Phases	8		4		6			2
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	26.0	26.0	29.0	29.0	25.6	25.6	25.6	25.6
Total Split (s)	69.0	69.0	69.0	69.0	31.0	31.0	31.0	31.0
Total Split (%)	69.0%	69.0%	69.0%	69.0%	31.0%	31.0%	31.0%	31.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.6	0.6	0.6	0.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	4.6	4.6	4.6	4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 70 (70%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 102: NW 1st Ave & NW 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	0	104	48	259	52	99	147	0	0	83	44
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.98		0.99	0.96		1.00	1.00		0.95
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	0.90
Adj Sat Flow veh/h/ln	171.0	162.9	171.0	162.9	162.9	171.0	162.9	162.9	0.0	0.0	162.9	162.9
Lanes	0	1	0	1	2	0	1	1	0	0	1	1
Cap, veh/h	239	21	561	725	1686	335	303	430	0	0	430	312
Arrive On Green	0.64	0.00	0.64	0.64	0.64	0.64	0.26	0.26	0.00	0.00	0.26	0.26
Sat Flow, veh/h	301	32	876	1096	2634	524	1046	1629	0	0	1629	1181
Grp Volume(v), veh/h	156	0	0	52	173	166	108	160	0	0	90	48
Grp Sat Flow(s),veh/h/ln	1210	0	0	1096	1629	1529	1046	1629	0	0	1629	1181
Q Serve(g_s), s	0.0	0.0	0.0	2.0	4.3	4.4	9.0	8.0	0.0	0.0	4.3	3.1
Cycle Q Clear(g_c), s	4.4	0.0	0.0	6.4	4.3	4.4	13.3	8.0	0.0	0.0	4.3	3.1
Prop In Lane	0.28		0.72	1.00		0.34	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	820	0	0	725	1042	978	303	430	0	0	430	312
V/C Ratio(X)	0.19	0.00	0.00	0.07	0.17	0.17	0.36	0.37	0.00	0.00	0.21	0.15
Avail Cap(c_a), veh/h	820	0	0	725	1042	978	303	430	0	0	430	312
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	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	7.3	0.0	0.0	8.6	7.2	7.3	33.8	30.0	0.0	0.0	28.7	28.2
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.2	0.3	0.4	3.2	2.5	0.0	0.0	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.5	0.0	0.0	0.5	1.6	1.6	2.6	3.6	0.0	0.0	1.9	1.0
Lane Grp Delay (d), s/veh	7.8	0.0	0.0	8.8	7.6	7.6	37.1	32.5	0.0	0.0	29.8	29.3
Lane Grp LOS	A			A	A	A	D	C			C	C
Approach Vol, veh/h		156			391			268			138	
Approach Delay, s/veh		7.8			7.8			34.3			29.6	
Approach LOS		A			A			C			C	

Timer												
Assigned Phs		8			4			6			2	
Phs Duration (G+Y+Rc), s		69.0			69.0			31.0			31.0	
Change Period (Y+Rc), s		5.0			5.0			4.6			4.6	
Max Green Setting (Gmax), s		64.0			64.0			26.4			26.4	
Max Q Clear Time (g_c+I1), s		6.4			8.4			15.3			6.3	
Green Ext Time (p_c), s		2.8			2.8			0.5			0.5	

Intersection Summary												
HCM 2010 Ctrl Delay			18.4									
HCM 2010 LOS			B									

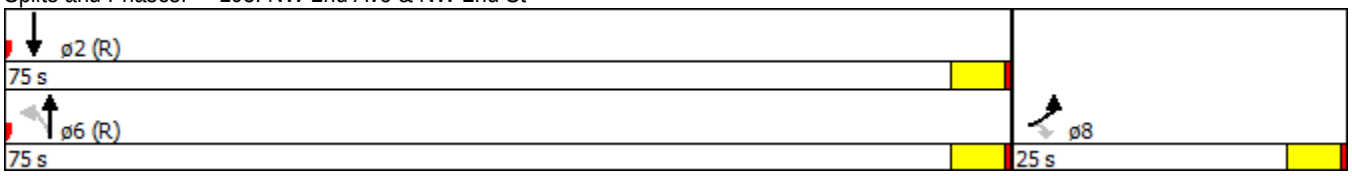
Notes

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	42	61	42	567	240
Turn Type	NA	Perm	Perm	NA	NA
Protected Phases	8			6	2
Permitted Phases		8	6		
Detector Phase	8	8	6	6	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	22.0	22.0	22.6	22.6	22.6
Total Split (s)	25.0	25.0	75.0	75.0	75.0
Total Split (%)	25.0%	25.0%	75.0%	75.0%	75.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.6	0.6	0.6	0.6	0.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	4.6		4.6	4.6
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 94 (94%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 103: NW 2nd Ave & NW 2nd St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	42	61	42	567	240	24
Number	3	18	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	0.99			0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	171.0
Lanes	1	1	0	2	1	0
Cap, veh/h	316	282	158	1987	1025	102
Arrive On Green	0.20	0.20	0.70	0.70	1.00	1.00
Sat Flow, veh/h	1551	1384	167	2823	1456	145
Grp Volume(v), veh/h	46	66	336	326	0	287
Grp Sat Flow(s),veh/h/ln	1551	1384	1508	1482	0	1601
Q Serve(g_s), s	2.4	4.0	0.0	8.3	0.0	0.0
Cycle Q Clear(g_c), s	2.4	4.0	7.7	8.3	0.0	0.0
Prop In Lane	1.00	1.00	0.14			0.09
Lane Grp Cap(c), veh/h	316	282	1102	1043	0	1127
V/C Ratio(X)	0.15	0.23	0.30	0.31	0.00	0.25
Avail Cap(c_a), veh/h	316	282	1102	1043	0	1127
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.6	33.3	5.5	5.6	0.0	0.0
Incr Delay (d2), s/veh	1.0	1.9	0.7	0.8	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.0	1.5	2.8	2.9	0.0	0.2
Lane Grp Delay (d), s/veh	33.6	35.2	6.2	6.4	0.0	0.5
Lane Grp LOS	C	D	A	A		A
Approach Vol, veh/h	112			662	287	
Approach Delay, s/veh	34.5			6.3	0.5	
Approach LOS	C			A	A	

Timer						
Assigned Phs				6	2	
Phs Duration (G+Y+Rc), s				75.0	75.0	
Change Period (Y+Rc), s				4.6	4.6	
Max Green Setting (Gmax), s				70.4	70.4	
Max Q Clear Time (g_c+I1), s				10.3	2.0	
Green Ext Time (p_c), s				2.1	2.1	

Intersection Summary						
HCM 2010 Ctrl Delay			7.7			
HCM 2010 LOS			A			

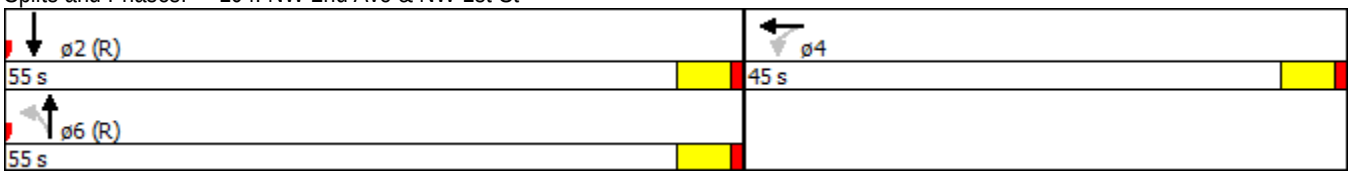
Notes

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	311	55	574	197
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	25.0	25.0	25.0
Total Split (s)	45.0	55.0	55.0	55.0
Total Split (%)	45.0%	55.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 87 (87%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 104: NW 2nd Ave & NW 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	36	311	54	55	574	0	0	197	97
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.92	1.00		1.00	1.00		0.99
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	162.9	171.0	171.0	162.9	0.0	0.0	162.9	171.0
Lanes				0	3	0	0	2	0	0	1	0
Cap, veh/h				160	1463	252	138	1310	0	0	514	253
Arrive On Green				0.13	0.13	0.13	0.50	0.50	0.00	0.00	0.50	0.50
Sat Flow, veh/h				401	3658	629	190	2620	0	0	1028	507
Grp Volume(v), veh/h				161	147	138	334	365	0	0	0	327
Grp Sat Flow(s),veh/h/ln				1609	1629	1451	1328	1482	0	0	0	1534
Q Serve(g_s), s				9.0	8.1	8.5	6.2	16.4	0.0	0.0	0.0	13.5
Cycle Q Clear(g_c), s				9.0	8.1	8.5	19.7	16.4	0.0	0.0	0.0	13.5
Prop In Lane				0.25		0.43	0.18		0.00	0.00		0.33
Lane Grp Cap(c), veh/h				643	651	580	707	741	0	0	0	767
V/C Ratio(X)				0.25	0.23	0.24	0.47	0.49	0.00	0.00	0.00	0.43
Avail Cap(c_a), veh/h				643	651	580	707	741	0	0	0	767
HCM Platoon Ratio				0.33	0.33	0.33	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	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				29.9	29.5	29.7	16.9	16.6	0.0	0.0	0.0	15.9
Incr Delay (d2), s/veh				0.9	0.8	1.0	2.3	2.3	0.0	0.0	0.0	1.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				4.1	3.7	3.5	6.1	6.3	0.0	0.0	0.0	5.3
Lane Grp Delay (d), s/veh				30.9	30.4	30.7	19.1	18.9	0.0	0.0	0.0	17.6
Lane Grp LOS				C	C	C	B	B				B
Approach Vol, veh/h					446			699			327	
Approach Delay, s/veh					30.6			19.0			17.6	
Approach LOS					C			B			B	

Timer	
Assigned Phs	4 6 2
Phs Duration (G+Y+Rc), s	45.0 55.0 55.0
Change Period (Y+Rc), s	5.0 5.0 5.0
Max Green Setting (Gmax), s	40.0 50.0 50.0
Max Q Clear Time (g_c+I1), s	11.0 21.7 15.5
Green Ext Time (p_c), s	1.8 2.4 2.4

Intersection Summary	
HCM 2010 Ctrl Delay	22.2
HCM 2010 LOS	C

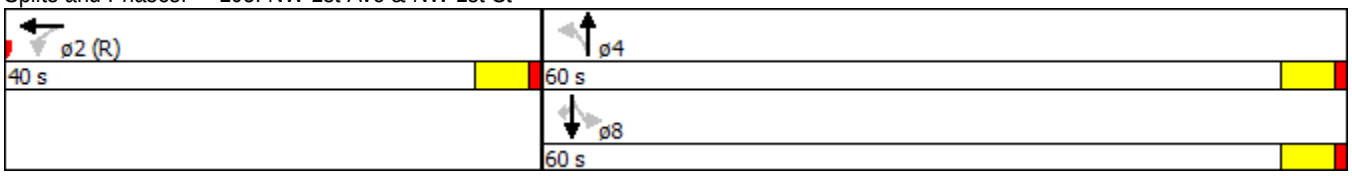
Notes

Lane Group	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations						
Volume (vph)	327	41	160	3	65	55
Turn Type	NA	Perm	NA	Perm	NA	Perm
Protected Phases	2		4		8	
Permitted Phases		4		8		8
Detector Phase	2	4	4	8	8	8
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	25.0	25.0	23.0	23.0	23.0
Total Split (s)	40.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	40.0%	60.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 24 (24%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 105: NW 1st Ave & NW 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	19	327	79	41	160	9	3	65	55
Number				5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.82	0.99		0.98	0.99		0.99
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	162.9	171.0	171.0	162.9	171.0	171.0	162.9	162.9
Lanes				0	2	0	0	1	0	0	2	1
Cap, veh/h				46	803	202	164	587	31	76	1651	751
Arrive On Green				0.35	0.35	0.35	0.18	0.18	0.18	0.55	0.55	0.55
Sat Flow, veh/h				132	2295	577	219	1067	56	69	3001	1366
Grp Volume(v), veh/h				271	0	218	241	0	0	41	37	63
Grp Sat Flow(s),veh/h/ln				1622	0	1381	1342	0	0	1588	1482	1366
Q Serve(g_s), s				13.0	0.0	12.2	6.8	0.0	0.0	0.0	1.2	2.2
Cycle Q Clear(g_c), s				13.0	0.0	12.2	15.0	0.0	0.0	1.2	1.2	2.2
Prop In Lane				0.08		0.42	0.20		0.04	0.07		1.00
Lane Grp Cap(c), veh/h				568	0	483	781	0	0	912	815	751
V/C Ratio(X)				0.48	0.00	0.45	0.31	0.00	0.00	0.04	0.05	0.08
Avail Cap(c_a), veh/h				568	0	483	781	0	0	912	815	751
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				25.4	0.0	25.1	24.4	0.0	0.0	10.4	10.4	10.6
Incr Delay (d2), s/veh				2.9	0.0	3.0	1.0	0.0	0.0	0.1	0.1	0.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				5.6	0.0	4.5	5.9	0.0	0.0	0.5	0.4	0.7
Lane Grp Delay (d), s/veh				28.2	0.0	28.1	25.4	0.0	0.0	10.5	10.5	10.8
Lane Grp LOS				C		C	C			B	B	B
Approach Vol, veh/h					489			241			141	
Approach Delay, s/veh					28.2			25.4			10.6	
Approach LOS					C			C			B	

Timer	
Assigned Phs	2 4 8
Phs Duration (G+Y+Rc), s	40.0 60.0 60.0
Change Period (Y+Rc), s	5.0 5.0 5.0
Max Green Setting (Gmax), s	35.0 55.0 55.0
Max Q Clear Time (g_c+I1), s	15.0 17.0 4.2
Green Ext Time (p_c), s	2.0 1.4 1.4

Intersection Summary	
HCM 2010 Ctrl Delay	24.6
HCM 2010 LOS	C

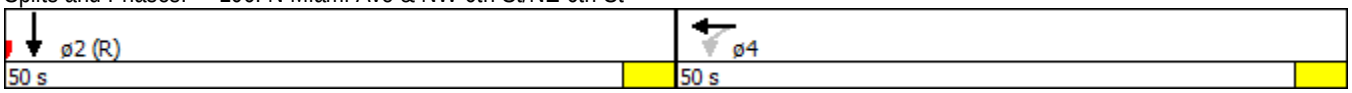
Notes

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	404	415
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.0	22.0
Total Split (s)	50.0	50.0
Total Split (%)	50.0%	50.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.0	4.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 94 (94%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 106: N Miami Ave & NW 6th St/NE 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	78	404	0	0	0	0	0	415	68
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.99
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	158.3	0.0				0.0	158.3	171.0
Lanes				0	2	0				0	3	0
Cap, veh/h				72	663	0				0	1777	282
Arrive On Green				0.15	0.15	0.00				0.00	0.46	0.46
Sat Flow, veh/h				0	1441	0				0	3864	613
Grp Volume(v), veh/h				83	430	0				0	359	154
Grp Sat Flow(s),veh/h/ln				0	1441	0				0	1583	1310
Q Serve(g_s), s				0.0	28.1	0.0				0.0	6.9	7.2
Cycle Q Clear(g_c), s				46.0	28.1	0.0				0.0	6.9	7.2
Prop In Lane				1.00		0.00				0.00		0.47
Lane Grp Cap(c), veh/h				72	663	0				0	1457	603
V/C Ratio(X)				1.15	0.65	0.00				0.00	0.25	0.26
Avail Cap(c_a), veh/h				72	663	0				0	1457	603
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				65.4	34.8	0.0				0.0	16.4	16.5
Incr Delay (d2), s/veh				153.3	4.9	0.0				0.0	0.4	1.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				5.0	11.8	0.0				0.0	2.7	2.4
Lane Grp Delay (d), s/veh				218.7	39.7	0.0				0.0	16.8	17.5
Lane Grp LOS				F	D						B	B
Approach Vol, veh/h					513						513	
Approach Delay, s/veh					68.6						17.1	
Approach LOS					E						B	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	50.0 50.0
Change Period (Y+Rc), s	4.0 4.0
Max Green Setting (Gmax), s	46.0 46.0
Max Q Clear Time (g_c+I1), s	48.0 9.2
Green Ext Time (p_c), s	0.0 1.3

Intersection Summary	
HCM 2010 Ctrl Delay	42.9
HCM 2010 LOS	D

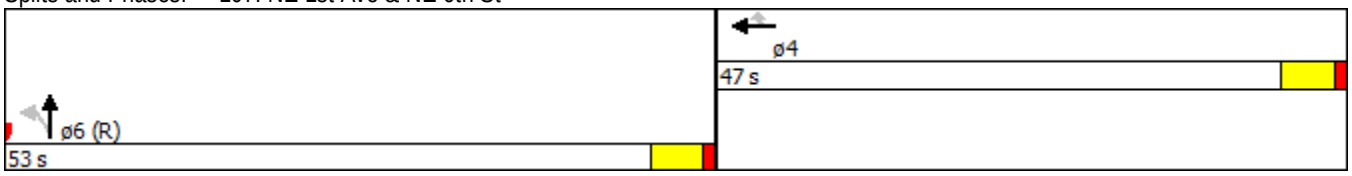
Notes

Lane Group	WBT	WBR	NBT
Lane Configurations			
Volume (vph)	399	837	714
Turn Type	NA	Perm	NA
Protected Phases	4		6
Permitted Phases		4	
Detector Phase	4	4	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0
Total Split (s)	47.0	47.0	53.0
Total Split (%)	47.0%	47.0%	53.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 3 (3%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 107: NE 1st Ave & NE 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	399	837	94	714	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.0	5.0		5.0				
Lane Util. Factor					0.91	0.91		0.91				
Frpb, ped/bikes					0.99	0.98		1.00				
Flpb, ped/bikes					1.00	1.00		0.99				
Frt					0.92	0.85		1.00				
Flt Protected					1.00	1.00		0.99				
Satd. Flow (prot)					2631	1198		4132				
Flt Permitted					1.00	1.00		0.99				
Satd. Flow (perm)					2631	1198		4132				
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	0	0	0	464	973	109	830	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	61	61	0	17	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	890	425	0	922	0	0	0	0
Confl. Peds. (#/hr)	5		11	11		5	23		7	7		23
Confl. Bikes (#/hr)			7									4
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Parking (#/hr)							0	0				
Turn Type					NA	Perm	Perm	NA				
Protected Phases					4			6				
Permitted Phases						4	6					
Actuated Green, G (s)					42.0	42.0		48.0				
Effective Green, g (s)					42.0	42.0		48.0				
Actuated g/C Ratio					0.42	0.42		0.48				
Clearance Time (s)					5.0	5.0		5.0				
Lane Grp Cap (vph)					1105	503		1983				
v/s Ratio Prot					0.34							
v/s Ratio Perm						c0.35		0.22				
v/c Ratio					0.80	0.84		0.47				
Uniform Delay, d1					25.4	26.1		17.4				
Progression Factor					0.66	0.62		1.31				
Incremental Delay, d2					5.9	15.0		0.7				
Delay (s)					22.8	31.1		23.5				
Level of Service					C	C		C				
Approach Delay (s)		0.0			25.6			23.5			0.0	
Approach LOS		A			C			C			A	

Intersection Summary			
HCM 2000 Control Delay	24.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		

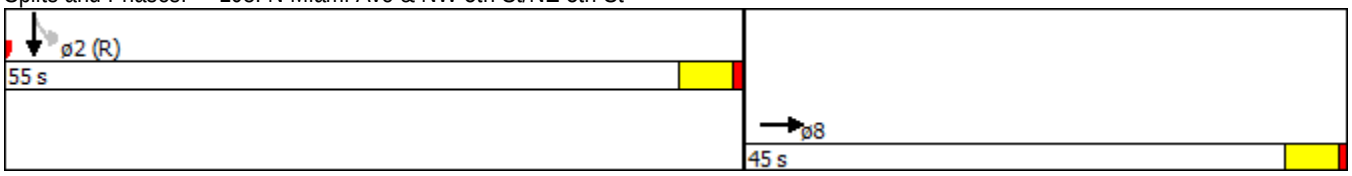
c Critical Lane Group

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	682	347
Turn Type	NA	NA
Protected Phases	8	2
Permitted Phases		
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.8	22.8
Total Split (s)	45.0	55.0
Total Split (%)	45.0%	55.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.8	0.8
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.8	4.8
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 3 (3%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 108: N Miami Ave & NW 5th St/NE 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	682	71	0	0	0	0	0	0	127	347	0
Number	3	8	18							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	161.3	171.0							171.0	161.3	0.0
Lanes	0	3	0							0	3	0
Cap, veh/h	0	1733	179							72	1474	0
Arrive On Green	0.00	0.13	0.13							0.17	0.17	0.00
Sat Flow, veh/h	0	4310	446							0	2936	0
Grp Volume(v), veh/h	0	559	268							140	381	0
Grp Sat Flow(s),veh/h/ln	0	1613	1529							0	1468	0
Q Serve(g_s), s	0.0	15.9	16.1							0.0	11.3	0.0
Cycle Q Clear(g_c), s	0.0	15.9	16.1							50.2	11.3	0.0
Prop In Lane	0.00		0.29							1.00		0.00
Lane Grp Cap(c), veh/h	0	1297	615							72	1474	0
V/C Ratio(X)	0.00	0.43	0.44							1.94	0.26	0.00
Avail Cap(c_a), veh/h	0	1297	615							72	1474	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	32.8	32.9							66.8	25.5	0.0
Incr Delay (d2), s/veh	0.0	1.0	2.2							471.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	7.2	7.1							11.4	4.6	0.0
Lane Grp Delay (d), s/veh	0.0	33.9	35.2							538.2	25.9	0.0
Lane Grp LOS		C	D							F	C	
Approach Vol, veh/h		827									521	
Approach Delay, s/veh		34.3									163.6	
Approach LOS		C									F	

Timer	
Assigned Phs	8	2
Phs Duration (G+Y+Rc), s	45.0	55.0
Change Period (Y+Rc), s	4.8	4.8
Max Green Setting (Gmax), s	40.2	50.2
Max Q Clear Time (g_c+I1), s	18.1	52.2
Green Ext Time (p_c), s	2.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	84.3
HCM 2010 LOS	F

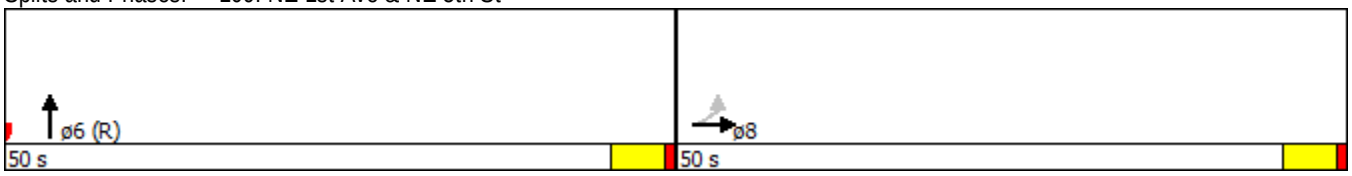
Notes

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	633	560
Turn Type	NA	NA
Protected Phases	8	6
Permitted Phases		
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	50.0	50.0
Total Split (%)	50.0%	50.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 58 (58%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 109: NE 1st Ave & NE 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	237	633	0	0	0	0	0	560	196	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	0.90			
Adj Sat Flow veh/h/ln	171.0	161.3	0.0				0.0	161.3	171.0			
Lanes	0	3	0				0	3	0			
Cap, veh/h	72	1324	0				0	1501	509			
Arrive On Green	0.15	0.15	0.00				0.00	0.15	0.15			
Sat Flow, veh/h	0	2936	0				0	3329	1128			
Grp Volume(v), veh/h	247	659	0				0	564	223			
Grp Sat Flow(s),veh/h/ln	0	1468	0				0	1613	1231			
Q Serve(g_s), s	0.0	20.6	0.0				0.0	15.8	16.4			
Cycle Q Clear(g_c), s	45.1	20.6	0.0				0.0	15.8	16.4			
Prop In Lane	1.00		0.00				0.00		0.92			
Lane Grp Cap(c), veh/h	72	1324	0				0	1455	555			
V/C Ratio(X)	3.43	0.50	0.00				0.00	0.39	0.40			
Avail Cap(c_a), veh/h	72	1324	0				0	1455	555			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	0.33	0.33			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	65.1	32.1	0.0				0.0	30.1	30.3			
Incr Delay (d2), s/veh	1128.0	1.3	0.0				0.0	0.8	2.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	24.5	8.4	0.0				0.0	7.0	5.8			
Lane Grp Delay (d), s/veh	1193.1	33.5	0.0				0.0	30.9	32.5			
Lane Grp LOS	F	C						C	C			
Approach Vol, veh/h		906						787				
Approach Delay, s/veh		349.6						31.3				
Approach LOS		F						C				

Timer	
Assigned Phs	8 6
Phs Duration (G+Y+Rc), s	50.0 50.0
Change Period (Y+Rc), s	4.9 4.9
Max Green Setting (Gmax), s	45.1 45.1
Max Q Clear Time (g_c+I1), s	47.1 18.4
Green Ext Time (p_c), s	0.0 2.2

Intersection Summary	
HCM 2010 Ctrl Delay	201.7
HCM 2010 LOS	F

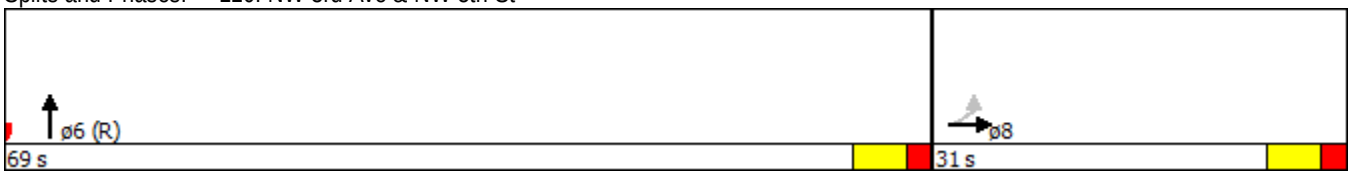
Notes

Lane Group	EBL	EBT	NBT
Lane Configurations			
Volume (vph)	86	276	878
Turn Type	Perm	NA	NA
Protected Phases		8	6
Permitted Phases	8		
Detector Phase	8	8	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	26.1	26.1	24.9
Total Split (s)	31.0	31.0	69.0
Total Split (%)	31.0%	31.0%	69.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.1	2.1	1.9
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	5.9
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 87 (87%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 110: NW 3rd Ave & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	86	276	0	0	0	0	0	878	110	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	181.0	181.0	0.0				0.0	181.0	190.0			
Lanes	1	3	0				0	3	0			
Cap, veh/h	72	1352	0				0	2988	372			
Arrive On Green	0.25	0.25	0.00				0.00	0.63	0.63			
Sat Flow, veh/h	1723	5429	0				0	4735	589			
Grp Volume(v), veh/h	89	285	0				0	691	327			
Grp Sat Flow(s),veh/h/ln	1723	1810	0				0	1810	1705			
Q Serve(g_s), s	0.0	4.2	0.0				0.0	8.7	8.8			
Cycle Q Clear(g_c), s	24.9	4.2	0.0				0.0	8.7	8.8			
Prop In Lane	1.00		0.00				0.00		0.35			
Lane Grp Cap(c), veh/h	72	1352	0				0	2284	1076			
V/C Ratio(X)	1.24	0.21	0.00				0.00	0.30	0.30			
Avail Cap(c_a), veh/h	72	1352	0				0	2284	1076			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	50.0	29.8	0.0				0.0	8.4	8.4			
Incr Delay (d2), s/veh	182.5	0.4	0.0				0.0	0.3	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	5.5	1.9	0.0				0.0	3.7	3.6			
Lane Grp Delay (d), s/veh	232.5	30.1	0.0				0.0	8.8	9.2			
Lane Grp LOS	F	C						A	A			
Approach Vol, veh/h		374						1018				
Approach Delay, s/veh		78.3						8.9				
Approach LOS		E						A				

Timer	
Assigned Phs	8 6
Phs Duration (G+Y+Rc), s	31.0 69.0
Change Period (Y+Rc), s	6.1 5.9
Max Green Setting (Gmax), s	24.9 63.1
Max Q Clear Time (g_c+I1), s	26.9 10.8
Green Ext Time (p_c), s	0.0 2.8

Intersection Summary	
HCM 2010 Ctrl Delay	27.5
HCM 2010 LOS	C

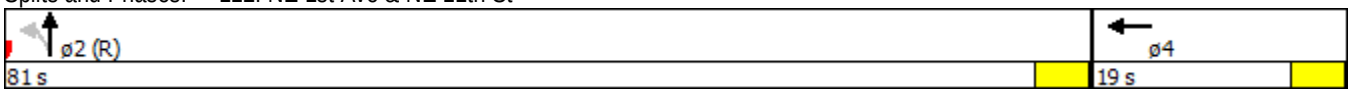
Notes

Lane Group	WBT	NBT
Lane Configurations		
Volume (vph)	95	2289
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	3.0
Minimum Split (s)	19.0	22.4
Total Split (s)	19.0	81.0
Total Split (%)	19.0%	81.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.3	0.4
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.3	4.4
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 19 (19%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 112: NE 1st Ave & NE 11th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	95	138	24	2289	0	0	0	0
Number				7	4	14	5	2	12			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00			
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln				0.0	181.0	190.0	190.0	181.0	0.0			
Lanes				0	2	0	0	3	0			
Cap, veh/h				0	266	225	38	3032	0			
Arrive On Green				0.00	0.15	0.15	0.77	0.77	0.00			
Sat Flow, veh/h				0	1810	1528	0	3958	0			
Grp Volume(v), veh/h				0	104	152	428	2113	0			
Grp Sat Flow(s),veh/h/ln				0	1810	1528	665	1647	0			
Q Serve(g_s), s				0.0	5.2	9.4	0.0	41.9	0.0			
Cycle Q Clear(g_c), s				0.0	5.2	9.4	76.6	41.9	0.0			
Prop In Lane				0.00		1.00	0.06		0.00			
Lane Grp Cap(c), veh/h				0	266	225	547	2523	0			
V/C Ratio(X)				0.00	0.39	0.68	0.78	0.84	0.00			
Avail Cap(c_a), veh/h				0	266	225	547	2523	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	38.6	40.4	29.9	7.6	0.0			
Incr Delay (d2), s/veh				0.0	4.3	15.2	10.7	3.5	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln				0.0	2.7	4.6	10.4	15.0	0.0			
Lane Grp Delay (d), s/veh				0.0	42.9	55.6	40.6	11.1	0.0			
Lane Grp LOS					D	E	D	B				
Approach Vol, veh/h					256			2541				
Approach Delay, s/veh					50.4			16.1				
Approach LOS					D			B				

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	19.0	81.0
Change Period (Y+Rc), s	4.3	4.4
Max Green Setting (Gmax), s	14.7	76.6
Max Q Clear Time (g_c+I1), s	11.4	78.6
Green Ext Time (p_c), s	0.4	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	19.2
HCM 2010 LOS	B

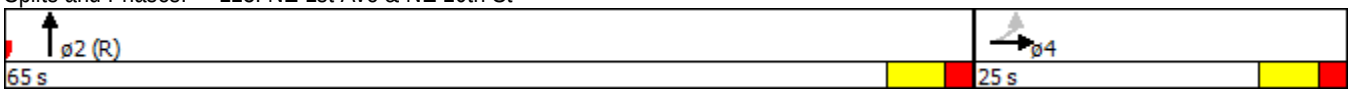
Notes

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	111	2045
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	20.0	22.4
Total Split (s)	25.0	65.0
Total Split (%)	27.8%	72.2%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 5 (6%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 113: NE 1st Ave & NE 10th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	254	111	0	0	0	0	0	2045	99	0	0	0
Number	7	4	14				5	2	12			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	190.0	181.0	0.0				0.0	181.0	190.0			
Lanes	0	2	0				0	3	0			
Cap, veh/h	80	348	0				0	3367	163			
Arrive On Green	0.21	0.21	0.00				0.00	0.66	0.66			
Sat Flow, veh/h	0	1647	0				0	5136	248			
Grp Volume(v), veh/h	276	121	0				0	1562	769			
Grp Sat Flow(s),veh/h/ln	0	1647	0				0	1810	1765			
Q Serve(g_s), s	0.0	5.6	0.0				0.0	23.5	23.9			
Cycle Q Clear(g_c), s	19.0	5.6	0.0				0.0	23.5	23.9			
Prop In Lane	1.00		0.00				0.00		0.14			
Lane Grp Cap(c), veh/h	80	348	0				0	2372	1157			
V/C Ratio(X)	3.45	0.35	0.00				0.00	0.66	0.66			
Avail Cap(c_a), veh/h	80	348	0				0	2372	1157			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	45.0	30.2	0.0				0.0	9.4	9.5			
Incr Delay (d2), s/veh	1133.3	2.7	0.0				0.0	1.4	3.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	27.0	2.6	0.0				0.0	9.6	9.9			
Lane Grp Delay (d), s/veh	1178.3	33.0	0.0				0.0	10.8	12.5			
Lane Grp LOS	F	C						B	B			
Approach Vol, veh/h		397						2331				
Approach Delay, s/veh		829.2						11.4				
Approach LOS		F						B				

Timer

Assigned Phs		4						2				
Phs Duration (G+Y+Rc), s		25.0						65.0				
Change Period (Y+Rc), s		6.0						6.0				
Max Green Setting (Gmax), s		19.0						59.0				
Max Q Clear Time (g_c+I1), s		21.0						25.9				
Green Ext Time (p_c), s		0.0						9.5				

Intersection Summary

HCM 2010 Ctrl Delay			130.4									
HCM 2010 LOS			F									

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	28	23	0	0	77	262	44	1870	45	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Hourly flow rate (vph)	28	23	0	0	78	265	44	1889	45	0	0	0
Pedestrians		5			7			6			12	
Lane Width (ft)		12.0			12.0			12.0			0.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			1			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								350			356	
pX, platoon unblocked	0.82	0.82		0.82	0.82	0.82				0.82		
vC, conflicting volume	1039	2035	11	2025	2013	671	5			1941		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	273	1489	11	1477	1462	0	5			1375		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	77	75	100	100	21	70	97			100		
cM capacity (veh/h)	123	94	1048	54	98	875	1587			390		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3
Volume Total	52	342	517	944	518
Volume Left	28	0	44	0	0
Volume Right	0	265	0	0	45
cSH	108	312	1587	1700	1700
Volume to Capacity	0.48	1.10	0.03	0.56	0.30
Queue Length 95th (ft)	53	335	2	0	0
Control Delay (s)	65.4	117.0	0.9	0.0	0.0
Lane LOS	F	F	A		
Approach Delay (s)	65.4	117.0	0.2		
Approach LOS	F	F			

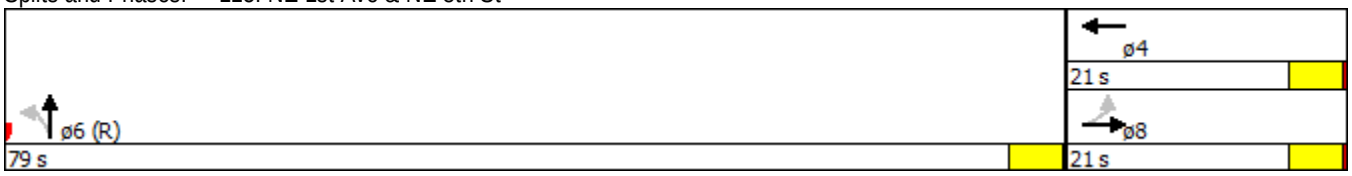
Intersection Summary			
Average Delay	18.5		
Intersection Capacity Utilization	73.1%	ICU Level of Service	D
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Volume (vph)	68	102	76	1768
Turn Type	Perm	NA	NA	NA
Protected Phases		8	4	6
Permitted Phases	8			
Detector Phase	8	8	4	6
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	18.5	18.5	18.5	22.3
Total Split (s)	21.0	21.0	21.0	79.0
Total Split (%)	21.0%	21.0%	21.0%	79.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.3
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5	4.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 1 (1%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 115: NE 1st Ave & NE 8th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	68	102	0	0	76	159	9	1768	62	0	0	0
Number	3	8	18	7	4	14	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	0.90			
Adj Sat Flow veh/h/ln	171.0	162.9	0.0	0.0	162.9	171.0	171.0	162.9	171.0			
Lanes	0	1	0	0	1	0	0	3	0			
Cap, veh/h	50	36	0	0	77	161	16	3251	117			
Arrive On Green	0.17	0.17	0.00	0.00	0.17	0.17	0.25	0.25	0.25			
Sat Flow, veh/h	0	219	0	0	469	978	21	4352	157			
Grp Volume(v), veh/h	187	0	0	0	0	259	695	703	622			
Grp Sat Flow(s),veh/h/ln	219	0	0	0	0	1448	1465	1629	1437			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	16.5	42.4	38.0	38.1			
Cycle Q Clear(g_c), s	16.5	0.0	0.0	0.0	0.0	16.5	42.4	38.0	38.1			
Prop In Lane	0.40		0.00	0.00		0.68	0.01		0.11			
Lane Grp Cap(c), veh/h	87	0	0	0	0	239	1094	1217	1073			
V/C Ratio(X)	2.16	0.00	0.00	0.00	0.00	1.08	0.64	0.58	0.58			
Avail Cap(c_a), veh/h	87	0	0	0	0	239	1094	1217	1073			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	43.6	0.0	0.0	0.0	0.0	41.8	25.5	23.8	23.9			
Incr Delay (d2), s/veh	558.8	0.0	0.0	0.0	0.0	82.5	2.8	2.0	2.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	15.6	0.0	0.0	0.0	0.0	11.6	18.0	17.7	15.8			
Lane Grp Delay (d), s/veh	602.4	0.0	0.0	0.0	0.0	124.3	28.3	25.8	26.2			
Lane Grp LOS	F					F	C	C	C			
Approach Vol, veh/h		187			259			2021				
Approach Delay, s/veh		602.4			124.3			26.8				
Approach LOS		F			F			C				

Timer

Assigned Phs		8			4			6				
Phs Duration (G+Y+Rc), s		21.0			21.0			79.0				
Change Period (Y+Rc), s		4.5			4.5			4.3				
Max Green Setting (Gmax), s		16.5			16.5			74.7				
Max Q Clear Time (g_c+I1), s		18.5			18.5			44.4				
Green Ext Time (p_c), s		0.0			0.0			6.1				

Intersection Summary

HCM 2010 Ctrl Delay			80.7									
HCM 2010 LOS			F									

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	38	29	0	0	45	71	11	1744	11	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	39	30	0	0	46	73	11	1798	11	0	0	0
Pedestrians		11			9			11			8	
Lane Width (ft)		12.0			12.0			12.0			0.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								349			359	
pX, platoon unblocked	0.89	0.89		0.89	0.89	0.89				0.89		
vC, conflicting volume	737	1852	22	1861	1846	622	11			1818		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	286	1534	22	1544	1528	156	11			1496		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	88	69	100	100	53	90	99			100		
cM capacity (veh/h)	316	98	1021	50	99	755	1571			381		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3
Volume Total	69	120	461	899	461
Volume Left	39	0	11	0	0
Volume Right	0	73	0	0	11
cSH	161	211	1571	1700	1700
Volume to Capacity	0.43	0.57	0.01	0.53	0.27
Queue Length 95th (ft)	48	77	1	0	0
Control Delay (s)	43.3	42.4	0.2	0.0	0.0
Lane LOS	E	E	A		
Approach Delay (s)	43.3	42.4	0.1		
Approach LOS	E	E			

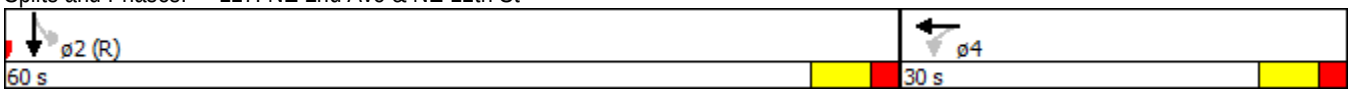
Intersection Summary				
Average Delay	4.1			
Intersection Capacity Utilization	54.3%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	92	983
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	24.0	24.0
Total Split (s)	30.0	60.0
Total Split (%)	33.3%	66.7%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 89 (99%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 117: NE 2nd Ave & NE 11th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	57	92	0	0	0	0	234	983	127
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.99
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				190.0	181.0	0.0				190.0	181.0	190.0
Lanes				0	2	0				0	3	0
Cap, veh/h				80	439	0				80	1713	221
Arrive On Green				0.27	0.27	0.00				0.60	0.60	0.60
Sat Flow, veh/h				0	1647	0				0	2855	368
Grp Volume(v), veh/h				65	105	0				266	644	617
Grp Sat Flow(s),veh/h/ln				0	1647	0				0	1647	1576
Q Serve(g_s), s				0.0	4.5	0.0				0.0	23.1	23.1
Cycle Q Clear(g_c), s				24.0	4.5	0.0				54.0	23.1	23.1
Prop In Lane				1.00		0.00				1.00		0.23
Lane Grp Cap(c), veh/h				80	439	0				80	988	946
V/C Ratio(X)				0.81	0.24	0.00				3.32	0.65	0.65
Avail Cap(c_a), veh/h				80	439	0				80	988	946
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh				45.0	25.8	0.0				45.0	11.8	11.8
Incr Delay (d2), s/veh				57.8	1.3	0.0				1077.5	3.3	3.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				2.8	2.0	0.0				25.8	9.3	9.0
Lane Grp Delay (d), s/veh				102.8	27.1	0.0				1122.5	15.2	15.3
Lane Grp LOS				F	C					F	B	B
Approach Vol, veh/h					170						1527	
Approach Delay, s/veh					56.1						208.1	
Approach LOS					E						F	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	30.0 60.0
Change Period (Y+Rc), s	6.0 6.0
Max Green Setting (Gmax), s	24.0 54.0
Max Q Clear Time (g_c+I1), s	26.0 56.0
Green Ext Time (p_c), s	0.0 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	192.9
HCM 2010 LOS	F

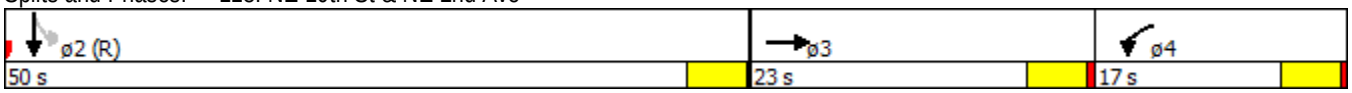
Notes

Lane Group	EBT	WBL	SBT
Lane Configurations			
Volume (vph)	174	165	916
Turn Type	NA	Prot	NA
Protected Phases	3	4	2
Permitted Phases			
Detector Phase	3	4	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	18.5	11.5	22.3
Total Split (s)	23.0	17.0	50.0
Total Split (%)	25.6%	18.9%	55.6%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.3
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.3
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 2 (2%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 118: NE 10th St & NE 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	174	38	165	0	0	0	0	0	178	916	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.5							4.3	
Lane Util. Factor		0.95		1.00							0.91	
Frpb, ped/bikes		0.99		1.00							1.00	
Flpb, ped/bikes		1.00		1.00							1.00	
Frt		0.97		1.00							1.00	
Flt Protected		1.00		0.95							0.99	
Satd. Flow (prot)		2919		1518							4322	
Flt Permitted		1.00		0.95							0.99	
Satd. Flow (perm)		2919		1518							4322	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	0	212	46	201	0	0	0	0	0	217	1117	0
RTOR Reduction (vph)	0	21	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	237	0	201	0	0	0	0	0	0	1334	0
Confl. Peds. (#/hr)	6		30	30		6	10		5	5		10
Confl. Bikes (#/hr)						3						5
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Parking (#/hr)	0		0									0
Turn Type		NA		Prot						Perm	NA	
Protected Phases		3		4							2	
Permitted Phases										2		
Actuated Green, G (s)		18.5		12.5							45.7	
Effective Green, g (s)		18.5		12.5							45.7	
Actuated g/C Ratio		0.21		0.14							0.51	
Clearance Time (s)		4.5		4.5							4.3	
Lane Grp Cap (vph)		600		210							2194	
v/s Ratio Prot		c0.08		c0.13								
v/s Ratio Perm											0.31	
v/c Ratio		0.40		0.96							0.61	
Uniform Delay, d1		30.9		38.5							15.8	
Progression Factor		1.24		1.00							0.52	
Incremental Delay, d2		1.6		51.9							1.1	
Delay (s)		40.0		90.4							9.3	
Level of Service		D		F							A	
Approach Delay (s)		40.0			90.4			0.0			9.3	
Approach LOS		D			F			A			A	

Intersection Summary

HCM 2000 Control Delay	22.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	58.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	60	30	59	136	0	0	0	0	70	785	194
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	63	32	62	143	0	0	0	0	74	826	204
Pedestrians		31			20			23			18	
Lane Width (ft)		12.0			12.0			0.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		3			2			0			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								345			362	
pX, platoon unblocked												
vC, conflicting volume	1196	1127	432	529	1229	38	1062			20		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1196	1127	432	529	1229	38	1062			20		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	65	94	77	9	100	100			95		
cM capacity (veh/h)	26	181	549	270	157	984	618			1547		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3
Volume Total	95	205	280	413	411
Volume Left	0	62	74	0	0
Volume Right	32	0	0	0	204
cSH	233	180	1547	1700	1700
Volume to Capacity	0.41	1.14	0.05	0.24	0.24
Queue Length 95th (ft)	46	262	4	0	0
Control Delay (s)	30.6	162.7	2.3	0.0	0.0
Lane LOS	D	F	A		
Approach Delay (s)	30.6	162.7	0.6		
Approach LOS	D	F			

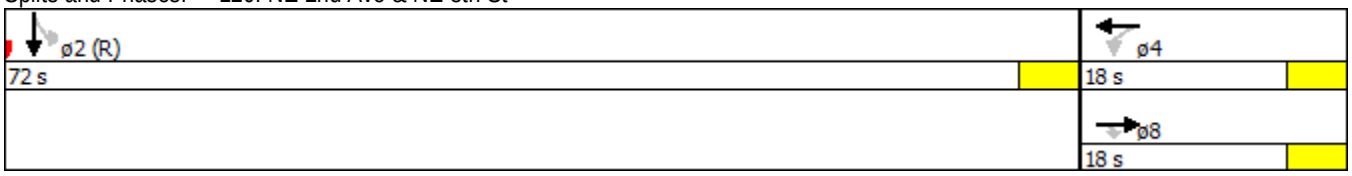
Intersection Summary				
Average Delay	26.3			
Intersection Capacity Utilization	47.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations					
Volume (vph)	141	19	23	213	672
Turn Type	NA	Perm	Perm	NA	NA
Protected Phases	8			4	2
Permitted Phases		8	4		
Detector Phase	8	8	4	4	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	16.0
Minimum Split (s)	17.1	17.1	17.1	17.1	20.5
Total Split (s)	18.0	18.0	18.0	18.0	72.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	80.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.1	0.1	0.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.1	4.1		4.1	4.1
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 39 (43%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 120: NE 2nd Ave & NE 8th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	141	19	23	213	0	0	0	0	91	672	72
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	0.96		1.00				1.00		0.95
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	159.8	159.8	171.0	159.8	0.0				171.0	159.8	171.0
Lanes	0	1	1	0	1	0				0	3	0
Cap, veh/h	0	471	375	136	437	0				224	1761	192
Arrive On Green	0.00	0.29	0.29	0.29	0.29	0.00				0.15	0.15	0.15
Sat Flow, veh/h	0	1598	1273	72	1482	0				480	3777	413
Grp Volume(v), veh/h	0	153	21	257	0	0				325	299	283
Grp Sat Flow(s),veh/h/ln	0	1598	1273	1554	0	0				1574	1598	1498
Q Serve(g_s), s	0.0	2.6	0.4	0.0	0.0	0.0				6.4	5.8	5.9
Cycle Q Clear(g_c), s	0.0	2.6	0.4	4.6	0.0	0.0				6.4	5.8	5.9
Prop In Lane	0.00		1.00	0.10		0.00				0.30		0.28
Lane Grp Cap(c), veh/h	0	471	375	573	0	0				734	745	698
V/C Ratio(X)	0.00	0.32	0.06	0.45	0.00	0.00				0.44	0.40	0.41
Avail Cap(c_a), veh/h	0	647	516	740	0	0				3115	3163	2964
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.09	0.09	0.98	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.4	8.7	10.2	0.0	0.0				10.5	10.2	10.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0				1.9	1.6	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.8	0.1	1.6	0.0	0.0				2.8	2.6	2.4
Lane Grp Delay (d), s/veh	0.0	9.5	8.7	10.6	0.0	0.0				12.4	11.8	12.0
Lane Grp LOS		A	A	B						B	B	B
Approach Vol, veh/h		174			257						907	
Approach Delay, s/veh		9.4			10.6						12.1	
Approach LOS		A			B						B	

Timer	
Assigned Phs	8	4	2
Phs Duration (G+Y+Rc), s	14.2	14.2	20.1
Change Period (Y+Rc), s	4.1	4.1	4.1
Max Green Setting (Gmax), s	13.9	13.9	67.9
Max Q Clear Time (g_c+I1), s	4.6	6.6	8.4
Green Ext Time (p_c), s	1.4	1.2	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	11.4
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	23	15	21	56	0	0	0	0	20	720	30
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	0	32	21	29	77	0	0	0	0	27	986	41
Pedestrians		40			19			32			39	
Lane Width (ft)		12.0			12.0			0.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		3			2			0			3	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								346			368	
pX, platoon unblocked	0.97	0.97	0.97	0.97	0.97		0.97					
vC, conflicting volume	1179	1121	421	471	1141	58	1067			19		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1088	1028	309	360	1049	58	973			19		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	85	97	93	62	100	100			98		
cM capacity (veh/h)	102	207	638	439	201	939	646			1549		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3
Volume Total	52	105	274	493	288
Volume Left	0	29	27	0	0
Volume Right	21	0	0	0	41
cSH	282	236	1549	1700	1700
Volume to Capacity	0.18	0.45	0.02	0.29	0.17
Queue Length 95th (ft)	17	54	1	0	0
Control Delay (s)	20.6	32.0	0.9	0.0	0.0
Lane LOS	C	D	A		
Approach Delay (s)	20.6	32.0	0.2		
Approach LOS	C	D			

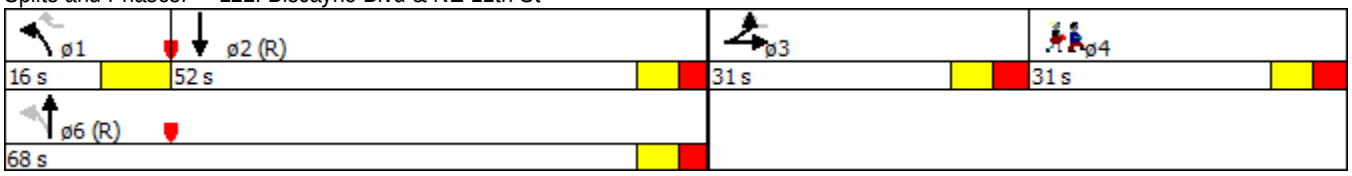
Intersection Summary				
Average Delay	3.9			
Intersection Capacity Utilization	36.6%	ICU Level of Service	A	
Analysis Period (min)	15			

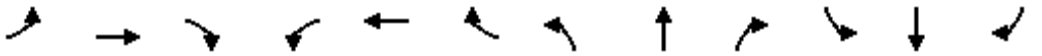
Lane Group	EBL	EBT	WBR	NBT	SBT	ø1	ø4
Lane Configurations							
Volume (vph)	6	0	138	1503	1162		
Turn Type	custom	NA	custom	NA	NA		
Protected Phases	3	3		6	2	1	4
Permitted Phases	3		1 3				
Detector Phase	3	3	1 3	6	2		
Switch Phase							
Minimum Initial (s)	7.0	7.0		16.0	16.0	5.0	7.0
Minimum Split (s)	30.5	30.5		22.8	22.8	11.8	30.5
Total Split (s)	31.0	31.0		68.0	52.0	16.0	31.0
Total Split (%)	23.8%	23.8%		52.3%	40.0%	12%	24%
Yellow Time (s)	4.0	4.0		4.0	4.0	6.8	4.0
All-Red Time (s)	3.5	3.5		2.8	2.8	0.0	3.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		
Total Lost Time (s)	7.5	7.5		6.8	6.8		
Lead/Lag	Lead	Lead			Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes
Recall Mode	None	None		C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 122: Biscayne Blvd & NE 11th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	0	212	0	0	138	0	1503	122	0	1162	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5				6.8		6.8			6.8	
Lane Util. Factor	1.00	1.00				1.00		0.91			0.91	
Frpb, ped/bikes	1.00	0.86				0.84		0.98			0.99	
Flpb, ped/bikes	1.00	1.00				1.00		1.00			1.00	
Frt	1.00	0.85				0.86		0.99			0.99	
Flt Protected	0.95	1.00				1.00		1.00			1.00	
Satd. Flow (prot)	1547	1193				1177		4313			4339	
Flt Permitted	0.95	1.00				1.00		1.00			1.00	
Satd. Flow (perm)	1547	1193				1177		4313			4339	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	7	0	238	0	0	155	0	1689	137	0	1306	142
RTOR Reduction (vph)	0	202	0	0	0	125	0	6	0	0	9	0
Lane Group Flow (vph)	7	36	0	0	0	30	0	1820	0	0	1439	0
Confl. Peds. (#/hr)	99		76	76		99	64		237	237		64
Turn Type	custom	NA				custom	pm+pt	NA			NA	
Protected Phases	3	3					1	6			2	
Permitted Phases	3					1 3	6					
Actuated Green, G (s)	19.8	19.8				24.8		65.4			53.6	
Effective Green, g (s)	19.8	19.8				24.8		65.4			53.6	
Actuated g/C Ratio	0.15	0.15				0.19		0.50			0.41	
Clearance Time (s)	7.5	7.5						6.8			6.8	
Vehicle Extension (s)	2.5	2.5						1.0			1.0	
Lane Grp Cap (vph)	235	181				224		2169			1789	
v/s Ratio Prot	0.00	c0.03						c0.42			0.33	
v/s Ratio Perm						0.03						
v/c Ratio	0.03	0.20				0.13		0.84			0.80	
Uniform Delay, d1	46.9	48.2				43.7		27.8			33.6	
Progression Factor	1.00	1.00				1.00		0.84			1.00	
Incremental Delay, d2	0.0	0.4				0.1		2.9			4.0	
Delay (s)	47.0	48.6				43.8		26.4			37.5	
Level of Service	D	D				D		C			D	
Approach Delay (s)		48.5			43.8			26.4			37.5	
Approach LOS		D			D			C			D	

Intersection Summary

HCM 2000 Control Delay	33.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	28.6
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		

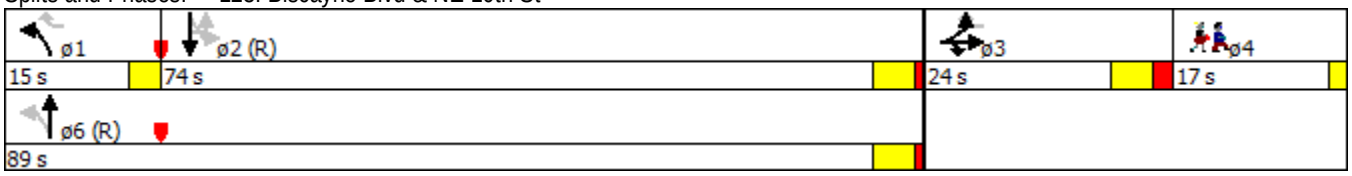
c Critical Lane Group

Lane Group	EBT	EBR	WBR	NBL	NBT	SBU	SBL	SBT	ø4
Lane Configurations									
Volume (vph)	1	83	15	55	1071	291	0	959	
Turn Type	NA	custom	custom	pm+pt	NA	Perm	Perm	NA	
Protected Phases	3	3		1	6			2	4
Permitted Phases		3	1 3	6		2	2		
Detector Phase	3	3	1 3	1	6	2	2	2	
Switch Phase									
Minimum Initial (s)	7.0	7.0		5.0	17.0	17.0	17.0	17.0	1.0
Minimum Split (s)	23.0	23.0		9.0	22.0	22.0	22.0	22.0	17.0
Total Split (s)	24.0	24.0		15.0	89.0	74.0	74.0	74.0	17.0
Total Split (%)	18.5%	18.5%		11.5%	68.5%	56.9%	56.9%	56.9%	13%
Yellow Time (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0		0.0	1.0	1.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		3.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lead		Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None		None	C-Min	C-Min	C-Min	C-Min	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 123: Biscayne Blvd & NE 10th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (vph)	242	1	83	0	0	15	55	1071	0	291	0	959
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0			3.0	3.0	5.0			5.0	5.0
Lane Util. Factor		1.00	1.00			1.00	1.00	0.91			1.00	0.91
Frpb, ped/bikes		1.00	1.00			0.93	1.00	1.00			1.00	0.99
Flpb, ped/bikes		1.00	1.00			1.00	1.00	1.00			0.98	1.00
Frt		1.00	0.85			0.86	1.00	1.00			1.00	0.99
Flt Protected		0.95	1.00			1.00	0.95	1.00			0.95	1.00
Satd. Flow (prot)		1551	1384			1304	1544	4446			1513	4356
Flt Permitted		0.95	1.00			1.00	0.20	1.00			0.23	1.00
Satd. Flow (perm)		1551	1384			1304	318	4446			363	4356
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	263	1	90	0	0	16	60	1164	0	316	0	1042
RTOR Reduction (vph)	0	0	78	0	0	13	0	0	0	0	0	7
Lane Group Flow (vph)	0	264	12	0	0	3	60	1164	0	0	316	1124
Confl. Peds. (#/hr)	38		19	19		38	104		132		132	
Confl. Bikes (#/hr)												
Parking (#/hr)												
Turn Type	custom	NA	custom			custom	pm+pt	NA		Perm	Perm	NA
Protected Phases	3	3	3				1	6				2
Permitted Phases	3		3			1 3	6			2	2	
Actuated Green, G (s)		18.0	18.0			23.3	84.0	84.0			75.7	75.7
Effective Green, g (s)		18.0	18.0			23.3	84.0	84.0			75.7	75.7
Actuated g/C Ratio		0.14	0.14			0.18	0.65	0.65			0.58	0.58
Clearance Time (s)		6.0	6.0				3.0	5.0			5.0	5.0
Vehicle Extension (s)		2.5	2.5				2.0	1.0			1.0	1.0
Lane Grp Cap (vph)		214	191			233	255	2872			211	2536
v/s Ratio Prot		c0.17	0.01				0.01	c0.26				0.26
v/s Ratio Perm						0.00	0.14				c0.87	
v/c Ratio		1.23	0.07			0.01	0.24	0.41			1.50	0.44
Uniform Delay, d1		56.0	48.7			43.9	9.4	11.0			27.1	15.3
Progression Factor		1.00	1.00			1.00	1.00	1.00			0.58	0.16
Incremental Delay, d2		138.8	0.1			0.0	0.2	0.4			239.5	0.4
Delay (s)		194.8	48.8			43.9	9.6	11.5			255.2	2.8
Level of Service		F	D			D	A	B			F	A
Approach Delay (s)		157.7			43.9			11.4				58.0
Approach LOS		F			D			B				E

Intersection Summary

HCM 2000 Control Delay	50.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	76.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



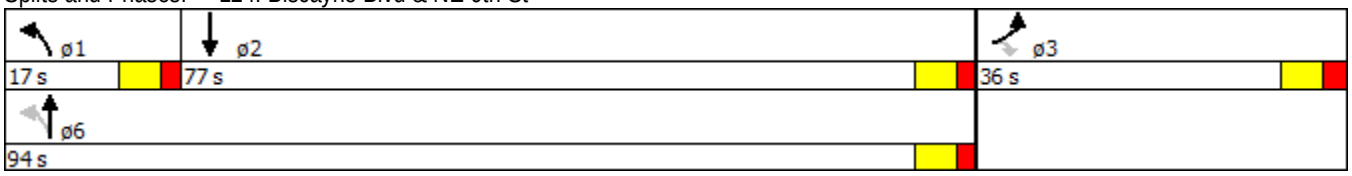
Movement	SBR
Lane Configurations	
Volume (vph)	82
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	89
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	104
Confl. Bikes (#/hr)	1
Parking (#/hr)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	68	21	35	1015	957
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	3		1	6	2
Permitted Phases		3	6		
Detector Phase	3	3	1	6	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	16.0	16.0
Minimum Split (s)	35.5	35.5	11.0	22.0	22.0
Total Split (s)	36.0	36.0	17.0	94.0	77.0
Total Split (%)	27.7%	27.7%	13.1%	72.3%	59.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Min	Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 56.2
Natural Cycle: 70
Control Type: Semi Act-Uncoord

Splits and Phases: 124: Biscayne Blvd & NE 9th St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	68	21	35	1015	957	111
Number	3	18	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	0.99			0.91
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0
Lanes	1	1	1	3	3	0
Cap, veh/h	193	172	352	3287	2015	234
Arrive On Green	0.11	0.11	0.04	0.61	0.43	0.43
Sat Flow, veh/h	1723	1538	1723	5429	4720	548
Grp Volume(v), veh/h	76	24	39	1140	824	376
Grp Sat Flow(s),veh/h/ln	1723	1538	1723	1810	1810	1648
Q Serve(g_s), s	1.8	0.6	0.5	4.6	7.5	7.5
Cycle Q Clear(g_c), s	1.8	0.6	0.5	4.6	7.5	7.5
Prop In Lane	1.00	1.00	1.00			0.33
Lane Grp Cap(c), veh/h	193	172	352	3287	1545	704
V/C Ratio(X)	0.39	0.14	0.11	0.35	0.53	0.53
Avail Cap(c_a), veh/h	1149	1026	706	10798	5808	2645
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	18.3	17.7	6.4	4.4	9.4	9.4
Incr Delay (d2), s/veh	1.0	0.3	0.1	0.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.8	0.2	0.2	1.4	2.8	2.6
Lane Grp Delay (d), s/veh	19.2	18.0	6.5	4.4	9.5	9.7
Lane Grp LOS	B	B	A	A	A	A
Approach Vol, veh/h	100			1179	1200	
Approach Delay, s/veh	18.9			4.5	9.6	
Approach LOS	B			A	A	

Timer			
Assigned Phs	1	6	2
Phs Duration (G+Y+Rc), s	7.9	32.8	24.9
Change Period (Y+Rc), s	6.0	6.0	6.0
Max Green Setting (Gmax), s	11.0	88.0	71.0
Max Q Clear Time (g_c+I1), s	2.5	6.6	9.5
Green Ext Time (p_c), s	0.0	9.4	9.4

Intersection Summary	
HCM 2010 Ctrl Delay	7.5
HCM 2010 LOS	A

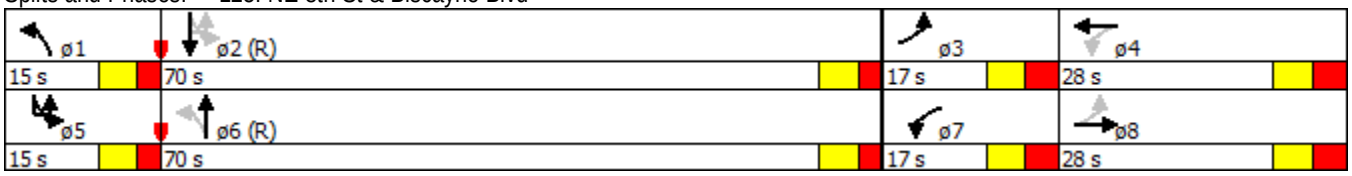
Notes

Lane Group	EBL	EBT	WBT	NBL	NBT	SBU	SBL	SBT	ø7
Lane Configurations									
Volume (vph)	80	70	25	62	1002	27	75	727	
Turn Type	pm+pt	NA	NA	pm+pt	NA	pm+pt	pm+pt	NA	
Protected Phases	3	8	4	1	6	5	5	2	7
Permitted Phases	8			6	6	2	2		
Detector Phase	3	8	4	1	6	5	5	2	
Switch Phase									
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	12.1	19.4	19.4	11.0	27.3	11.0	11.0	27.3	12.1
Total Split (s)	17.0	28.0	28.0	15.0	70.0	15.0	15.0	70.0	17.0
Total Split (%)	13.1%	21.5%	21.5%	11.5%	53.8%	11.5%	11.5%	53.8%	13%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	3.7	3.7	4.0	3.7
All-Red Time (s)	3.4	3.4	3.4	2.3	2.3	2.3	2.3	2.3	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.1	7.4	7.4	6.0	6.3		6.0	6.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Min	None	None	C-Min	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 125: NE 8th St & Biscayne Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (veh/h)	80	70	32	0	25	20	62	1002	27	27	75	727
Number	3	8	18	7	4	14	1	6	16		5	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	0.89		0.83	1.00		0.68	0.96		0.89		0.98	
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
Adj Sat Flow veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	181.0	181.0	190.0		181.0	181.0
Lanes	1	1	0	1	1	0	1	3	0		1	3
Cap, veh/h	368	369	166	316	126	104	342	1667	45		288	1646
Arrive On Green	0.06	0.33	0.33	0.00	0.17	0.17	0.15	0.64	0.64		0.06	0.30
Sat Flow, veh/h	1723	1107	498	1723	750	616	1723	5241	143		1723	5429
Grp Volume(v), veh/h	91	0	116	0	0	51	70	786	384		85	826
Grp Sat Flow(s),veh/h/ln	1723	0	1605	1723	0	1366	1723	1810	1764		1723	1810
Q Serve(g_s), s	2.2	0.0	3.5	0.0	0.0	2.2	1.7	9.5	9.5		2.2	8.5
Cycle Q Clear(g_c), s	2.2	0.0	3.5	0.0	0.0	2.2	1.7	9.5	9.5		2.2	8.5
Prop In Lane	1.00		0.31	1.00		0.45	1.00		0.08		1.00	
Lane Grp Cap(c), veh/h	368	0	535	316	0	230	342	1151	561		288	1646
V/C Ratio(X)	0.25	0.00	0.22	0.00	0.00	0.22	0.20	0.68	0.68		0.29	0.50
Avail Cap(c_a), veh/h	515	0	535	565	0	414	444	3394	1655		415	5091
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00		1.00	1.00
Upstream Filter(I)	0.95	0.00	0.95	0.00	0.00	1.00	1.00	1.00	1.00		0.89	0.89
Uniform Delay (d), s/veh	13.8	0.0	16.3	0.0	0.0	24.4	12.7	10.2	10.2		15.2	19.4
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.0	0.0	0.4	0.1	3.3	6.6		0.2	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile Back of Q (50%), veh/ln	0.8	0.0	1.4	0.0	0.0	0.7	0.6	3.1	3.6		0.9	3.8
Lane Grp Delay (d), s/veh	14.0	0.0	16.4	0.0	0.0	24.8	12.8	13.5	16.8		15.4	20.4
Lane Grp LOS	B		B			C	B	B	B		B	C
Approach Vol, veh/h		207			51			1240				911
Approach Delay, s/veh		15.3			24.8			14.5				20.0
Approach LOS		B			C			B				B

Timer

Assigned Phs	3	8		7	4		1	6			5	2
Phs Duration (G+Y+Rc), s	11.2	30.0		0.0	18.8		11.0	27.9			10.0	26.9
Change Period (Y+Rc), s	7.1	7.4		7.1	7.4		6.0	6.3			6.0	6.3
Max Green Setting (Gmax), s	9.9	20.6		9.9	20.6		9.0	63.7			9.0	63.7
Max Q Clear Time (g_c+I1), s	4.2	5.5		0.0	4.2		3.7	11.5			4.2	10.5
Green Ext Time (p_c), s	0.0	0.7		0.0	0.2		0.0	7.0			0.0	7.0

Intersection Summary

HCM 2010 Ctrl Delay			16.8									
HCM 2010 LOS			B									

Notes



Movement	SBR
Lane Configurations	
Volume (veh/h)	0
Number	12
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus Adj	1.00
Adj Sat Flow veh/h/ln	0.0
Lanes	0
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile Back of Q (50%), veh/ln	0.0
Lane Grp Delay (d), s/veh	0.0
Lane Grp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	
Assigned Phs	
Phs Duration (G+Y+Rc), s	
Change Period (Y+Rc), s	
Max Green Setting (Gmax), s	
Max Q Clear Time (g_c+I1), s	
Green Ext Time (p_c), s	
Intersection Summary	

Intersection	
Intersection Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	37	0	1091	975	26
Conflicting Peds, #/hr	7	14	83	0	0	83
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	38	0	1125	1005	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1483	613	1046	0	-	0
Stage 1	1033	-	-	-	-	-
Stage 2	450	-	-	-	-	-
Follow-up Headway	3.85	3.95	3.15	-	-	-
Pot Capacity-1 Maneuver	171	367	363	-	-	-
Stage 1	226	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Time blocked-Platoon, %				-	-	-
Mov Capacity-1 Maneuver	167	338	338	-	-	-
Mov Capacity-2 Maneuver	197	-	-	-	-	-
Stage 1	223	-	-	-	-	-
Stage 2	544	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17	0	0
HCM LOS	C		

Minor Lane / Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	338	-	338	-	-
HCM Lane V/C Ratio	-	-	0.113	-	-
HCM Control Delay (s)	0	-	17	-	-
HCM Lane LOS	A		C		
HCM 95th %tile Q(veh)	0	-	0.378	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	23	0	0	0	15	398
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	25	0	0	0	16	437
Pedestrians	3		1			
Lane Width (ft)	12.0		0.0			
Walking Speed (ft/s)	4.0		4.0			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			351			349
pX, platoon unblocked						
vC, conflicting volume	183	3			3	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	183	3			3	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			99	
cM capacity (veh/h)	771	1067			1592	

Direction, Lane #	WB 1	SB 1	SB 2	SB 3
Volume Total	25	104	175	175
Volume Left	25	16	0	0
Volume Right	0	0	0	0
cSH	771	1592	1700	1700
Volume to Capacity	0.03	0.01	0.10	0.10
Queue Length 95th (ft)	3	1	0	0
Control Delay (s)	9.8	1.2	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.8	0.3		
Approach LOS	A			

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	20.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	18	48	50	37	0	0	0	0	8	379	25
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	19	52	54	40	0	0	0	0	9	408	27
Pedestrians		15			7			19			22	
Lane Width (ft)		12.0			12.0			0.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			0			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								355			351	
pX, platoon unblocked												
vC, conflicting volume	495	460	183	240	474	29	449			7		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	495	460	183	240	474	29	449			7		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	96	94	91	92	100	100			99		
cM capacity (veh/h)	401	478	808	607	470	1005	1073			1581		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3
Volume Total	71	94	110	204	129
Volume Left	0	54	9	0	0
Volume Right	52	0	0	0	27
cSH	680	540	1581	1700	1700
Volume to Capacity	0.10	0.17	0.01	0.12	0.08
Queue Length 95th (ft)	9	16	0	0	0
Control Delay (s)	10.9	13.1	0.6	0.0	0.0
Lane LOS	B	B	A		
Approach Delay (s)	10.9	13.1	0.2		
Approach LOS	B	B			

Intersection Summary				
Average Delay	3.4			
Intersection Capacity Utilization	30.6%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	17	62	2	0	0	0	0	6	0	23	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	18	67	2	0	0	0	0	6	0	25	0	0
Pedestrians		10			5			9			14	
Lane Width (ft)		12.0			0.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			0			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					809							
pX, platoon unblocked												
vC, conflicting volume	14			78			123	127	48	92	128	24
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	14			78			123	127	48	92	128	24
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	99	100	97	100	100
cM capacity (veh/h)	1563			1486			798	732	993	837	731	1016

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	52	35	6	25
Volume Left	18	0	0	25
Volume Right	0	2	0	0
cSH	1563	1700	732	837
Volume to Capacity	0.01	0.02	0.01	0.03
Queue Length 95th (ft)	1	0	1	2
Control Delay (s)	2.7	0.0	10.0	9.4
Lane LOS	A		A	A
Approach Delay (s)	1.6		10.0	9.4
Approach LOS			A	A

Intersection Summary				
Average Delay	3.7			
Intersection Capacity Utilization	25.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	52	29	0	0	0	0	96	164	11	5	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	4	58	32	0	0	0	0	107	182	12	6	0
Pedestrians		4			7			10			5	
Lane Width (ft)		12.0			0.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					635							
pX, platoon unblocked												
vC, conflicting volume	5			100			100	98	62	285	114	9
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	5			100			100	98	62	285	114	9
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	86	81	97	99	100
cM capacity (veh/h)	1587			1457			838	773	972	456	757	1052

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	33	61	289	18
Volume Left	4	0	0	12
Volume Right	0	32	182	0
cSH	1587	1700	888	520
Volume to Capacity	0.00	0.04	0.33	0.03
Queue Length 95th (ft)	0	0	36	3
Control Delay (s)	1.0	0.0	11.0	12.2
Lane LOS	A		B	B
Approach Delay (s)	0.3		11.0	12.2
Approach LOS			B	B

Intersection Summary			
Average Delay	8.5		
Intersection Capacity Utilization	30.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	7	78	68	6	12	0	0	21	19
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	0	0	0	9	96	84	7	15	0	0	26	23
Pedestrians		6			4			19			9	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			2			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					803							
pX, platoon unblocked												
vC, conflicting volume	189			19			127	226	23	176	184	105
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	189			19			127	226	23	176	184	105
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			99	98	100	100	96	97
cM capacity (veh/h)	1350			1549			752	647	1019	724	683	913

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	57	132	22	49
Volume Left	9	0	7	0
Volume Right	0	84	0	23
cSH	1549	1700	678	775
Volume to Capacity	0.01	0.08	0.03	0.06
Queue Length 95th (ft)	0	0	3	5
Control Delay (s)	1.2	0.0	10.5	10.0
Lane LOS	A		B	A
Approach Delay (s)	0.3		10.5	10.0
Approach LOS			B	A

Intersection Summary				
Average Delay	3.0			
Intersection Capacity Utilization	23.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	17	63	2	81	21	0	0	1	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	0	0	0	20	76	2	98	25	0	0	1	7
Pedestrians		3			1			16			5	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					639							
pX, platoon unblocked												
vC, conflicting volume	83			16			106	140	17	137	139	47
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	83			16			106	140	17	137	139	47
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			88	96	100	100	100	99
cM capacity (veh/h)	1484			1557			816	720	1033	768	722	998

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	58	40	123	8
Volume Left	20	0	98	0
Volume Right	0	2	0	7
cSH	1557	1700	795	946
Volume to Capacity	0.01	0.02	0.15	0.01
Queue Length 95th (ft)	1	0	14	1
Control Delay (s)	2.6	0.0	10.4	8.8
Lane LOS	A		B	A
Approach Delay (s)	1.6		10.4	8.8
Approach LOS			B	A

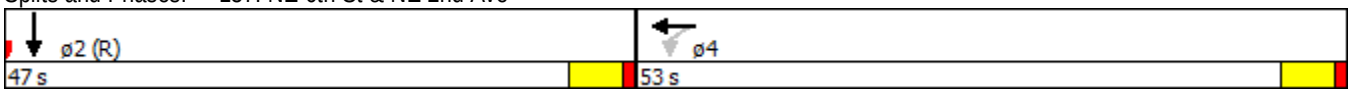
Intersection Summary			
Average Delay	6.5		
Intersection Capacity Utilization	27.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	891	528
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	53.0	47.0
Total Split (%)	53.0%	47.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 93 (93%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 137: NE 6th St & NE 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	28	891	0	0	0	0	0	528	198
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.96
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	158.3	0.0				0.0	158.3	171.0
Lanes				0	3	0				0	3	0
Cap, veh/h				56	1400	0				0	1381	499
Arrive On Green				0.48	0.48	0.00				0.00	0.42	0.42
Sat Flow, veh/h				0	2916	0				0	3288	1188
Grp Volume(v), veh/h				54	944	0				0	552	237
Grp Sat Flow(s),veh/h/ln				34	1441	0				0	1583	1310
Q Serve(g_s), s				0.0	25.3	0.0				0.0	12.2	12.8
Cycle Q Clear(g_c), s				48.0	25.3	0.0				0.0	12.2	12.8
Prop In Lane				0.55		0.00				0.00		0.91
Lane Grp Cap(c), veh/h				72	1383	0				0	1330	550
V/C Ratio(X)				0.75	0.68	0.00				0.00	0.42	0.43
Avail Cap(c_a), veh/h				72	1383	0				0	1330	550
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				35.5	20.1	0.0				0.0	20.4	20.5
Incr Delay (d2), s/veh				50.9	2.7	0.0				0.0	1.0	2.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				1.7	9.2	0.0				0.0	4.9	4.5
Lane Grp Delay (d), s/veh				86.4	22.8	0.0				0.0	21.3	23.0
Lane Grp LOS				F	C						C	C
Approach Vol, veh/h					998						789	
Approach Delay, s/veh					26.3						21.8	
Approach LOS					C						C	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	53.0	47.0
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	48.0	42.0
Max Q Clear Time (g_c+I1), s	50.0	14.8
Green Ext Time (p_c), s	0.0	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	24.3
HCM 2010 LOS	C

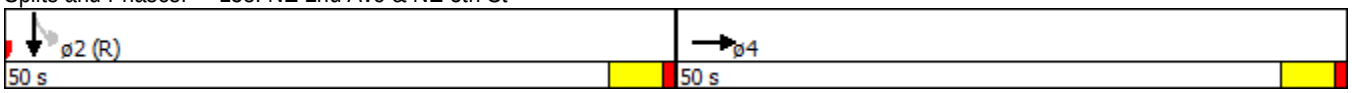
Notes

Lane Group	EBT	SBL	SBT
Lane Configurations			
Volume (vph)	266	66	464
Turn Type	NA	Perm	NA
Protected Phases	4		2
Permitted Phases		2	
Detector Phase	4	2	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0
Total Split (s)	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 95 (95%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 138: NE 2nd Ave & NE 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	266	155	0	0	0	0	0	0	66	464	0
Number	7	4	14							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94							1.00		1.00
Parking Bus Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	179.2	190.0							179.2	179.2	0.0
Lanes	0	3	0							1	2	0
Cap, veh/h	0	1613	642							72	1613	0
Arrive On Green	0.00	0.45	0.45							0.15	0.15	0.00
Sat Flow, veh/h	0	3585	1427							1707	3585	0
Grp Volume(v), veh/h	0	277	161							69	483	0
Grp Sat Flow(s),veh/h/ln	0	1792	1427							1707	1792	0
Q Serve(g_s), s	0.0	4.6	7.0							0.0	12.0	0.0
Cycle Q Clear(g_c), s	0.0	4.6	7.0							45.0	12.0	0.0
Prop In Lane	0.00		1.00							1.00		0.00
Lane Grp Cap(c), veh/h	0	1613	642							72	1613	0
V/C Ratio(X)	0.00	0.17	0.25							0.96	0.30	0.00
Avail Cap(c_a), veh/h	0	1613	642							72	1613	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	16.4	17.0							65.1	28.5	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.9							94.9	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	2.1	2.6							3.8	5.9	0.0
Lane Grp Delay (d), s/veh	0.0	16.6	18.0							160.0	29.0	0.0
Lane Grp LOS		B	B							F	C	
Approach Vol, veh/h		438									552	
Approach Delay, s/veh		17.1									45.4	
Approach LOS		B									D	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	50.0	50.0
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	45.0	45.0
Max Q Clear Time (g_c+I1), s	9.0	47.0
Green Ext Time (p_c), s	2.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	32.9
HCM 2010 LOS	C

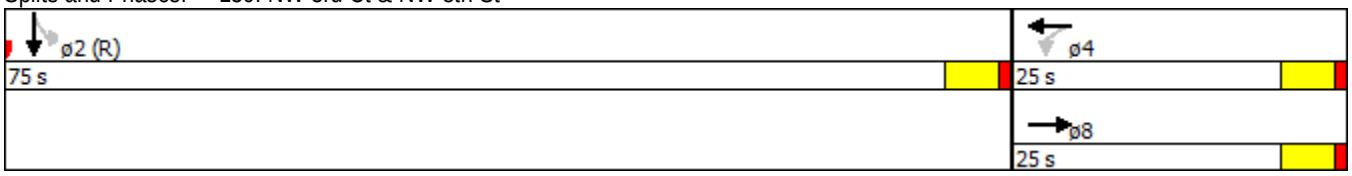
Notes

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Volume (vph)	140	44	188	932
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	1.0	7.0	7.0	7.0
Minimum Split (s)	24.0	24.0	24.0	23.0
Total Split (s)	25.0	25.0	25.0	75.0
Total Split (%)	25.0%	25.0%	25.0%	75.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 2 (2%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 139: NW 3rd Ct & NW 8th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	140	66	44	188	0	0	0	0	270	932	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	
Lane Util. Factor		1.00		1.00	1.00						0.86	
Frpb, ped/bikes		0.99		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.96		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		1754		1744	1845						6185	
Flt Permitted		1.00		0.44	1.00						0.99	
Satd. Flow (perm)		1754		806	1845						6185	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	147	69	46	198	0	0	0	0	284	981	124
RTOR Reduction (vph)	0	17	0	0	0	0	0	0	0	0	16	0
Lane Group Flow (vph)	0	199	0	46	198	0	0	0	0	0	1373	0
Confl. Peds. (#/hr)	15		5	5		15	1					1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		20.0		20.0	20.0						70.0	
Effective Green, g (s)		20.0		20.0	20.0						70.0	
Actuated g/C Ratio		0.20		0.20	0.20						0.70	
Clearance Time (s)		5.0		5.0	5.0						5.0	
Lane Grp Cap (vph)		350		161	369						4329	
v/s Ratio Prot		c0.11			0.11							
v/s Ratio Perm				0.06							0.22	
v/c Ratio		0.57		0.29	0.54						0.32	
Uniform Delay, d1		36.1		33.9	35.8						5.8	
Progression Factor		1.00		1.03	0.98						1.00	
Incremental Delay, d2		6.6		4.1	5.1						0.2	
Delay (s)		42.7		39.1	40.4						6.0	
Level of Service		D		D	D						A	
Approach Delay (s)		42.7			40.1			0.0			6.0	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay	14.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		

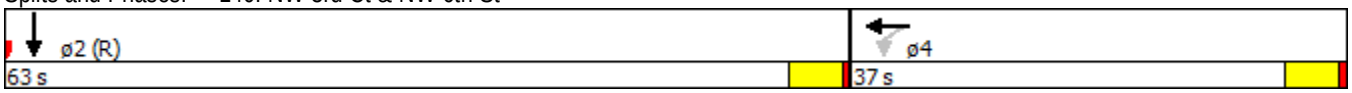
c Critical Lane Group

Lane Group	WBL	WBT	SBT
Lane Configurations			
Volume (vph)	269	372	1017
Turn Type	Perm	NA	NA
Protected Phases		4	2
Permitted Phases	4		
Detector Phase	4	4	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	22.8	22.8	22.6
Total Split (s)	37.0	37.0	63.0
Total Split (%)	37.0%	37.0%	63.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.6
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.6
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 4 (4%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 140: NW 3rd Ct & NW 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	269	372	0	0	0	0	0	1017	57
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				186.3	186.3	0.0				0.0	186.3	190.0
Lanes				1	2	0				0	4	0
Cap, veh/h				72	1200	0				0	4081	230
Arrive On Green				0.11	0.11	0.00				0.00	0.58	0.58
Sat Flow, veh/h				1774	3725	0				0	6988	393
Grp Volume(v), veh/h				309	428	0				0	934	301
Grp Sat Flow(s),veh/h/ln				1774	1863	0				0	1863	1793
Q Serve(g_s), s				0.0	10.7	0.0				0.0	8.3	8.4
Cycle Q Clear(g_c), s				32.2	10.7	0.0				0.0	8.3	8.4
Prop In Lane				1.00		0.00				0.00		0.22
Lane Grp Cap(c), veh/h				72	1200	0				0	3264	1047
V/C Ratio(X)				4.29	0.36	0.00				0.00	0.29	0.29
Avail Cap(c_a), veh/h				72	1200	0				0	3264	1047
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				60.8	35.1	0.0				0.0	10.4	10.4
Incr Delay (d2), s/veh				1513.2	0.8	0.0				0.0	0.2	0.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				32.2	5.5	0.0				0.0	3.7	3.7
Lane Grp Delay (d), s/veh				1573.9	35.9	0.0				0.0	10.6	11.1
Lane Grp LOS				F	D						B	B
Approach Vol, veh/h					737						1235	
Approach Delay, s/veh					680.7						10.7	
Approach LOS					F						B	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	37.0	63.0
Change Period (Y+Rc), s	4.8	4.6
Max Green Setting (Gmax), s	32.2	58.4
Max Q Clear Time (g_c+I1), s	34.2	10.4
Green Ext Time (p_c), s	0.0	7.0

Intersection Summary	
HCM 2010 Ctrl Delay	261.1
HCM 2010 LOS	F

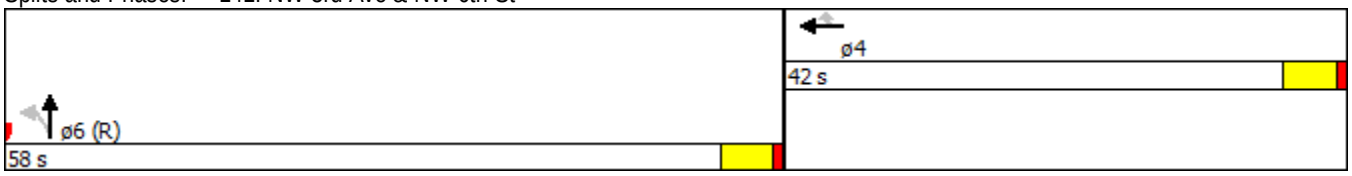
Notes

Lane Group	WBT	WBR	NBL	NBT
Lane Configurations				
Volume (vph)	629	208	110	815
Turn Type	NA	Perm	Perm	NA
Protected Phases	4			6
Permitted Phases		4	6	
Detector Phase	4	4	6	6
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.9	23.9	22.8	22.8
Total Split (s)	42.0	42.0	58.0	58.0
Total Split (%)	42.0%	42.0%	58.0%	58.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.9	0.9	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.8	4.8
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 86 (86%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 141: NW 3rd Ave & NW 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	629	208	110	815	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.9	4.9	4.8	4.8				
Lane Util. Factor					0.91	0.91	1.00	0.95				
Frpb, ped/bikes					1.00	0.98	1.00	1.00				
Flpb, ped/bikes					1.00	1.00	1.00	1.00				
Frt					1.00	0.85	1.00	1.00				
Flt Protected					1.00	1.00	0.95	1.00				
Satd. Flow (prot)					3340	1401	1752	3505				
Flt Permitted					1.00	1.00	0.95	1.00				
Satd. Flow (perm)					3340	1401	1752	3505				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	0	648	214	113	840	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	81	46	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	667	112	67	840	0	0	0	0
Confl. Peds. (#/hr)	4					4			12	12		
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type					NA	Perm	Perm	NA				
Protected Phases					4			6				
Permitted Phases						4	6					
Actuated Green, G (s)					37.1	37.1	53.2	53.2				
Effective Green, g (s)					37.1	37.1	53.2	53.2				
Actuated g/C Ratio					0.37	0.37	0.53	0.53				
Clearance Time (s)					4.9	4.9	4.8	4.8				
Lane Grp Cap (vph)					1239	519	932	1864				
v/s Ratio Prot					c0.20			c0.24				
v/s Ratio Perm						0.08	0.04					
v/c Ratio					0.54	0.22	0.07	0.45				
Uniform Delay, d1					24.7	21.5	11.4	14.4				
Progression Factor					1.07	1.51	0.31	0.59				
Incremental Delay, d2					0.8	0.4	0.1	0.8				
Delay (s)					27.3	32.8	3.7	9.2				
Level of Service					C	C	A	A				
Approach Delay (s)		0.0			28.6			8.5			0.0	
Approach LOS		A			C			A			A	

Intersection Summary

HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.7
Intersection Capacity Utilization	50.3%	ICU Level of Service	A
Analysis Period (min)	15		

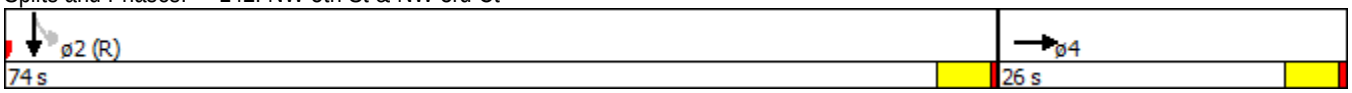
c Critical Lane Group

Lane Group	EBT	SBL	SBT
Lane Configurations			
Volume (vph)	272	200	1097
Turn Type	NA	Perm	NA
Protected Phases	4		2
Permitted Phases		2	
Detector Phase	4	2	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	22.8	22.6	22.6
Total Split (s)	26.0	74.0	74.0
Total Split (%)	26.0%	74.0%	74.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.8	0.6	0.6
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.6	4.6
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 84 (84%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 142: NW 5th St & NW 3rd Ct



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	272	112	0	0	0	0	0	0	200	1097	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.8								4.6	4.6	
Lane Util. Factor		0.91								0.86	0.86	
Frpb, ped/bikes		1.00								1.00	1.00	
Flpb, ped/bikes		1.00								1.00	1.00	
Frt		0.96								1.00	1.00	
Flt Protected		1.00								0.95	1.00	
Satd. Flow (prot)		4841								1522	4802	
Flt Permitted		1.00								0.95	1.00	
Satd. Flow (perm)		4841								1522	4802	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	296	122	0	0	0	0	0	0	217	1192	0
RTOR Reduction (vph)	0	74	0	0	0	0	0	0	0	54	6	0
Lane Group Flow (vph)	0	344	0	0	0	0	0	0	0	141	1208	0
Confl. Peds. (#/hr)			2	2			3					3
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA								Perm	NA	
Protected Phases		4									2	
Permitted Phases										2		
Actuated Green, G (s)		21.2								69.4	69.4	
Effective Green, g (s)		21.2								69.4	69.4	
Actuated g/C Ratio		0.21								0.69	0.69	
Clearance Time (s)		4.8								4.6	4.6	
Lane Grp Cap (vph)		1026								1056	3332	
v/s Ratio Prot		c0.07										
v/s Ratio Perm										0.09	0.25	
v/c Ratio		0.34								0.13	0.36	
Uniform Delay, d1		33.4								5.2	6.3	
Progression Factor		1.00								0.23	0.69	
Incremental Delay, d2		0.9								0.2	0.3	
Delay (s)		34.3								1.5	4.6	
Level of Service		C								A	A	
Approach Delay (s)		34.3			0.0			0.0			4.2	
Approach LOS		C			A			A			A	

Intersection Summary

HCM 2000 Control Delay	11.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.4
Intersection Capacity Utilization	40.9%	ICU Level of Service	A
Analysis Period (min)	15		

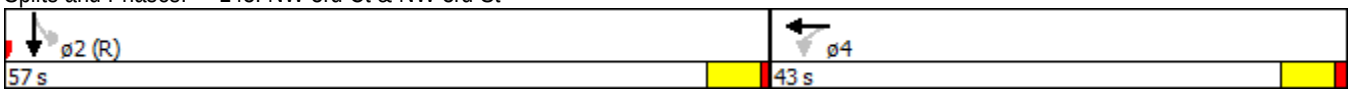
c Critical Lane Group

Lane Group	WBL	WBT	SBL	SBT
Lane Configurations				
Volume (vph)	160	53	48	1109
Turn Type	Perm	NA	Perm	NA
Protected Phases		4		2
Permitted Phases	4		2	
Detector Phase	4	4	2	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	22.7	22.7
Total Split (s)	43.0	43.0	57.0	57.0
Total Split (%)	43.0%	43.0%	57.0%	57.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	0.7	0.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.7	4.7
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 23 (23%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 143: NW 3rd Ct & NW 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	160	53	0	0	0	0	48	1109	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0	5.0					4.7	4.7	
Lane Util. Factor				0.95	0.95					1.00	0.91	
Frpb, ped/bikes				1.00	1.00					1.00	1.00	
Flpb, ped/bikes				0.98	0.99					1.00	1.00	
Frt				1.00	1.00					1.00	1.00	
Flt Protected				0.95	0.98					0.95	1.00	
Satd. Flow (prot)				1640	1704					1770	5072	
Flt Permitted				0.95	0.98					0.95	1.00	
Satd. Flow (perm)				1640	1704					1770	5072	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	178	59	0	0	0	0	53	1232	18
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	117	120	0	0	0	0	53	1249	0
Confl. Peds. (#/hr)	8		14	14		8	6					6
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type				Perm	NA					Perm	NA	
Protected Phases					4						2	
Permitted Phases				4						2		
Actuated Green, G (s)				38.0	38.0					52.3	52.3	
Effective Green, g (s)				38.0	38.0					52.3	52.3	
Actuated g/C Ratio				0.38	0.38					0.52	0.52	
Clearance Time (s)				5.0	5.0					4.7	4.7	
Lane Grp Cap (vph)				623	647					925	2652	
v/s Ratio Prot											c0.25	
v/s Ratio Perm				c0.07	0.07					0.03		
v/c Ratio				0.19	0.19					0.06	0.47	
Uniform Delay, d1				20.7	20.7					11.7	15.1	
Progression Factor				0.71	0.71					0.72	0.70	
Incremental Delay, d2				0.6	0.6					0.1	0.6	
Delay (s)				15.3	15.2					8.5	11.1	
Level of Service				B	B					A	B	
Approach Delay (s)		0.0			15.3			0.0			11.0	
Approach LOS		A			B			A			B	

Intersection Summary

HCM 2000 Control Delay	11.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.7
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Future Year 2035 Conditions

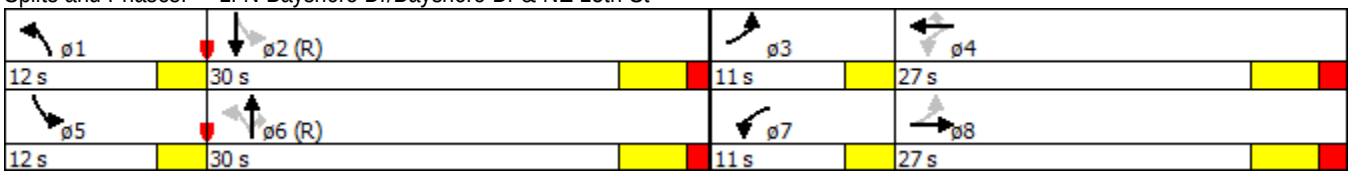
AM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Volume (vph)	85	207	162	214	120	29	186	33	227	370
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	3	8	7	4		1	6		5	2
Permitted Phases	8		4		4	6		6	2	
Detector Phase	3	8	7	4	4	1	6	6	5	2
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0
Minimum Split (s)	9.0	26.8	9.0	26.8	26.8	9.0	23.4	23.4	9.0	23.4
Total Split (s)	11.0	27.0	11.0	27.0	27.0	12.0	30.0	30.0	12.0	30.0
Total Split (%)	13.8%	33.8%	13.8%	33.8%	33.8%	15.0%	37.5%	37.5%	15.0%	37.5%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.8	0.0	1.8	1.8	0.0	1.4	1.4	0.0	1.4
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	5.8	3.0	5.8	5.8		5.4	5.4	3.0	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 75 (94%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 1: N Bayshore Dr/Bayshore Dr & NE 15th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	85	207	120	162	214	120	29	186	33	227	370	84
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	162.9	171.0	162.9	162.9	162.9	162.9	171.0
Lanes	1	1	0	1	1	1	0	2	1	1	2	0
Cap, veh/h	340	255	147	256	492	377	92	457	416	445	1173	265
Arrive On Green	0.02	0.09	0.09	0.03	0.10	0.00	0.31	0.31	0.31	0.11	0.46	0.46
Sat Flow, veh/h	1551	959	554	1551	1629	1246	6	1483	1349	1551	2573	581
Grp Volume(v), veh/h	100	0	385	191	252	0	34	219	39	267	274	260
Grp Sat Flow(s),veh/h/ln	1551	0	1513	1551	1629	1246	6	1483	1349	1551	1629	1525
Q Serve(g_s), s	3.7	0.0	20.2	6.3	11.7	0.0	0.1	9.6	1.6	6.8	8.8	8.9
Cycle Q Clear(g_c), s	3.7	0.0	20.2	6.3	11.7	0.0	24.6	9.6	1.6	6.8	8.8	8.9
Prop In Lane	1.00		0.37	1.00		1.00	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	340	0	402	256	492	377	92	457	416	445	743	695
V/C Ratio(X)	0.29	0.00	0.96	0.74	0.51	0.00	0.37	0.48	0.09	0.60	0.37	0.37
Avail Cap(c_a), veh/h	397	0	402	256	492	377	92	457	416	449	743	695
HCM Platoon Ratio	0.32	0.32	0.32	0.32	0.32	0.32	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	0.0	36.0	20.6	30.4	0.0	38.5	22.4	19.6	12.8	14.2	14.2
Incr Delay (d2), s/veh	0.2	0.0	33.9	10.0	0.7	0.0	11.0	3.6	0.4	1.5	1.4	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.4	0.0	12.1	4.8	5.3	0.0	0.3	3.9	0.6	2.4	3.6	3.5
Lane Grp Delay (d), s/veh	20.8	0.0	69.9	30.6	31.1	0.0	49.5	26.0	20.1	14.3	15.6	15.8
Lane Grp LOS	C		E	C	C		D	C	C	B	B	B
Approach Vol, veh/h		485			443			292			801	
Approach Delay, s/veh		59.8			30.9			27.9			15.2	
Approach LOS		E			C			C			B	

Timer												
Assigned Phs	3	8		7	4		1	6		5	2	
Phs Duration (G+Y+Rc), s	8.1	27.0		11.0	29.9		0.0	30.0		11.8	41.8	
Change Period (Y+Rc), s	3.0	5.8		3.0	5.8		3.0	5.4		3.0	5.4	
Max Green Setting (Gmax), s	8.0	21.2		8.0	21.2		9.0	24.6		9.0	24.6	
Max Q Clear Time (g_c+I1), s	5.7	22.2		8.3	13.7		0.0	26.6		8.8	10.9	
Green Ext Time (p_c), s	0.0	0.0		0.0	2.0		0.0	0.0		0.0	1.7	

Intersection Summary	
HCM 2010 Ctrl Delay	31.2
HCM 2010 LOS	C

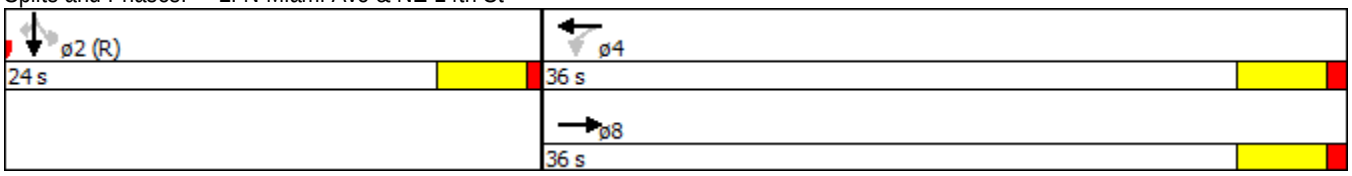
Notes

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Volume (vph)	218	68	171	892	101
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	8		4	2	
Permitted Phases		4			2
Detector Phase	8	4	4	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	22.7	22.7
Total Split (s)	36.0	36.0	36.0	24.0	24.0
Total Split (%)	60.0%	60.0%	60.0%	40.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.7	0.7
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	4.7	4.7
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 50 (83%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 2: N Miami Ave & NE 14th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	218	51	68	171	0	0	0	0	52	892	101
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Adj Sat Flow veh/h/ln	0.0	162.9	171.0	171.0	162.9	0.0				171.0	162.9	162.9
Lanes	0	1	0	0	1	0				0	2	1
Cap, veh/h	0	594	139	227	510	0				52	941	401
Arrive On Green	0.00	0.52	0.52	0.52	0.52	0.00				0.32	0.32	0.00
Sat Flow, veh/h	0	1149	268	290	988	0				162	2925	1246
Grp Volume(v), veh/h	0	0	296	263	0	0				514	523	0
Grp Sat Flow(s),veh/h/ln	0	0	1417	1277	0	0				1458	1629	1246
Q Serve(g_s), s	0.0	0.0	7.7	1.4	0.0	0.0				19.3	19.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	7.7	9.1	0.0	0.0				19.3	19.2	0.0
Prop In Lane	0.00		0.19	0.29		0.00				0.11		1.00
Lane Grp Cap(c), veh/h	0	0	732	737	0	0				469	524	401
V/C Ratio(X)	0.00	0.00	0.40	0.36	0.00	0.00				1.10	1.00	0.00
Avail Cap(c_a), veh/h	0	0	732	737	0	0				469	524	401
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	8.9	8.6	0.0	0.0				20.4	20.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.7	1.3	0.0	0.0				70.4	38.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.0	2.6	2.2	0.0	0.0				15.7	12.9	0.0
Lane Grp Delay (d), s/veh	0.0	0.0	10.5	10.0	0.0	0.0				90.8	59.2	0.0
Lane Grp LOS			B	A						F	E	
Approach Vol, veh/h		296			263						1037	
Approach Delay, s/veh		10.5			10.0						74.8	
Approach LOS		B			A						E	

Timer		
Assigned Phs	8	4	2
Phs Duration (G+Y+Rc), s	36.0	36.0	24.0
Change Period (Y+Rc), s	5.0	5.0	4.7
Max Green Setting (Gmax), s	31.0	31.0	19.3
Max Q Clear Time (g_c+I1), s	9.7	11.1	21.3
Green Ext Time (p_c), s	2.8	2.8	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	52.2
HCM 2010 LOS	D

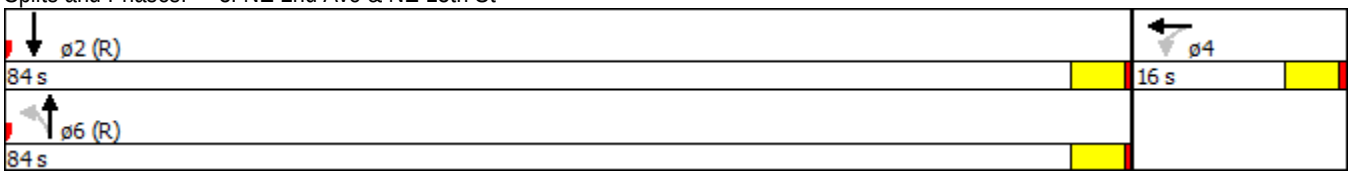
Notes

Lane Group	WBL	WBT	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	150	61	29	912	1501
Turn Type	Perm	NA	Perm	NA	NA
Protected Phases		4		6	2
Permitted Phases	4		6		
Detector Phase	4	4	6	6	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	16.0	16.0	22.7	22.7	22.7
Total Split (s)	16.0	16.0	84.0	84.0	84.0
Total Split (%)	16.0%	16.0%	84.0%	84.0%	84.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.7	0.7	0.7
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.8	4.8		4.7	4.7
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 68 (68%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 3: NE 2nd Ave & NE 13th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	150	61	87	29	912	0	0	1501	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.8	4.8			4.7			4.7	
Lane Util. Factor				0.91	0.91			0.95			0.95	
Frpb, ped/bikes				1.00	0.98			1.00			1.00	
Flpb, ped/bikes				1.00	1.00			1.00			1.00	
Frt				1.00	0.93			1.00			1.00	
Flt Protected				0.95	0.99			1.00			1.00	
Satd. Flow (prot)				1382	2629			3032			3031	
Flt Permitted				0.95	0.99			0.84			1.00	
Satd. Flow (perm)				1382	2629			2550			3031	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	165	67	96	32	1002	0	0	1649	19
RTOR Reduction (vph)	0	0	0	0	85	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	112	131	0	0	1034	0	0	1667	0
Confl. Peds. (#/hr)	12					12			2	2		
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			6			2	
Permitted Phases				4			6					
Actuated Green, G (s)				11.2	11.2			79.3			79.3	
Effective Green, g (s)				11.2	11.2			79.3			79.3	
Actuated g/C Ratio				0.11	0.11			0.79			0.79	
Clearance Time (s)				4.8	4.8			4.7			4.7	
Lane Grp Cap (vph)				154	294			2022			2403	
v/s Ratio Prot											c0.55	
v/s Ratio Perm				c0.08	0.05			0.41				
v/c Ratio				0.73	0.44			0.51			0.69	
Uniform Delay, d1				42.9	41.5			3.6			4.8	
Progression Factor				1.00	1.00			1.00			1.05	
Incremental Delay, d2				25.8	4.8			0.9			1.7	
Delay (s)				68.7	46.3			4.5			6.7	
Level of Service				E	D			A			A	
Approach Delay (s)		0.0			53.9			4.5			6.7	
Approach LOS		A			D			A			A	

Intersection Summary

HCM 2000 Control Delay	11.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.5
Intersection Capacity Utilization	68.4%	ICU Level of Service	C
Analysis Period (min)	15		

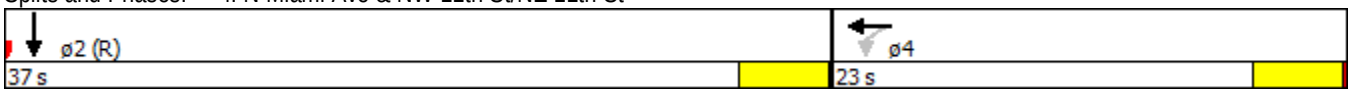
c Critical Lane Group

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	54	1180
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.3	22.2
Total Split (s)	23.0	37.0
Total Split (%)	38.3%	61.7%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.3	0.2
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.3	4.2
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 38 (63%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 4: N Miami Ave & NW 11th St/NE 11th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	46	54	0	0	0	0	0	1180	25
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	162.9	0.0				0.0	162.9	171.0
Lanes				0	2	0				0	3	0
Cap, veh/h				120	462	0				0	2519	52
Arrive On Green				0.31	0.31	0.00				0.00	0.55	0.55
Sat Flow, veh/h				0	1482	0				0	4608	96
Grp Volume(v), veh/h				51	59	0				0	917	407
Grp Sat Flow(s),veh/h/ln				0	1482	0				0	1629	1447
Q Serve(g_s), s				0.0	1.7	0.0				0.0	10.7	10.7
Cycle Q Clear(g_c), s				18.7	1.7	0.0				0.0	10.7	10.7
Prop In Lane				1.00		0.00				0.00		0.07
Lane Grp Cap(c), veh/h				120	462	0				0	1781	791
V/C Ratio(X)				0.42	0.13	0.00				0.00	0.51	0.51
Avail Cap(c_a), veh/h				120	462	0				0	1781	791
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				30.0	14.8	0.0				0.0	8.6	8.6
Incr Delay (d2), s/veh				10.6	0.6	0.0				0.0	1.1	2.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				1.1	0.7	0.0				0.0	4.0	3.8
Lane Grp Delay (d), s/veh				40.6	15.4	0.0				0.0	9.6	11.0
Lane Grp LOS				D	B						A	B
Approach Vol, veh/h					110						1324	
Approach Delay, s/veh					27.1						10.1	
Approach LOS					C						B	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	23.0 37.0
Change Period (Y+Rc), s	4.3 4.2
Max Green Setting (Gmax), s	18.7 32.8
Max Q Clear Time (g_c+I1), s	20.7 12.7
Green Ext Time (p_c), s	0.0 6.5

Intersection Summary	
HCM 2010 Ctrl Delay	11.4
HCM 2010 LOS	B

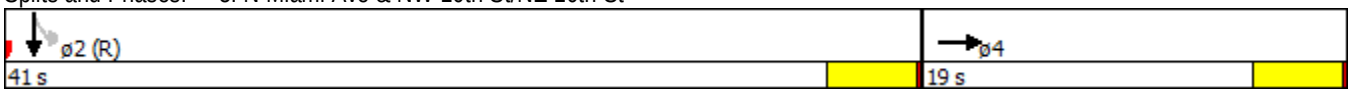
Notes

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	231	1160
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	18.3	18.3
Total Split (s)	19.0	41.0
Total Split (%)	31.7%	68.3%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.3	0.3
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.3	4.3
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 48 (80%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 40
Control Type: Pretimed

Splits and Phases: 5: N Miami Ave & NW 10th St/NE 10th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	231	133	0	0	0	0	0	0	85	1160	0
Number	7	4	14							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00							1.00		1.00
Parking Bus Adj	1.00	1.00	0.90							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	162.9	171.0							171.0	162.9	0.0
Lanes	0	2	0							0	3	0
Cap, veh/h	0	459	254							120	1813	0
Arrive On Green	0.00	0.24	0.24							0.20	0.20	0.00
Sat Flow, veh/h	0	1872	1037							0	2964	0
Grp Volume(v), veh/h	0	214	177							91	1247	0
Grp Sat Flow(s),veh/h/ln	0	1629	1280							0	1482	0
Q Serve(g_s), s	0.0	6.9	7.2							0.0	23.4	0.0
Cycle Q Clear(g_c), s	0.0	6.9	7.2							36.7	23.4	0.0
Prop In Lane	0.00		0.81							1.00		0.00
Lane Grp Cap(c), veh/h	0	399	314							120	1813	0
V/C Ratio(X)	0.00	0.54	0.56							0.76	0.69	0.00
Avail Cap(c_a), veh/h	0	399	314							120	1813	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	19.7	19.8							42.3	18.6	0.0
Incr Delay (d2), s/veh	0.0	5.1	7.1							35.5	2.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	3.2	2.8							2.7	9.9	0.0
Lane Grp Delay (d), s/veh	0.0	24.8	27.0							77.8	20.8	0.0
Lane Grp LOS		C	C							E	C	
Approach Vol, veh/h		391									1338	
Approach Delay, s/veh		25.8									24.7	
Approach LOS		C									C	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	19.0	41.0
Change Period (Y+Rc), s	4.3	4.3
Max Green Setting (Gmax), s	14.7	36.7
Max Q Clear Time (g_c+I1), s	9.2	38.7
Green Ext Time (p_c), s	0.8	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	24.9
HCM 2010 LOS	C

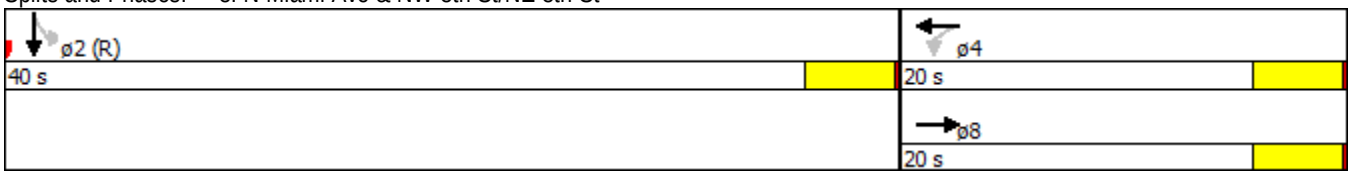
Notes

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Volume (vph)	191	67	75	1131
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	18.3	18.3	18.3	18.3
Total Split (s)	20.0	20.0	20.0	40.0
Total Split (%)	33.3%	33.3%	33.3%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.3		4.3	4.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 1 (2%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 8: N Miami Ave & NW 8th St/NE 8th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	191	109	67	75	0	0	0	0	175	1131	165
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.99
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Adj Sat Flow veh/h/ln	0.0	162.9	171.0	171.0	162.9	0.0				171.0	162.9	171.0
Lanes	0	1	0	0	1	0				0	3	0
Cap, veh/h	0	229	130	92	64	0				295	2042	305
Arrive On Green	0.00	0.26	0.26	0.26	0.26	0.00				0.20	0.20	0.20
Sat Flow, veh/h	0	874	497	12	243	0				497	3432	513
Grp Volume(v), veh/h	0	0	353	167	0	0				598	615	519
Grp Sat Flow(s),veh/h/ln	0	0	1371	255	0	0				1441	1629	1372
Q Serve(g_s), s	0.0	0.0	15.4	0.3	0.0	0.0				23.2	20.8	20.8
Cycle Q Clear(g_c), s	0.0	0.0	15.4	15.7	0.0	0.0				23.2	20.8	20.8
Prop In Lane	0.00		0.36	0.47		0.00				0.34		0.37
Lane Grp Cap(c), veh/h	0	0	359	155	0	0				857	969	816
V/C Ratio(X)	0.00	0.00	0.98	1.08	0.00	0.00				0.70	0.63	0.64
Avail Cap(c_a), veh/h	0	0	359	155	0	0				857	969	816
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	22.0	24.3	0.0	0.0				19.1	18.1	18.1
Incr Delay (d2), s/veh	0.0	0.0	43.6	94.2	0.0	0.0				4.7	3.2	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.0	9.3	6.3	0.0	0.0				10.1	10.0	8.6
Lane Grp Delay (d), s/veh	0.0	0.0	65.7	118.5	0.0	0.0				23.8	21.3	21.9
Lane Grp LOS			E	F						C	C	C
Approach Vol, veh/h		353			167						1731	
Approach Delay, s/veh		65.7			118.5						22.3	
Approach LOS		E			F						C	

Timer	
Assigned Phs	8	4	2
Phs Duration (G+Y+Rc), s	20.0	20.0	40.0
Change Period (Y+Rc), s	4.3	4.3	4.3
Max Green Setting (Gmax), s	15.7	15.7	35.7
Max Q Clear Time (g_c+I1), s	17.4	17.7	25.2
Green Ext Time (p_c), s	0.0	0.0	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	36.2
HCM 2010 LOS	D

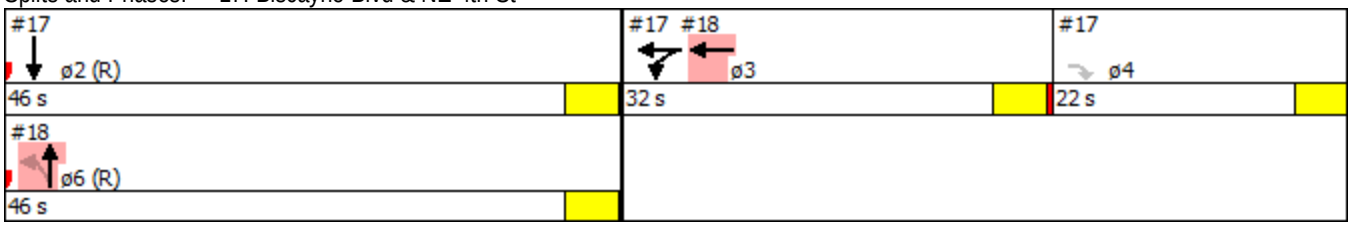
Notes

Lane Group	EBR	WBL	WBT	SBT	ø6
Lane Configurations					
Volume (vph)	25	30	12	1829	
Turn Type	custom	Split	NA	NA	
Protected Phases		3	3	2	6
Permitted Phases	4				
Detector Phase	4	3	3	2	
Switch Phase					
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0
Minimum Split (s)	21.0	21.5	21.5	22.3	22.3
Total Split (s)	22.0	32.0	32.0	46.0	46.0
Total Split (%)	22.0%	32.0%	32.0%	46.0%	46%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.5	0.5	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.5	4.5	4.3	
Lead/Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 86 (86%), Referenced to phase 2:SBT and 6:, Start of Green
Natural Cycle: 75
Control Type: Pretimed

Splits and Phases: 17: Biscayne Blvd & NE 4th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	25	30	12	0	0	0	0	0	1829	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0	4.5	4.5						4.3	
Lane Util. Factor			1.00	0.91	0.91						0.86	
Frpb, ped/bikes			0.96	1.00	1.00						1.00	
Flpb, ped/bikes			1.00	1.00	1.00						1.00	
Frt			0.86	1.00	1.00						1.00	
Flt Protected			1.00	0.95	0.99						1.00	
Satd. Flow (prot)			1353	2816	1468						5579	
Flt Permitted			1.00	0.95	0.99						1.00	
Satd. Flow (perm)			1353	2816	1468						5579	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	27	33	13	0	0	0	0	0	2010	30
RTOR Reduction (vph)	0	0	22	22	12	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	0	5	8	4	0	0	0	0	0	2038	0
Confl. Peds. (#/hr)	27		14	14		27	31		8	8		31
Confl. Bikes (#/hr)						3			2			2
Turn Type			custom	Split	NA						NA	
Protected Phases				3	3						2	
Permitted Phases			4									
Actuated Green, G (s)			18.0	27.5	27.5						41.7	
Effective Green, g (s)			18.0	27.5	27.5						41.7	
Actuated g/C Ratio			0.18	0.28	0.28						0.42	
Clearance Time (s)			4.0	4.5	4.5						4.3	
Lane Grp Cap (vph)			243	774	403						2326	
v/s Ratio Prot				0.00	c0.00						c0.37	
v/s Ratio Perm			c0.00									
v/c Ratio			0.02	0.01	0.01						0.88	
Uniform Delay, d1			33.7	26.4	26.4						26.8	
Progression Factor			1.00	3.23	1.00						1.00	
Incremental Delay, d2			0.1	0.0	0.0						5.0	
Delay (s)			33.9	85.2	26.4						31.8	
Level of Service			C	F	C						C	
Approach Delay (s)		33.9			64.8			0.0			31.8	
Approach LOS		C			E			A			C	

Intersection Summary

HCM 2000 Control Delay	32.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.8
Intersection Capacity Utilization	49.8%	ICU Level of Service	A
Analysis Period (min)	15		

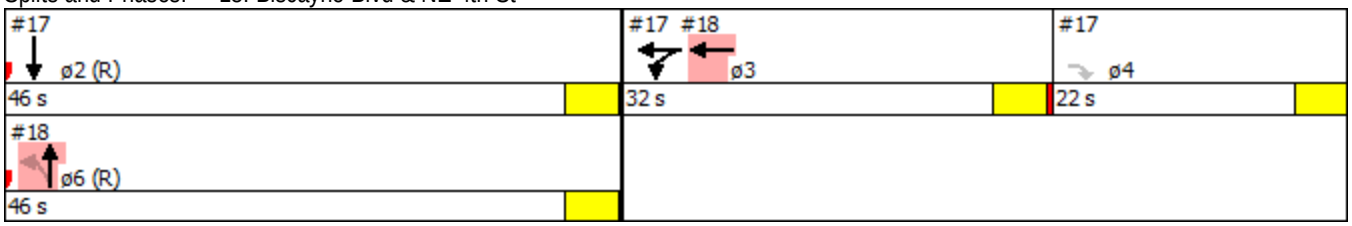
c Critical Lane Group

Lane Group	WBT	NBT	ø2	ø4
Lane Configurations				
Volume (vph)	16	1437		
Turn Type	NA	NA		
Protected Phases	3	6	2	4
Permitted Phases				
Detector Phase	3	6		
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	5.0
Minimum Split (s)	21.5	22.3	22.3	21.0
Total Split (s)	32.0	46.0	46.0	22.0
Total Split (%)	32.0%	46.0%	46%	22%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.3	0.3	0.0
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	4.5	4.3		
Lead/Lag	Lead			Lag
Lead-Lag Optimize?	Yes			Yes
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 86 (86%), Referenced to phase 2:SBT and 6:, Start of Green
Natural Cycle: 75
Control Type: Pretimed

Splits and Phases: 18: Biscayne Blvd & NE 4th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	16	29	32	1437	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.5			4.3				
Lane Util. Factor					0.95			0.86				
Frpb, ped/bikes					0.97			1.00				
Flpb, ped/bikes					1.00			1.00				
Frt					0.90			1.00				
Flt Protected					1.00			1.00				
Satd. Flow (prot)					3005			6211				
Flt Permitted					1.00			1.00				
Satd. Flow (perm)					3005			6211				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	17	31	34	1513	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	22	0	0	35	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	26	0	0	1512	0	0	0	0
Confl. Peds. (#/hr)	19		16	16		19	22		16	16		22
Confl. Bikes (#/hr)			22			1			4			
Turn Type					NA		Perm	NA				
Protected Phases					3			6				
Permitted Phases							6					
Actuated Green, G (s)					27.5			41.7				
Effective Green, g (s)					27.5			41.7				
Actuated g/C Ratio					0.28			0.42				
Clearance Time (s)					4.5			4.3				
Lane Grp Cap (vph)					826			2589				
v/s Ratio Prot					c0.01							
v/s Ratio Perm								0.24				
v/c Ratio					0.03			0.58				
Uniform Delay, d1					26.5			22.5				
Progression Factor					1.00			0.72				
Incremental Delay, d2					0.1			0.9				
Delay (s)					26.6			17.0				
Level of Service					C			B				
Approach Delay (s)		0.0			26.6			17.0			0.0	
Approach LOS		A			C			B			A	

Intersection Summary

HCM 2000 Control Delay	17.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.8
Intersection Capacity Utilization	49.8%	ICU Level of Service	A
Analysis Period (min)	15		

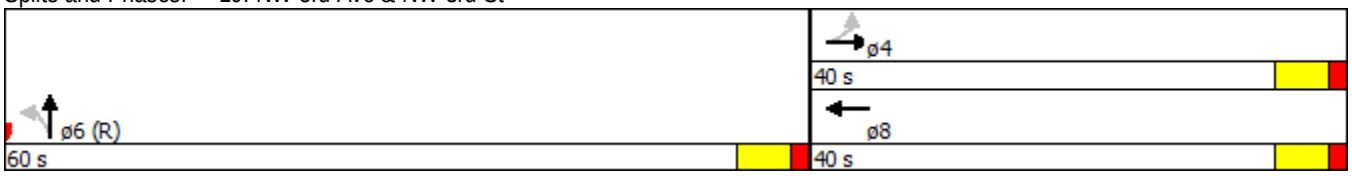
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Configurations					
Volume (vph)	3	488	161	36	635
Turn Type	Perm	NA	NA	Perm	NA
Protected Phases		4	8		6
Permitted Phases	4			6	
Detector Phase	4	4	8	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	12.0	12.0
Minimum Split (s)	29.5	29.5	29.5	21.5	21.5
Total Split (s)	40.0	40.0	40.0	60.0	60.0
Total Split (%)	40.0%	40.0%	40.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 73 (73%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 19: NW 3rd Ave & NW 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	488	0	0	161	103	36	635	145	0	0	0
Number	7	4	14	3	8	18	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	162.9	162.9	0.0	0.0	162.9	171.0	162.9	162.9	171.0			
Lanes	1	1	0	0	2	0	1	2	0			
Cap, veh/h	309	562	0	0	654	396	845	1397	319			
Arrive On Green	0.11	0.11	0.00	0.00	0.11	0.11	0.55	0.55	0.55			
Sat Flow, veh/h	938	1629	0	0	1895	1149	1551	2564	586			
Grp Volume(v), veh/h	3	548	0	0	154	143	40	453	423			
Grp Sat Flow(s),veh/h/ln	938	1629	0	0	1629	1416	1551	1629	1521			
Q Serve(g_s), s	0.3	33.5	0.0	0.0	8.7	9.3	1.2	17.5	17.5			
Cycle Q Clear(g_c), s	9.5	33.5	0.0	0.0	8.7	9.3	1.2	17.5	17.5			
Prop In Lane	1.00		0.00	0.00		0.81	1.00		0.39			
Lane Grp Cap(c), veh/h	309	562	0	0	562	488	845	888	829			
V/C Ratio(X)	0.01	0.98	0.00	0.00	0.27	0.29	0.05	0.51	0.51			
Avail Cap(c_a), veh/h	309	562	0	0	562	488	845	888	829			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	37.5	43.9	0.0	0.0	32.9	33.1	10.6	14.3	14.3			
Incr Delay (d2), s/veh	0.1	32.4	0.0	0.0	1.2	1.5	0.1	2.1	2.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	0.1	19.9	0.0	0.0	4.0	3.8	0.5	7.3	6.9			
Lane Grp Delay (d), s/veh	37.6	76.2	0.0	0.0	34.1	34.6	10.7	16.4	16.6			
Lane Grp LOS	D	E			C	C	B	B	B			
Approach Vol, veh/h		551			297			916				
Approach Delay, s/veh		76.0			34.3			16.3				
Approach LOS		E			C			B				

Timer												
Assigned Phs		4			8			6				
Phs Duration (G+Y+Rc), s		40.0			40.0			60.0				
Change Period (Y+Rc), s		5.5			5.5			5.5				
Max Green Setting (Gmax), s		34.5			34.5			54.5				
Max Q Clear Time (g_c+I1), s		35.5			11.3			19.5				
Green Ext Time (p_c), s		0.0			4.0			2.1				

Intersection Summary												
HCM 2010 Ctrl Delay			38.0									
HCM 2010 LOS			D									

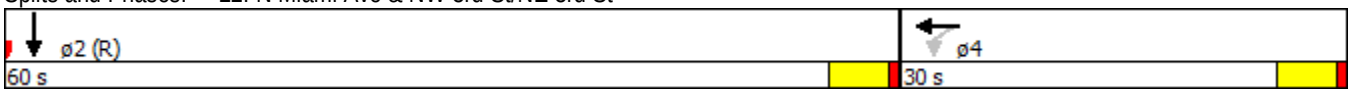
Notes

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	269	755
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.8	22.8
Total Split (s)	30.0	60.0
Total Split (%)	33.3%	66.7%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.8	0.8
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.8	4.8
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 30 (33%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 22: N Miami Ave & NW 3rd St/NE 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	67	269	0	0	0	0	0	755	205
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	162.9	0.0				0.0	162.9	171.0
Lanes				0	2	0				0	2	0
Cap, veh/h				80	415	0				0	1514	410
Arrive On Green				0.09	0.09	0.00				0.00	0.20	0.20
Sat Flow, veh/h				0	1482	0				0	2468	669
Grp Volume(v), veh/h				79	316	0				0	585	544
Grp Sat Flow(s),veh/h/ln				0	1482	0				0	1629	1509
Q Serve(g_s), s				0.0	18.7	0.0				0.0	29.3	29.3
Cycle Q Clear(g_c), s				25.2	18.7	0.0				0.0	29.3	29.3
Prop In Lane				1.00		0.00				0.00		0.44
Lane Grp Cap(c), veh/h				80	415	0				0	999	925
V/C Ratio(X)				0.99	0.76	0.00				0.00	0.59	0.59
Avail Cap(c_a), veh/h				80	415	0				0	999	925
HCM Platoon Ratio				0.33	0.33	1.00				1.00	0.33	0.33
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				53.4	37.9	0.0				0.0	25.6	25.6
Incr Delay (d2), s/veh				97.2	12.4	0.0				0.0	2.5	2.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				4.1	8.9	0.0				0.0	13.6	12.6
Lane Grp Delay (d), s/veh				150.7	50.3	0.0				0.0	28.1	28.3
Lane Grp LOS				F	D						C	C
Approach Vol, veh/h					395						1129	
Approach Delay, s/veh					70.4						28.2	
Approach LOS					E						C	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	30.0 60.0
Change Period (Y+Rc), s	4.8 4.8
Max Green Setting (Gmax), s	25.2 55.2
Max Q Clear Time (g_c+I1), s	27.2 31.3
Green Ext Time (p_c), s	0.0 2.9

Intersection Summary	
HCM 2010 Ctrl Delay	39.1
HCM 2010 LOS	D

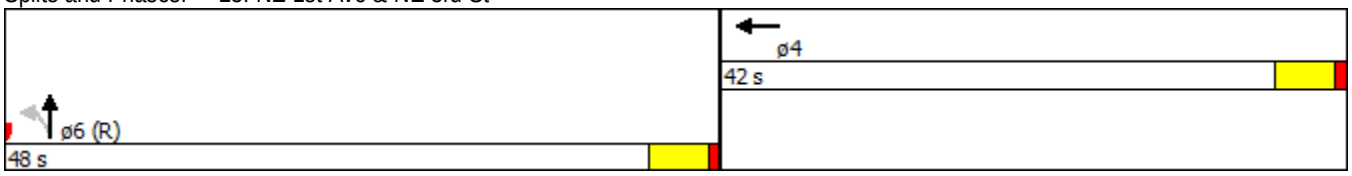
Notes

Lane Group	WBT	NBT
Lane Configurations		
Volume (vph)	285	512
Turn Type	NA	NA
Protected Phases	4	6
Permitted Phases		
Detector Phase	4	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	42.0	48.0
Total Split (%)	46.7%	53.3%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 16 (18%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 23: NE 1st Ave & NE 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	285	269	134	512	0	0	0	0
Number				7	4	14	1	6	16			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus Adj				1.00	1.00	0.90	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln				0.0	162.9	171.0	171.0	162.9	0.0			
Lanes				0	2	0	0	3	0			
Cap, veh/h				0	671	512	80	1419	0			
Arrive On Green				0.00	0.41	0.41	0.16	0.16	0.00			
Sat Flow, veh/h				0	1629	1242	0	2964	0			
Grp Volume(v), veh/h				0	317	299	149	569	0			
Grp Sat Flow(s),veh/h/ln				0	1629	1242	0	1482	0			
Q Serve(g_s), s				0.0	12.8	16.8	0.0	15.5	0.0			
Cycle Q Clear(g_c), s				0.0	12.8	16.8	43.1	15.5	0.0			
Prop In Lane				0.00		1.00	1.00		0.00			
Lane Grp Cap(c), veh/h				0	671	512	80	1419	0			
V/C Ratio(X)				0.00	0.47	0.58	1.86	0.40	0.00			
Avail Cap(c_a), veh/h				0	671	512	80	1419	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	19.3	20.5	59.4	26.3	0.0			
Incr Delay (d2), s/veh				0.0	2.4	4.8	431.8	0.8	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln				0.0	5.5	5.7	11.5	6.4	0.0			
Lane Grp Delay (d), s/veh				0.0	21.7	25.3	491.2	27.1	0.0			
Lane Grp LOS					C	C	F	C				
Approach Vol, veh/h					616			718				
Approach Delay, s/veh					23.4			123.4				
Approach LOS					C			F				

Timer	
Assigned Phs	4 6
Phs Duration (G+Y+Rc), s	42.0 48.0
Change Period (Y+Rc), s	4.9 4.9
Max Green Setting (Gmax), s	37.1 43.1
Max Q Clear Time (g_c+I1), s	18.8 45.1
Green Ext Time (p_c), s	1.4 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	77.3
HCM 2010 LOS	E

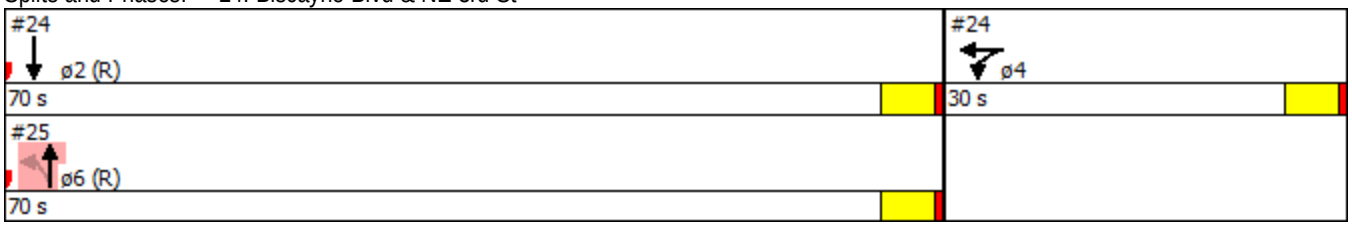
Notes

Lane Group	WBL	WBT	SBT	ø6
Lane Configurations				
Volume (vph)	43	101	1703	
Turn Type	Split	NA	NA	
Protected Phases	4	4	2	6
Permitted Phases				
Detector Phase	4	4	2	
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.8	24.8	22.8	22.8
Total Split (s)	30.0	30.0	70.0	70.0
Total Split (%)	30.0%	30.0%	70.0%	70%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	
Total Lost Time (s)	4.8	4.8	4.8	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 2:SBT and 6:, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 24: Biscayne Blvd & NE 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	43	101	0	0	0	0	0	1703	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.8	4.8						4.8	
Lane Util. Factor				0.91	0.91						0.86	
Frpb, ped/bikes				1.00	1.00						1.00	
Flpb, ped/bikes				1.00	1.00						1.00	
Frt				1.00	1.00						0.98	
Flt Protected				0.95	1.00						1.00	
Satd. Flow (prot)				1408	2958						5501	
Flt Permitted				0.95	1.00						1.00	
Satd. Flow (perm)				1408	2958						5501	
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	0	0	0	51	120	0	0	0	0	0	2027	248
RTOR Reduction (vph)	0	0	0	17	17	0	0	0	0	0	14	0
Lane Group Flow (vph)	0	0	0	29	108	0	0	0	0	0	2261	0
Confl. Peds. (#/hr)	81					81	2		16	16		2
Confl. Bikes (#/hr)						6			1			
Turn Type				Split	NA						NA	
Protected Phases				4	4						2	
Permitted Phases												
Actuated Green, G (s)				12.6	12.6						77.8	
Effective Green, g (s)				12.6	12.6						77.8	
Actuated g/C Ratio				0.13	0.13						0.78	
Clearance Time (s)				4.8	4.8						4.8	
Vehicle Extension (s)				2.5	2.5						1.0	
Lane Grp Cap (vph)				177	372						4279	
v/s Ratio Prot				0.02	c0.04						c0.41	
v/s Ratio Perm												
v/c Ratio				0.16	0.29						0.53	
Uniform Delay, d1				39.0	39.6						4.2	
Progression Factor				1.58	1.37						0.23	
Incremental Delay, d2				0.3	0.3						0.3	
Delay (s)				61.8	54.5						1.3	
Level of Service				E	D						A	
Approach Delay (s)		0.0			56.5			0.0			1.3	
Approach LOS		A			E			A			A	

Intersection Summary

HCM 2000 Control Delay	5.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.6
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
Analysis Period (min)	15		

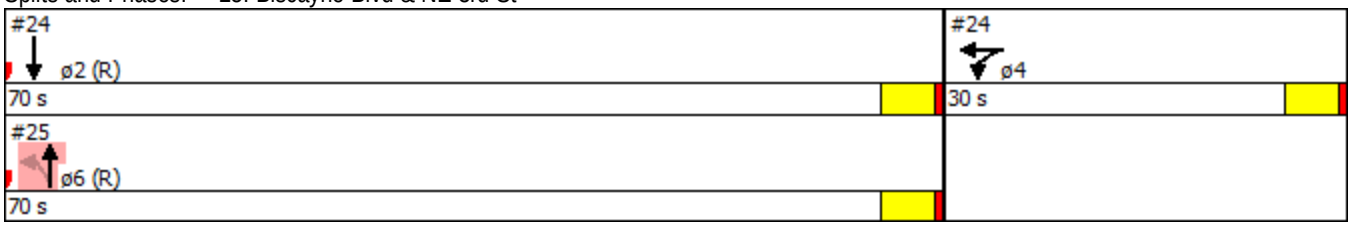
c Critical Lane Group

Lane Group	NBT	ø2	ø4
Lane Configurations			
Volume (vph)	1446		
Turn Type	NA		
Protected Phases	6	2	4
Permitted Phases			
Detector Phase	6		
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	22.8	22.8	24.8
Total Split (s)	70.0	70.0	30.0
Total Split (%)	70.0%	70%	30%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.8
Lost Time Adjust (s)	0.0		
Total Lost Time (s)	4.8		
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 2:SBT and 6:, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 25: Biscayne Blvd & NE 3rd St



Movement	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations										
Volume (vph)	0	0	156	1446	145	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.8						
Lane Util. Factor				0.86						
Frpb, ped/bikes				0.99						
Flpb, ped/bikes				1.00						
Frt				0.99						
Flt Protected				1.00						
Satd. Flow (prot)				6059						
Flt Permitted				1.00						
Satd. Flow (perm)				6059						
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	159	1476	148	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	19	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	1764	0	0	0	0	0	0
Confl. Peds. (#/hr)			5		25					
Confl. Bikes (#/hr)		6			4			1		
Turn Type			Perm	NA						
Protected Phases				6						
Permitted Phases			6							
Actuated Green, G (s)				77.8						
Effective Green, g (s)				77.8						
Actuated g/C Ratio				0.78						
Clearance Time (s)				4.8						
Vehicle Extension (s)				1.0						
Lane Grp Cap (vph)				4713						
v/s Ratio Prot										
v/s Ratio Perm				0.29						
v/c Ratio				0.37						
Uniform Delay, d1				3.5						
Progression Factor				0.59						
Incremental Delay, d2				0.2						
Delay (s)				2.3						
Level of Service				A						
Approach Delay (s)	0.0			2.3			0.0		0.0	
Approach LOS	A			A			A		A	

Intersection Summary

HCM 2000 Control Delay	2.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.6
Intersection Capacity Utilization	29.9%	ICU Level of Service	A
Analysis Period (min)	15		

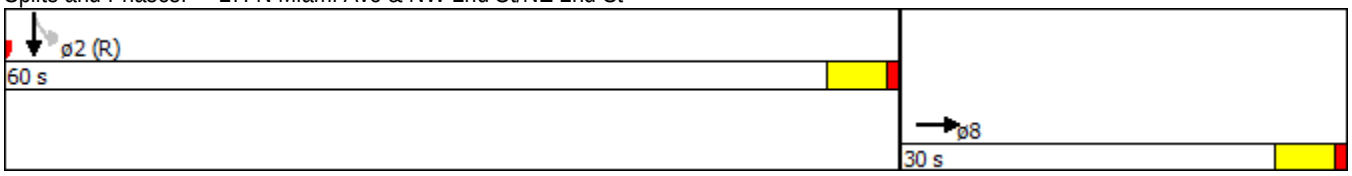
c Critical Lane Group

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	134	554
Turn Type	NA	NA
Protected Phases	8	2
Permitted Phases		
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	30.0	60.0
Total Split (%)	33.3%	66.7%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 47 (52%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 27: N Miami Ave & NW 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	134	82	0	0	0	0	0	0	149	554	0
Number	3	8	18							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96							1.00		1.00
Parking Bus Adj	1.00	1.00	0.90							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	162.9	171.0							171.0	162.9	0.0
Lanes	0	2	0							0	2	0
Cap, veh/h	0	508	288							80	907	0
Arrive On Green	0.00	0.28	0.28							0.20	0.20	0.00
Sat Flow, veh/h	0	1823	1034							0	1482	0
Grp Volume(v), veh/h	0	142	118							180	667	0
Grp Sat Flow(s),veh/h/ln	0	1629	1229							0	1482	0
Q Serve(g_s), s	0.0	6.2	6.9							0.0	38.0	0.0
Cycle Q Clear(g_c), s	0.0	6.2	6.9							55.1	38.0	0.0
Prop In Lane	0.00		0.84							1.00		0.00
Lane Grp Cap(c), veh/h	0	454	343							80	907	0
V/C Ratio(X)	0.00	0.31	0.34							2.25	0.74	0.00
Avail Cap(c_a), veh/h	0	454	343							80	907	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	25.6	25.9							63.5	29.1	0.0
Incr Delay (d2), s/veh	0.0	1.8	2.7							600.4	5.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	2.7	2.4							15.3	16.4	0.0
Lane Grp Delay (d), s/veh	0.0	27.4	28.6							663.9	34.3	0.0
Lane Grp LOS		C	C							F	C	
Approach Vol, veh/h		260									847	
Approach Delay, s/veh		28.0									168.1	
Approach LOS		C									F	

Timer	
Assigned Phs	8	2
Phs Duration (G+Y+Rc), s	30.0	60.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	25.1	55.1
Max Q Clear Time (g_c+I1), s	8.9	57.1
Green Ext Time (p_c), s	0.5	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	135.2
HCM 2010 LOS	F

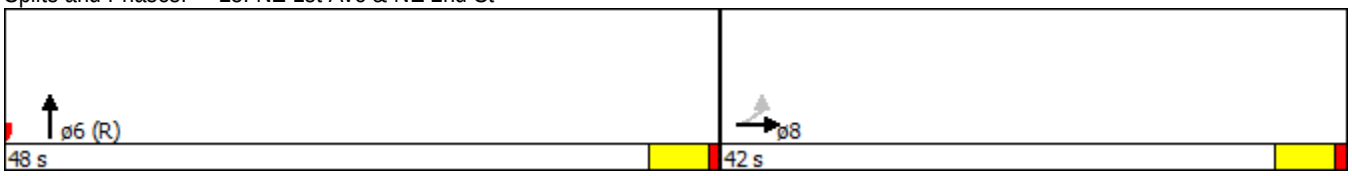
Notes

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	195	491
Turn Type	NA	NA
Protected Phases	8	6
Permitted Phases		
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	42.0	48.0
Total Split (%)	46.7%	53.3%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 2 (2%), Referenced to phase 2: and 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 28: NE 1st Ave & NE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	137	195	0	0	0	0	0	491	214	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	171.0	162.9	0.0				0.0	162.9	171.0			
Lanes	0	2	0				0	3	0			
Cap, veh/h	80	611	0				0	1560	660			
Arrive On Green	0.14	0.14	0.00				0.00	0.16	0.16			
Sat Flow, veh/h	0	1482	0				0	3257	1379			
Grp Volume(v), veh/h	161	229	0				0	578	252			
Grp Sat Flow(s),veh/h/ln	0	1482	0				0	1629	1379			
Q Serve(g_s), s	0.0	12.7	0.0				0.0	14.3	14.7			
Cycle Q Clear(g_c), s	37.1	12.7	0.0				0.0	14.3	14.7			
Prop In Lane	1.00		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	80	611	0				0	1560	660			
V/C Ratio(X)	2.01	0.37	0.00				0.00	0.37	0.38			
Avail Cap(c_a), veh/h	80	611	0				0	1560	660			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	0.33	0.33			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	57.4	28.3	0.0				0.0	25.8	25.9			
Incr Delay (d2), s/veh	496.7	1.8	0.0				0.0	0.7	1.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	13.0	5.4	0.0				0.0	6.4	5.8			
Lane Grp Delay (d), s/veh	554.1	30.1	0.0				0.0	26.4	27.6			
Lane Grp LOS	F	C						C	C			
Approach Vol, veh/h		390						830				
Approach Delay, s/veh		246.4						26.8				
Approach LOS		F						C				

Timer	
Assigned Phs	8	6
Phs Duration (G+Y+Rc), s	42.0	48.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	37.1	43.1
Max Q Clear Time (g_c+I1), s	39.1	16.7
Green Ext Time (p_c), s	0.0	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	97.0
HCM 2010 LOS	F

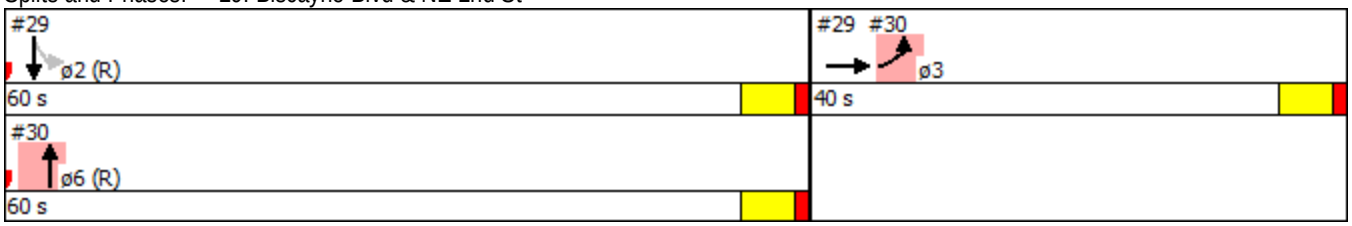
Notes

Lane Group	EBT	SBT	ø6
Lane Configurations			
Volume (vph)	210	1499	
Turn Type	NA	NA	
Protected Phases	3	2	6
Permitted Phases			
Detector Phase	3	2	
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	26.2	23.2	23.2
Total Split (s)	40.0	60.0	60.0
Total Split (%)	40.0%	60.0%	60%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.2	1.2	1.2
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	5.2	5.2	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 29: Biscayne Blvd & NE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	210	189	0	0	0	0	0	0	139	1499	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2									5.2	
Lane Util. Factor		0.95									0.86	
Frpb, ped/bikes		1.00									1.00	
Flpb, ped/bikes		1.00									1.00	
Frt		0.93									1.00	
Flt Protected		1.00									1.00	
Satd. Flow (prot)		2874									5579	
Flt Permitted		1.00									1.00	
Satd. Flow (perm)		2874									5579	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	231	208	0	0	0	0	0	0	153	1647	0
RTOR Reduction (vph)	0	14	0	0	0	0	0	0	0	0	10	0
Lane Group Flow (vph)	0	425	0	0	0	0	0	0	0	0	1790	0
Confl. Peds. (#/hr)	29					29	6					6
Confl. Bikes (#/hr)						5						
Parking (#/hr)			0									
Turn Type		NA								Perm	NA	
Protected Phases		3									2	
Permitted Phases										2		
Actuated Green, G (s)		21.3									68.3	
Effective Green, g (s)		21.3									68.3	
Actuated g/C Ratio		0.21									0.68	
Clearance Time (s)		5.2									5.2	
Vehicle Extension (s)		2.5									1.0	
Lane Grp Cap (vph)		612									3810	
v/s Ratio Prot		c0.15										
v/s Ratio Perm											0.32	
v/c Ratio		0.69									0.47	
Uniform Delay, d1		36.3									7.4	
Progression Factor		0.84									0.20	
Incremental Delay, d2		2.7									0.4	
Delay (s)		33.3									1.9	
Level of Service		C									A	
Approach Delay (s)		33.3			0.0			0.0			1.9	
Approach LOS		C			A			A			A	

Intersection Summary

HCM 2000 Control Delay	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		

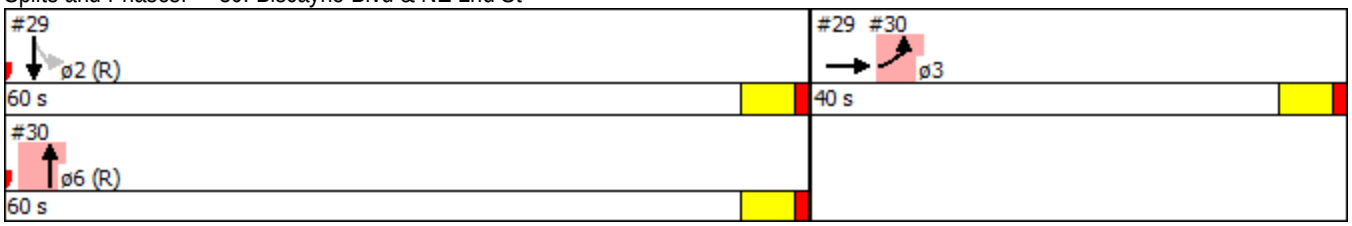
c Critical Lane Group

Lane Group	EBL	NBT	ø2
Lane Configurations			
Volume (vph)	321	1378	
Turn Type	NA	NA	
Protected Phases	3	6	2
Permitted Phases			
Detector Phase	3	6	
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	26.2	23.2	23.2
Total Split (s)	40.0	60.0	60.0
Total Split (%)	40.0%	60.0%	60%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.2	1.2	1.2
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	5.2	5.2	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 30: Biscayne Blvd & NE 2nd St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	321	0	0	1378	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2			5.2		
Lane Util. Factor	0.94			0.86		
Frpb, ped/bikes	1.00			1.00		
Flpb, ped/bikes	1.00			1.00		
Frt	1.00			1.00		
Flt Protected	0.95			1.00		
Satd. Flow (prot)	4848			6225		
Flt Permitted	0.95			1.00		
Satd. Flow (perm)	4848			6225		
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	334	0	0	1435	0	0
RTOR Reduction (vph)	68	0	0	0	0	0
Lane Group Flow (vph)	266	0	0	1435	0	0
Confl. Peds. (#/hr)	12	8	7			7
Confl. Bikes (#/hr)		3				
Turn Type	NA			NA		
Protected Phases	3			6		
Permitted Phases						
Actuated Green, G (s)	21.3			68.3		
Effective Green, g (s)	21.3			68.3		
Actuated g/C Ratio	0.21			0.68		
Clearance Time (s)	5.2			5.2		
Vehicle Extension (s)	2.5			1.0		
Lane Grp Cap (vph)	1032			4251		
v/s Ratio Prot	c0.05			c0.23		
v/s Ratio Perm						
v/c Ratio	0.26			0.34		
Uniform Delay, d1	32.8			6.5		
Progression Factor	0.30			1.00		
Incremental Delay, d2	0.1			0.2		
Delay (s)	10.0			6.7		
Level of Service	B			A		
Approach Delay (s)	10.0			6.7	0.0	
Approach LOS	B			A	A	

Intersection Summary

HCM 2000 Control Delay	7.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	72.6%	ICU Level of Service	C
Analysis Period (min)	15		

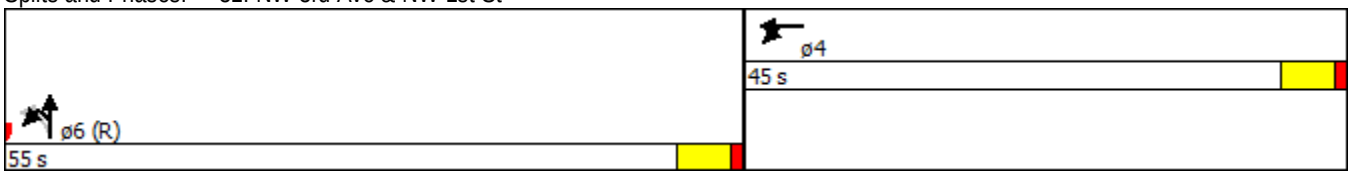
c Critical Lane Group

Lane Group	WBL	WBT	WBR	NBL2	NBT
Lane Configurations					
Volume (vph)	147	27	82	1	65
Turn Type	Split	NA	Free	Split	NA
Protected Phases	4	4		6	6
Permitted Phases			Free		
Detector Phase	4	4		6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0		16.0	16.0
Minimum Split (s)	21.0	21.0		21.0	21.0
Total Split (s)	45.0	45.0		55.0	55.0
Total Split (%)	45.0%	45.0%		55.0%	55.0%
Yellow Time (s)	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max		Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 52 (52%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 31: NW 3rd Ave & NW 1st St



Movement	WBL	WBT	WBR	NBL2	NBL	NBT
Lane Configurations						
Volume (vph)	147	27	82	1	13	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	4.0	5.0		5.0
Lane Util. Factor	0.97	1.00	1.00	0.95		0.95
Frpb, ped/bikes	1.00	1.00	0.99	1.00		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	1.00	0.85	1.00		1.00
Flt Protected	0.95	1.00	1.00	0.95		0.99
Satd. Flow (prot)	3335	1810	1516	1633		1705
Flt Permitted	0.95	1.00	1.00	0.95		0.99
Satd. Flow (perm)	3335	1810	1516	1633		1705
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	171	31	95	1	15	76
RTOR Reduction (vph)	0	0	0	1	0	0
Lane Group Flow (vph)	171	31	95	1	0	91
Confl. Peds. (#/hr)			8	3		
Turn Type	Split	NA	Free	Split	Perm	NA
Protected Phases	4	4		6		6
Permitted Phases			Free		6	
Actuated Green, G (s)	40.0	40.0	100.0	50.0		50.0
Effective Green, g (s)	40.0	40.0	100.0	50.0		50.0
Actuated g/C Ratio	0.40	0.40	1.00	0.50		0.50
Clearance Time (s)	5.0	5.0		5.0		5.0
Lane Grp Cap (vph)	1334	724	1516	816		852
v/s Ratio Prot	c0.05	0.02		0.00		
v/s Ratio Perm			0.06			0.05
v/c Ratio	0.13	0.04	0.06	0.00		0.11
Uniform Delay, d1	19.0	18.3	0.0	12.5		13.2
Progression Factor	1.28	1.31	1.00	1.00		1.00
Incremental Delay, d2	0.2	0.1	0.1	0.0		0.3
Delay (s)	24.5	24.0	0.1	12.5		13.5
Level of Service	C	C	A	B		B
Approach Delay (s)		16.6				13.4
Approach LOS		B				B

Intersection Summary

HCM 2000 Control Delay	15.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.12		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	27.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay, s/veh	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	0	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Follow-up Headway	3.545	3.345	-	-	2.245	-
Pot Capacity-1 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	-	-	-	-	-	-
Mov Capacity-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	+	-	-
HCM Lane V/C Ratio	-	-	+	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS			A	A	
HCM 95th %tile Q(veh)	-	-	+	-	-

Notes

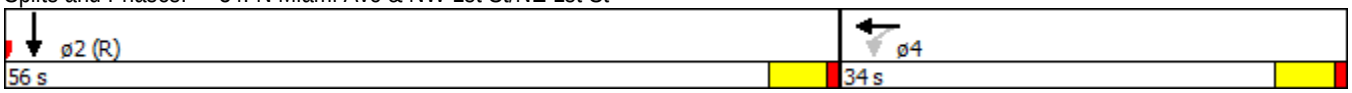
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	249	538
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	34.0	56.0
Total Split (%)	37.8%	62.2%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 53 (59%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 34: N Miami Ave & NW 1st St/NE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	74	249	0	0	0	0	0	538	123
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	162.9	0.0				0.0	162.9	171.0
Lanes				0	2	0				0	2	0
Cap, veh/h				80	479	0				0	1369	312
Arrive On Green				0.11	0.11	0.00				0.00	0.19	0.19
Sat Flow, veh/h				0	1482	0				0	2411	550
Grp Volume(v), veh/h				90	304	0				0	443	363
Grp Sat Flow(s),veh/h/ln				0	1482	0				0	1629	1333
Q Serve(g_s), s				0.0	17.7	0.0				0.0	21.8	21.9
Cycle Q Clear(g_c), s				29.1	17.7	0.0				0.0	21.8	21.9
Prop In Lane				1.00		0.00				0.00		0.41
Lane Grp Cap(c), veh/h				80	479	0				0	925	757
V/C Ratio(X)				1.12	0.63	0.00				0.00	0.48	0.48
Avail Cap(c_a), veh/h				80	479	0				0	925	757
HCM Platoon Ratio				0.33	0.33	1.00				1.00	0.33	0.33
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				54.7	35.1	0.0				0.0	24.7	24.7
Incr Delay (d2), s/veh				138.5	6.3	0.0				0.0	1.8	2.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				5.0	7.9	0.0				0.0	10.0	8.3
Lane Grp Delay (d), s/veh				193.2	41.4	0.0				0.0	26.5	26.9
Lane Grp LOS				F	D						C	C
Approach Vol, veh/h					394						806	
Approach Delay, s/veh					76.1						26.6	
Approach LOS					E						C	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	34.0	56.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	29.1	51.1
Max Q Clear Time (g_c+I1), s	31.1	23.9
Green Ext Time (p_c), s	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	42.9
HCM 2010 LOS	D

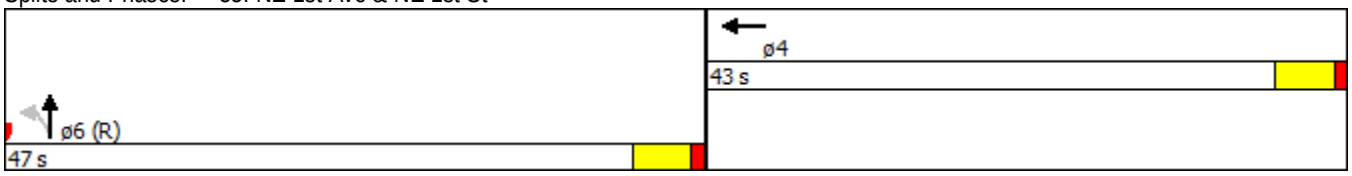
Notes

Lane Group	WBT	NBT
Lane Configurations		
Volume (vph)	226	607
Turn Type	NA	NA
Protected Phases	4	6
Permitted Phases		
Detector Phase	4	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	43.0	47.0
Total Split (%)	47.8%	52.2%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 86 (96%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 35: NE 1st Ave & NE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	226	126	106	607	0	0	0	0
Number				7	4	14	1	6	16			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln				0.0	162.9	171.0	171.0	162.9	0.0			
Lanes				0	2	0	0	3	0			
Cap, veh/h				0	843	452	80	1383	0			
Arrive On Green				0.00	0.42	0.42	0.47	0.47	0.00			
Sat Flow, veh/h				0	1998	1071	0	2964	0			
Grp Volume(v), veh/h				0	196	182	114	653	0			
Grp Sat Flow(s),veh/h/ln				0	1629	1440	0	1482	0			
Q Serve(g_s), s				0.0	7.1	7.5	0.0	13.6	0.0			
Cycle Q Clear(g_c), s				0.0	7.1	7.5	42.0	13.6	0.0			
Prop In Lane				0.00		0.74	1.00		0.00			
Lane Grp Cap(c), veh/h				0	688	608	80	1383	0			
V/C Ratio(X)				0.00	0.29	0.30	1.42	0.47	0.00			
Avail Cap(c_a), veh/h				0	688	608	80	1383	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	17.1	17.2	45.0	16.4	0.0			
Incr Delay (d2), s/veh				0.0	1.0	1.3	249.2	1.2	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln				0.0	3.0	2.8	7.4	4.9	0.0			
Lane Grp Delay (d), s/veh				0.0	18.1	18.4	294.2	17.6	0.0			
Lane Grp LOS					B	B	F	B				
Approach Vol, veh/h					378			767				
Approach Delay, s/veh					18.3			58.7				
Approach LOS					B			E				

Timer	
Assigned Phs	4 6
Phs Duration (G+Y+Rc), s	43.0 47.0
Change Period (Y+Rc), s	5.0 5.0
Max Green Setting (Gmax), s	38.0 42.0
Max Q Clear Time (g_c+I1), s	9.5 44.0
Green Ext Time (p_c), s	0.8 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	45.3
HCM 2010 LOS	D

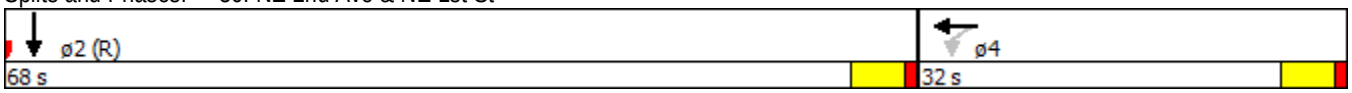
Notes

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	218	845
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	32.0	68.0
Total Split (%)	32.0%	68.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 79 (79%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 36: NE 2nd Ave & NE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	143	218	0	0	0	0	0	845	233
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	159.8	0.0				0.0	159.8	171.0
Lanes				0	2	0				0	3	0
Cap, veh/h				72	393	0				0	2206	607
Arrive On Green				0.27	0.27	0.00				0.00	0.21	0.21
Sat Flow, veh/h				0	1454	0				0	3501	964
Grp Volume(v), veh/h				162	248	0				0	876	349
Grp Sat Flow(s),veh/h/ln				0	1454	0				0	1598	1268
Q Serve(g_s), s				0.0	15.0	0.0				0.0	23.9	24.0
Cycle Q Clear(g_c), s				27.0	15.0	0.0				0.0	23.9	24.0
Prop In Lane				1.00		0.00				0.00		0.76
Lane Grp Cap(c), veh/h				72	393	0				0	2014	799
V/C Ratio(X)				2.25	0.63	0.00				0.00	0.44	0.44
Avail Cap(c_a), veh/h				72	393	0				0	2014	799
HCM Platoon Ratio				1.00	1.00	1.00				1.00	0.33	0.33
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				50.0	32.1	0.0				0.0	24.1	24.1
Incr Delay (d2), s/veh				604.4	7.5	0.0				0.0	0.7	1.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				13.9	6.3	0.0				0.0	10.5	8.6
Lane Grp Delay (d), s/veh				654.4	39.6	0.0				0.0	24.8	25.9
Lane Grp LOS				F	D						C	C
Approach Vol, veh/h					410						1225	
Approach Delay, s/veh					282.5						25.1	
Approach LOS					F						C	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	32.0 68.0
Change Period (Y+Rc), s	5.0 5.0
Max Green Setting (Gmax), s	27.0 63.0
Max Q Clear Time (g_c+I1), s	29.0 26.0
Green Ext Time (p_c), s	0.0 3.7

Intersection Summary	
HCM 2010 Ctrl Delay	89.7
HCM 2010 LOS	F

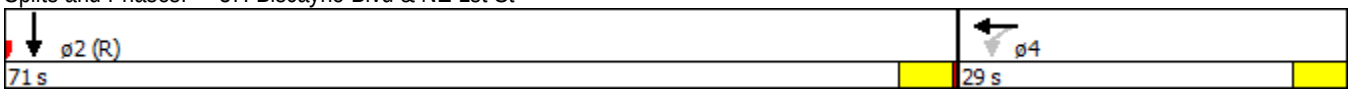
Notes

Lane Group	WBL	WBT	SBT
Lane Configurations			
Volume (vph)	14	156	1508
Turn Type	Perm	NA	NA
Protected Phases		4	2
Permitted Phases	4		
Detector Phase	4	4	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	22.2	22.2	22.5
Total Split (s)	29.0	29.0	71.0
Total Split (%)	29.0%	29.0%	71.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.2	0.2	0.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.2	4.5
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	None	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 34 (34%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 37: Biscayne Blvd & NE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	14	156	0	0	0	0	0	1508	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.2	4.2						4.5	
Lane Util. Factor				0.91	0.91						0.86	
Frpb, ped/bikes				1.00	1.00						1.00	
Flpb, ped/bikes				1.00	1.00						1.00	
Frt				1.00	1.00						0.98	
Flt Protected				0.95	1.00						1.00	
Satd. Flow (prot)				1267	2962						5483	
Flt Permitted				0.95	1.00						1.00	
Satd. Flow (perm)				1267	2962						5483	
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	0	0	0	17	186	0	0	0	0	0	1795	296
RTOR Reduction (vph)	0	0	0	13	14	0	0	0	0	0	17	0
Lane Group Flow (vph)	0	0	0	2	174	0	0	0	0	0	2074	0
Confl. Peds. (#/hr)	13					13						
Confl. Bikes (#/hr)						2						
Parking (#/hr)				0								
Turn Type				Perm	NA						NA	
Protected Phases					4						2	
Permitted Phases				4								
Actuated Green, G (s)				10.3	10.3						81.0	
Effective Green, g (s)				10.3	10.3						81.0	
Actuated g/C Ratio				0.10	0.10						0.81	
Clearance Time (s)				4.2	4.2						4.5	
Vehicle Extension (s)				2.0	2.0						1.0	
Lane Grp Cap (vph)				130	305						4441	
v/s Ratio Prot											c0.38	
v/s Ratio Perm				0.00	0.06							
v/c Ratio				0.01	0.57						0.47	
Uniform Delay, d1				40.3	42.7						2.9	
Progression Factor				1.00	1.00						0.43	
Incremental Delay, d2				0.0	1.5						0.3	
Delay (s)				40.3	44.2						1.6	
Level of Service				D	D						A	
Approach Delay (s)		0.0			43.9			0.0			1.6	
Approach LOS		A			D			A			A	

Intersection Summary

HCM 2000 Control Delay	5.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.7
Intersection Capacity Utilization	39.3%	ICU Level of Service	A
Analysis Period (min)	15		

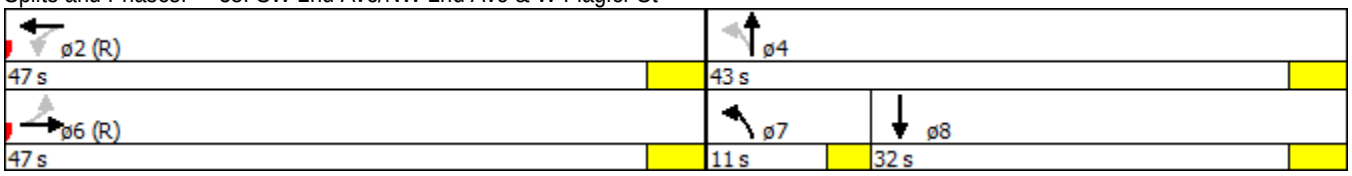
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Configurations							
Volume (vph)	14	65	77	168	85	734	381
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	NA
Protected Phases		6		2	7	4	8
Permitted Phases	6		2		4		
Detector Phase	6	6	2	2	7	4	8
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	22.0	22.0	22.0	22.0	9.0	22.0	22.0
Total Split (s)	47.0	47.0	47.0	47.0	11.0	43.0	32.0
Total Split (%)	52.2%	52.2%	52.2%	52.2%	12.2%	47.8%	35.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0	4.0
Lead/Lag					Lead		Lag
Lead-Lag Optimize?					Yes		Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 46 (51%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 38: SW 2nd Ave/NW 2nd Ave & W Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	14	65	36	77	168	43	85	734	98	0	381	33
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.95	0.97		0.98	1.00		0.95	1.00		0.99
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	171.0	171.0	162.9	171.0	0.0	162.9	171.0
Lanes	1	1	0	1	1	0	0	2	0	0	1	0
Cap, veh/h	439	415	229	542	536	137	106	1114	101	0	640	55
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.43	0.43	0.43	0.00	0.43	0.43
Sat Flow, veh/h	976	869	480	1081	1121	287	132	1783	232	0	1478	127
Grp Volume(v), veh/h	16	0	118	90	0	245	533	0	533	0	0	481
Grp Sat Flow(s),veh/h/ln	976	0	1349	1081	0	1408	1523	0	1412	0	0	1604
Q Serve(g_s), s	0.9	0.0	4.5	4.7	0.0	9.9	0.1	0.0	39.0	0.0	0.0	21.8
Cycle Q Clear(g_c), s	10.8	0.0	4.5	9.2	0.0	9.9	39.0	0.0	39.0	0.0	0.0	21.8
Prop In Lane	1.00		0.36	1.00		0.20	0.23		0.18	0.00		0.08
Lane Grp Cap(c), veh/h	439	0	645	542	0	673	173	0	612	0	0	695
V/C Ratio(X)	0.04	0.00	0.18	0.17	0.00	0.36	3.09	0.00	0.87	0.00	0.00	0.69
Avail Cap(c_a), veh/h	439	0	645	542	0	673	173	0	612	0	0	695
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	18.3	0.0	13.4	16.1	0.0	14.9	21.9	0.0	25.5	0.0	0.0	20.6
Incr Delay (d2), s/veh	0.2	0.0	0.6	0.7	0.0	1.5	954.5	0.0	15.6	0.0	0.0	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.2	0.0	1.5	1.3	0.0	3.6	48.1	0.0	13.0	0.0	0.0	9.4
Lane Grp Delay (d), s/veh	18.4	0.0	14.1	16.7	0.0	16.4	976.4	0.0	41.1	0.0	0.0	26.2
Lane Grp LOS	B		B	B		B	F		D			C
Approach Vol, veh/h		134			335			1066			481	
Approach Delay, s/veh		14.6			16.5			508.8			26.2	
Approach LOS		B			B			F			C	

Timer												
Assigned Phs		6			2		7	4			8	
Phs Duration (G+Y+Rc), s		47.0			47.0		0.0	43.0			43.0	
Change Period (Y+Rc), s		4.0			4.0		3.0	4.0			4.0	
Max Green Setting (Gmax), s		43.0			43.0		8.0	39.0			28.0	
Max Q Clear Time (g_c+I1), s		12.8			11.9		0.0	41.0			23.8	
Green Ext Time (p_c), s		0.8			0.8		0.0	0.0			3.0	

Intersection Summary												
HCM 2010 Ctrl Delay			279.0									
HCM 2010 LOS			F									

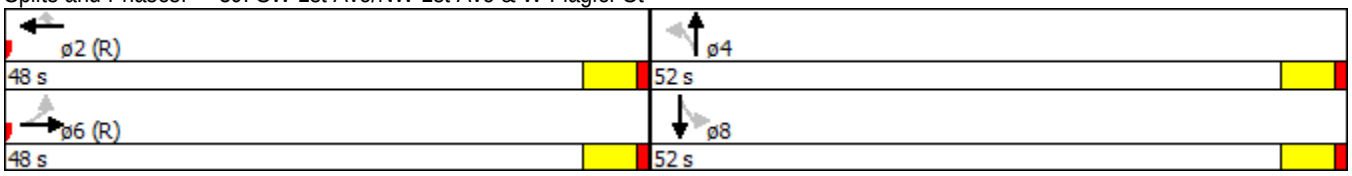
Notes

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	10	111	254	143	36	258	29	158
Turn Type	Perm	NA	NA	Perm	Perm	NA	Perm	NA
Protected Phases		6	2			4		8
Permitted Phases	6			2	4		8	
Detector Phase	6	6	2	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	48.0	48.0	48.0	48.0	52.0	52.0	52.0	52.0
Total Split (%)	48.0%	48.0%	48.0%	48.0%	52.0%	52.0%	52.0%	52.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		5.0	5.0	5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 48 (48%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 39: SW 1st Ave/NW 1st Ave & W Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	111	6	9	254	143	36	258	58	29	158	19
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.93		0.89	0.92		0.82	0.87		0.80	0.92		0.80
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	171.0	162.9	171.0	171.0	162.9	162.9	171.0	162.9	171.0	171.0	162.9	171.0
Lanes	0	1	0	0	1	1	0	1	0	0	2	0
Cap, veh/h	65	602	32	45	688	439	80	469	101	169	899	115
Arrive On Green	0.43	0.43	0.43	0.14	0.14	0.14	0.47	0.47	0.47	0.16	0.16	0.16
Sat Flow, veh/h	61	1400	75	18	1599	1020	85	997	214	260	1912	245
Grp Volume(v), veh/h	144	0	0	299	0	162	400	0	0	112	0	123
Grp Sat Flow(s),veh/h/ln	1535	0	0	1617	0	1020	1296	0	0	1051	0	1366
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	14.4	6.6	0.0	0.0	0.0	0.0	7.8
Cycle Q Clear(g_c), s	5.6	0.0	0.0	16.8	0.0	14.4	22.8	0.0	0.0	8.0	0.0	7.8
Prop In Lane	0.08		0.05	0.03		1.00	0.10		0.16	0.29		0.18
Lane Grp Cap(c), veh/h	699	0	0	733	0	439	649	0	0	540	0	642
V/C Ratio(X)	0.21	0.00	0.00	0.41	0.00	0.37	0.62	0.00	0.00	0.21	0.00	0.19
Avail Cap(c_a), veh/h	699	0	0	733	0	439	649	0	0	540	0	642
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.8	0.0	0.0	31.7	0.0	30.6	19.9	0.0	0.0	25.1	0.0	25.7
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.7	0.0	2.4	4.4	0.0	0.0	0.9	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	2.3	0.0	0.0	7.7	0.0	4.2	8.0	0.0	0.0	2.8	0.0	3.0
Lane Grp Delay (d), s/veh	18.5	0.0	0.0	33.3	0.0	33.0	24.3	0.0	0.0	25.9	0.0	26.4
Lane Grp LOS	B			C		C	C			C		C
Approach Vol, veh/h		144			461			400			235	
Approach Delay, s/veh		18.5			33.2			24.3			26.2	
Approach LOS		B			C			C			C	

Timer												
Assigned Phs		6			2			4			8	
Phs Duration (G+Y+Rc), s		48.0			48.0			52.0			52.0	
Change Period (Y+Rc), s		5.0			5.0			5.0			5.0	
Max Green Setting (Gmax), s		43.0			43.0			47.0			47.0	
Max Q Clear Time (g_c+I1), s		7.6			18.8			24.8			10.0	
Green Ext Time (p_c), s		1.1			1.1			3.4			3.7	

Intersection Summary												
HCM 2010 Ctrl Delay			27.3									
HCM 2010 LOS			C									

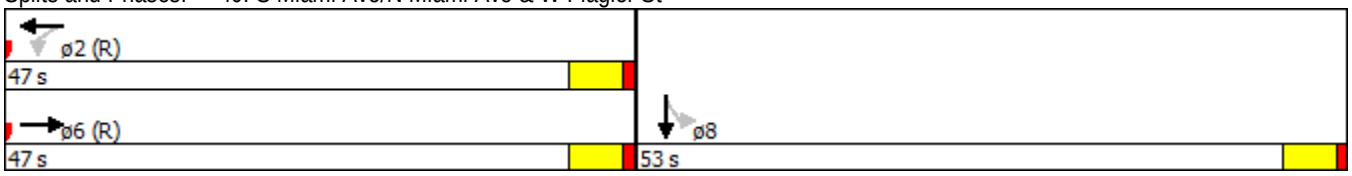
Notes

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Volume (vph)	116	17	369	513
Turn Type	NA	Perm	NA	NA
Protected Phases	6		2	8
Permitted Phases		2		
Detector Phase	6	2	2	8
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	24.0	24.0	22.9
Total Split (s)	47.0	47.0	47.0	53.0
Total Split (%)	47.0%	47.0%	47.0%	53.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.9
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	4.9
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 45 (45%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 40: S Miami Ave/N Miami Ave & W Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	116	25	17	369	0	0	0	0	74	513	97
Number	1	6	16	5	2	12				3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		1.00				1.00		0.93
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln	0.0	162.9	171.0	171.0	162.9	0.0				171.0	162.9	171.0
Lanes	0	1	0	0	1	0				0	3	0
Cap, veh/h	0	491	105	53	660	0				223	1640	315
Arrive On Green	0.00	0.84	0.84	0.84	0.84	0.00				0.48	0.48	0.48
Sat Flow, veh/h	0	1168	251	36	1572	0				464	3410	654
Grp Volume(v), veh/h	0	0	181	495	0	0				329	303	245
Grp Sat Flow(s),veh/h/ln	0	0	1419	1608	0	0				1605	1629	1294
Q Serve(g_s), s	0.0	0.0	2.7	0.0	0.0	0.0				13.4	11.9	12.1
Cycle Q Clear(g_c), s	0.0	0.0	2.7	12.4	0.0	0.0				13.4	11.9	12.1
Prop In Lane	0.00		0.18	0.04		0.00				0.29		0.51
Lane Grp Cap(c), veh/h	0	0	596	713	0	0				772	783	623
V/C Ratio(X)	0.00	0.00	0.30	0.69	0.00	0.00				0.43	0.39	0.39
Avail Cap(c_a), veh/h	0	0	596	713	0	0				772	783	623
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	4.9	5.6	0.0	0.0				16.9	16.5	16.6
Incr Delay (d2), s/veh	0.0	0.0	1.3	5.5	0.0	0.0				1.7	1.4	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.0	0.9	3.2	0.0	0.0				5.5	4.9	4.1
Lane Grp Delay (d), s/veh	0.0	0.0	6.2	11.1	0.0	0.0				18.7	18.0	18.5
Lane Grp LOS			A	B						B	B	B
Approach Vol, veh/h		181			495						877	
Approach Delay, s/veh		6.2			11.1						18.4	
Approach LOS		A			B						B	

Timer												
Assigned Phs		6			2						8	
Phs Duration (G+Y+Rc), s		47.0			47.0						53.0	
Change Period (Y+Rc), s		5.0			5.0						4.9	
Max Green Setting (Gmax), s		42.0			42.0						48.1	
Max Q Clear Time (g_c+I1), s		4.7			14.4						15.4	
Green Ext Time (p_c), s		1.5			1.5						2.0	

Intersection Summary												
HCM 2010 Ctrl Delay			14.6									
HCM 2010 LOS			B									

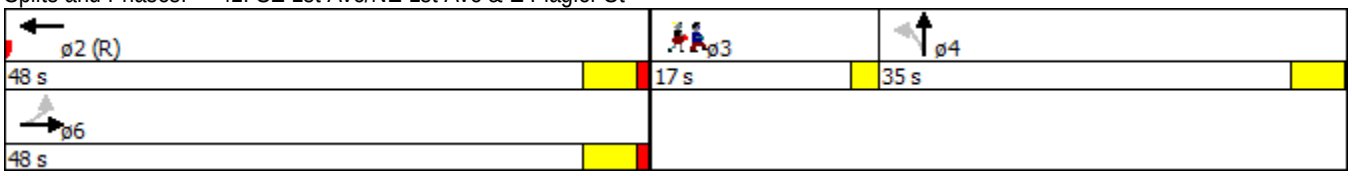
Notes

Lane Group	EBL	EBT	WBT	NBT	ø3
Lane Configurations					
Volume (vph)	33	107	223	848	
Turn Type	Perm	NA	NA	NA	
Protected Phases		6	2	4	3
Permitted Phases	6				
Detector Phase	6	6	2	4	
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	4.0
Minimum Split (s)	21.0	21.0	21.0	20.5	17.0
Total Split (s)	48.0	48.0	48.0	35.0	17.0
Total Split (%)	48.0%	48.0%	48.0%	35.0%	17%
Yellow Time (s)	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	1.0	1.0	1.0	0.3	0.0
Lost Time Adjust (s)		0.0	0.0	0.0	
Total Lost Time (s)		5.0	5.0	4.3	
Lead/Lag				Lag	Lead
Lead-Lag Optimize?				Yes	Yes
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 31 (31%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 41: SE 1st Ave/NE 1st Ave & E Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	107	0	0	223	48	156	848	80	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			4.3				
Lane Util. Factor		1.00			1.00			0.91				
Frpb, ped/bikes		1.00			1.00			0.99				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.98			0.99				
Flt Protected		0.99			1.00			0.99				
Satd. Flow (prot)		1607			1582			4314				
Flt Permitted		0.88			1.00			0.99				
Satd. Flow (perm)		1424			1582			4314				
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	38	124	0	0	259	56	181	986	93	0	0	0
RTOR Reduction (vph)	0	0	0	0	8	0	0	9	0	0	0	0
Lane Group Flow (vph)	0	162	0	0	307	0	0	1251	0	0	0	0
Confl. Peds. (#/hr)	20		126	126		20			87	87		
Confl. Bikes (#/hr)						4						
Parking (#/hr)						0						
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		6			2			4				
Permitted Phases	6						4					
Actuated Green, G (s)		43.0			43.0			30.7				
Effective Green, g (s)		43.0			43.0			30.7				
Actuated g/C Ratio		0.43			0.43			0.31				
Clearance Time (s)		5.0			5.0			4.3				
Lane Grp Cap (vph)		612			680			1324				
v/s Ratio Prot					c0.19							
v/s Ratio Perm		0.11						0.29				
v/c Ratio		0.26			0.45			0.94				
Uniform Delay, d1		18.3			20.2			33.8				
Progression Factor		1.14			0.73			1.00				
Incremental Delay, d2		1.0			1.9			14.6				
Delay (s)		22.0			16.6			48.5				
Level of Service		C			B			D				
Approach Delay (s)		22.0			16.6			48.5			0.0	
Approach LOS		C			B			D			A	

Intersection Summary

HCM 2000 Control Delay	40.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.3
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		

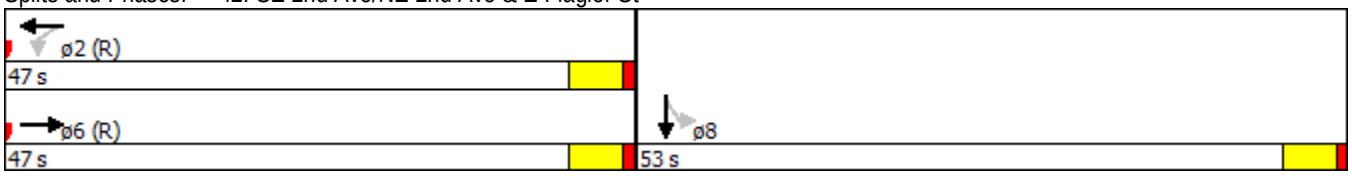
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Volume (vph)	165	12	188	913
Turn Type	NA	Perm	NA	NA
Protected Phases	6		2	8
Permitted Phases		2		
Detector Phase	6	2	2	8
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	24.0	24.0	22.9
Total Split (s)	47.0	47.0	47.0	53.0
Total Split (%)	47.0%	47.0%	47.0%	53.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.9
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	4.9
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 21 (21%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 42: SE 2nd Ave/NE 2nd Ave & E Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	165	56	12	188	0	0	0	0	61	913	111
Number	1	6	16	5	2	12				3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.89
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln	0.0	159.8	171.0	171.0	159.8	0.0				171.0	159.8	171.0
Lanes	0	1	0	0	1	0				0	3	0
Cap, veh/h	0	433	146	55	643	0				113	1808	228
Arrive On Green	0.00	0.42	0.42	0.84	0.84	0.00				0.16	0.16	0.16
Sat Flow, veh/h	0	1030	347	40	1531	0				235	3758	474
Grp Volume(v), veh/h	0	0	266	241	0	0				493	452	363
Grp Sat Flow(s),veh/h/ln	0	0	1377	1571	0	0				1586	1598	1283
Q Serve(g_s), s	0.0	0.0	13.9	0.0	0.0	0.0				29.1	26.2	26.2
Cycle Q Clear(g_c), s	0.0	0.0	13.9	3.5	0.0	0.0				29.1	26.2	26.2
Prop In Lane	0.00		0.25	0.06		0.00				0.15		0.37
Lane Grp Cap(c), veh/h	0	0	578	698	0	0				763	769	617
V/C Ratio(X)	0.00	0.00	0.46	0.35	0.00	0.00				0.65	0.59	0.59
Avail Cap(c_a), veh/h	0	0	578	698	0	0				763	769	617
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	20.8	4.9	0.0	0.0				34.1	32.9	32.9
Incr Delay (d2), s/veh	0.0	0.0	2.6	1.4	0.0	0.0				4.2	3.3	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.0	5.1	1.2	0.0	0.0				13.4	12.0	9.8
Lane Grp Delay (d), s/veh	0.0	0.0	23.5	6.3	0.0	0.0				38.3	36.1	36.9
Lane Grp LOS			C	A						D	D	D
Approach Vol, veh/h		266			241						1307	
Approach Delay, s/veh		23.5			6.3						37.2	
Approach LOS		C			A						D	

Timer	
Assigned Phs	6	2	8
Phs Duration (G+Y+Rc), s	47.0	47.0	53.0
Change Period (Y+Rc), s	5.0	5.0	4.9
Max Green Setting (Gmax), s	42.0	42.0	48.1
Max Q Clear Time (g_c+I1), s	15.9	5.5	31.1
Green Ext Time (p_c), s	1.1	1.1	3.1

Intersection Summary	
HCM 2010 Ctrl Delay	31.0
HCM 2010 LOS	C

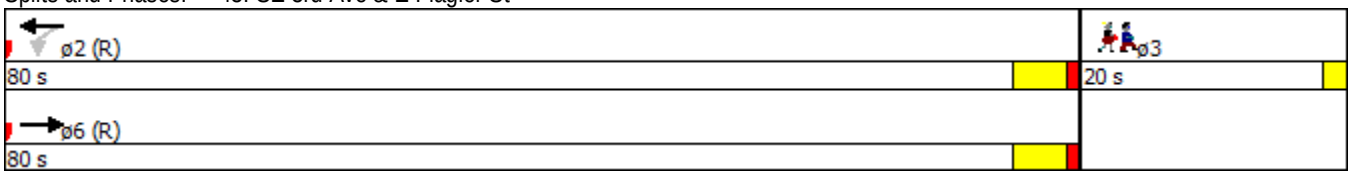
Notes

Lane Group	EBT	WBL	WBT	ø3
Lane Configurations				
Volume (vph)	137	19	213	
Turn Type	NA	Perm	NA	
Protected Phases	6		2	3
Permitted Phases		2		
Detector Phase	6	2	2	
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	4.0
Minimum Split (s)	23.0	23.0	23.0	19.0
Total Split (s)	80.0	80.0	80.0	20.0
Total Split (%)	80.0%	80.0%	80.0%	20%
Yellow Time (s)	4.0	4.0	4.0	2.0
All-Red Time (s)	1.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0		0.0	
Total Lost Time (s)	5.0		5.0	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 34 (34%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 43: SE 3rd Ave & E Flagler St



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	137	88	19	213	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0		
Lane Util. Factor	1.00			1.00		
Frpb, ped/bikes	0.99			1.00		
Flpb, ped/bikes	1.00			1.00		
Frt	0.95			1.00		
Flt Protected	1.00			1.00		
Satd. Flow (prot)	1520			1620		
Flt Permitted	1.00			0.97		
Satd. Flow (perm)	1520			1577		
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	147	95	20	229	0	0
RTOR Reduction (vph)	23	0	0	0	0	0
Lane Group Flow (vph)	219	0	0	249	0	0
Confl. Peds. (#/hr)		64	64		24	5
Parking (#/hr)		0				
Turn Type	NA		Perm	NA		
Protected Phases	6			2		
Permitted Phases			2			
Actuated Green, G (s)	75.0			75.0		
Effective Green, g (s)	75.0			75.0		
Actuated g/C Ratio	0.75			0.75		
Clearance Time (s)	5.0			5.0		
Lane Grp Cap (vph)	1140			1182		
v/s Ratio Prot	0.14					
v/s Ratio Perm				c0.16		
v/c Ratio	0.19			0.21		
Uniform Delay, d1	3.7			3.7		
Progression Factor	0.52			0.71		
Incremental Delay, d2	0.3			0.4		
Delay (s)	2.2			3.0		
Level of Service	A			A		
Approach Delay (s)	2.2			3.0	0.0	
Approach LOS	A			A	A	

Intersection Summary

HCM 2000 Control Delay	2.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.17		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	42.3%	ICU Level of Service	A
Analysis Period (min)	15		

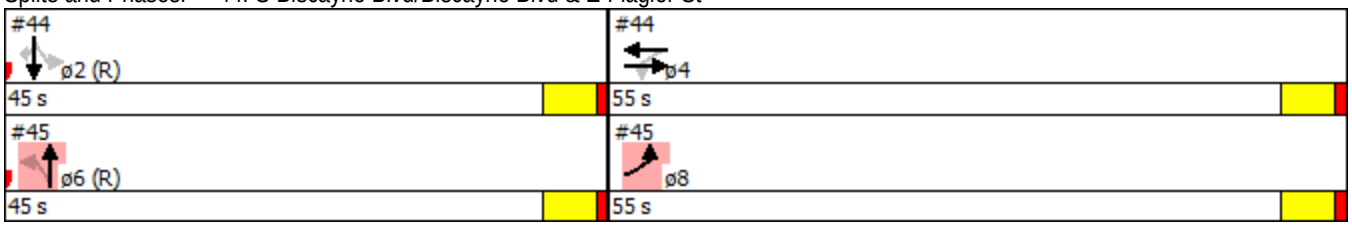
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR	ø6	ø8
Lane Configurations							
Volume (vph)	72	81	136	1479	153		
Turn Type	NA	Perm	NA	NA	Perm		
Protected Phases	4		4	2		6	8
Permitted Phases		4			2		
Detector Phase	4	4	4	2	2		
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	23.0	23.0	23.0	23.0
Total Split (s)	55.0	55.0	55.0	45.0	45.0	45.0	55.0
Total Split (%)	55.0%	55.0%	55.0%	45.0%	45.0%	45%	55%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Min	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 44: S Biscayne Blvd/Biscayne Blvd & E Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	72	45	81	136	0	0	0	0	6	1479	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	5.0
Lane Util. Factor		1.00		1.00	1.00						0.86	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.95
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.95		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1545		1547	1629						5601	1317
Flt Permitted		1.00		0.58	1.00						1.00	1.00
Satd. Flow (perm)		1545		948	1629						5601	1317
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	84	52	94	158	0	0	0	0	7	1720	178
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	0	16
Lane Group Flow (vph)	0	134	0	94	158	0	0	0	0	0	1727	162
Confl. Peds. (#/hr)	12					12	10					10
Confl. Bikes (#/hr)						1						
Parking (#/hr)			0									
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			4						2	
Permitted Phases				4						2		2
Actuated Green, G (s)		14.9		14.9	14.9						75.1	75.1
Effective Green, g (s)		14.9		14.9	14.9						75.1	75.1
Actuated g/C Ratio		0.15		0.15	0.15						0.75	0.75
Clearance Time (s)		5.0		5.0	5.0						5.0	5.0
Vehicle Extension (s)		2.5		2.5	2.5						1.0	1.0
Lane Grp Cap (vph)		230		141	242						4206	989
v/s Ratio Prot		0.09			0.10							
v/s Ratio Perm				c0.10							0.31	0.12
v/c Ratio		0.58		0.67	0.65						0.41	0.16
Uniform Delay, d1		39.7		40.2	40.1						4.5	3.5
Progression Factor		0.70		1.16	1.15						1.19	1.33
Incremental Delay, d2		3.1		9.3	5.0						0.3	0.3
Delay (s)		30.9		55.9	51.2						5.6	5.0
Level of Service		C		E	D						A	A
Approach Delay (s)		30.9			53.0			0.0			5.5	
Approach LOS		C			D			A			A	

Intersection Summary

HCM 2000 Control Delay	12.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	70.2%	ICU Level of Service	C
Analysis Period (min)	15		

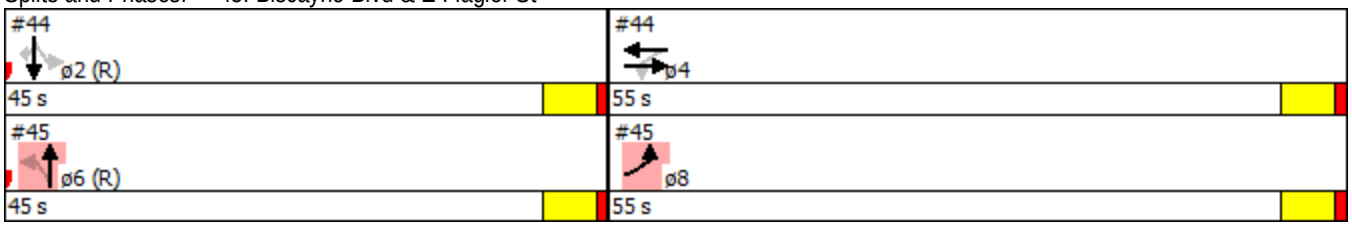
c Critical Lane Group

Lane Group	EBL	NBT	ø2	ø4
Lane Configurations				
Volume (vph)	75	1872		
Turn Type	NA	NA		
Protected Phases	8	6	2	4
Permitted Phases				
Detector Phase	8	6		
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	25.0
Total Split (s)	55.0	45.0	45.0	55.0
Total Split (%)	55.0%	45.0%	45%	55%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	5.0	5.0		
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 45: Biscayne Blvd & E Flagler St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	75	0	223	1872	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0		
Lane Util. Factor	1.00			0.86		
Frpb, ped/bikes	1.00			1.00		
Flpb, ped/bikes	1.00			1.00		
Frt	1.00			1.00		
Flt Protected	0.95			0.99		
Satd. Flow (prot)	1719			6192		
Flt Permitted	0.95			0.99		
Satd. Flow (perm)	1719			6192		
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	80	0	237	1991	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	80	0	0	2228	0	0
Confl. Peds. (#/hr)	21					
Turn Type	NA		Perm	NA		
Protected Phases	8			6		
Permitted Phases			6			
Actuated Green, G (s)	14.9			75.1		
Effective Green, g (s)	14.9			75.1		
Actuated g/C Ratio	0.15			0.75		
Clearance Time (s)	5.0			5.0		
Vehicle Extension (s)	2.5			1.0		
Lane Grp Cap (vph)	256			4650		
v/s Ratio Prot	c0.05					
v/s Ratio Perm				0.36		
v/c Ratio	0.31			0.48		
Uniform Delay, d1	38.0			4.8		
Progression Factor	0.16			0.91		
Incremental Delay, d2	0.5			0.3		
Delay (s)	6.6			4.7		
Level of Service	A			A		
Approach Delay (s)	6.6			4.7	0.0	
Approach LOS	A			A	A	

Intersection Summary

HCM 2000 Control Delay	4.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	74.2%	ICU Level of Service	D
Analysis Period (min)	15		

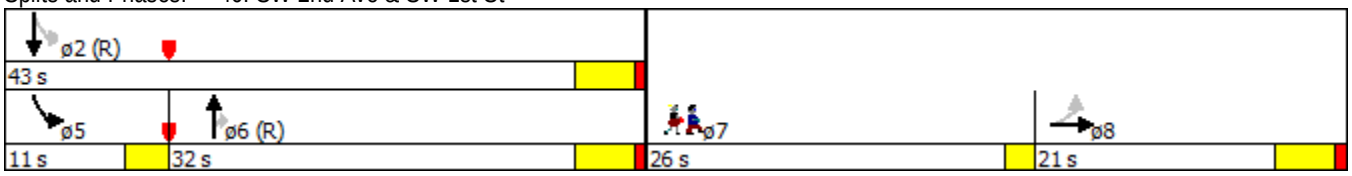
c Critical Lane Group

Lane Group	EBL	EBT	NBT	NBR	SBL	SBT	ø7
Lane Configurations							
Volume (vph)	273	716	557	432	263	220	
Turn Type	Perm	NA	NA	Perm	pm+pt	NA	
Protected Phases		8	6		5	2	7
Permitted Phases	8			6	2		
Detector Phase	8	8	6	6	5	2	
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0	4.0
Minimum Split (s)	12.0	12.0	28.8	28.8	11.0	28.8	26.0
Total Split (s)	21.0	21.0	32.0	32.0	11.0	43.0	26.0
Total Split (%)	23.3%	23.3%	35.6%	35.6%	12.2%	47.8%	29%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	2.0
All-Red Time (s)	1.0	1.0	0.8	0.8	0.0	0.8	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	4.8	4.8	3.0	4.8	
Lead/Lag	Lag	Lag	Lag	Lag	Lead		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 73 (81%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 120
Control Type: Pretimed

Splits and Phases: 46: SW 2nd Ave & SW 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	273	716	88	0	0	0	0	557	432	263	220	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0						4.8	4.8	3.0	4.8	
Lane Util. Factor	1.00	0.91						1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00						1.00	1.00	1.00	1.00	
Flpb, ped/bikes	0.97	1.00						1.00	1.00	1.00	1.00	
Frt	1.00	0.98						1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1453	4241						1583	1346	1504	1583	
Flt Permitted	0.95	1.00						1.00	1.00	0.13	1.00	
Satd. Flow (perm)	1453	4241						1583	1346	210	1583	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	281	738	91	0	0	0	0	574	445	271	227	0
RTOR Reduction (vph)	0	17	0	0	0	0	0	0	311	0	0	0
Lane Group Flow (vph)	281	812	0	0	0	0	0	574	134	271	227	0
Confl. Peds. (#/hr)	12		5	5		12	34					34
Confl. Bikes (#/hr)			1			1						12
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Perm	NA						NA	Perm	pm+pt	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8								6	2		
Actuated Green, G (s)	16.0	16.0						27.2	27.2	38.2	38.2	
Effective Green, g (s)	16.0	16.0						27.2	27.2	38.2	38.2	
Actuated g/C Ratio	0.18	0.18						0.30	0.30	0.42	0.42	
Clearance Time (s)	5.0	5.0						4.8	4.8	3.0	4.8	
Lane Grp Cap (vph)	258	753						478	406	204	671	
v/s Ratio Prot		0.19						0.36		c0.12	0.14	
v/s Ratio Perm	c0.19								0.10	c0.45		
v/c Ratio	1.09	1.08						1.20	0.33	1.33	0.34	
Uniform Delay, d1	37.0	37.0						31.4	24.3	21.9	17.4	
Progression Factor	1.00	1.00						1.34	4.95	1.99	1.64	
Incremental Delay, d2	81.9	55.9						105.7	1.7	166.9	0.8	
Delay (s)	118.9	92.9						147.6	122.2	210.5	29.3	
Level of Service	F	F						F	F	F	C	
Approach Delay (s)		99.4			0.0			136.5			127.9	
Approach LOS		F			A			F			F	

Intersection Summary

HCM 2000 Control Delay	119.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.8
Intersection Capacity Utilization	77.9%	ICU Level of Service	D
Analysis Period (min)	15		

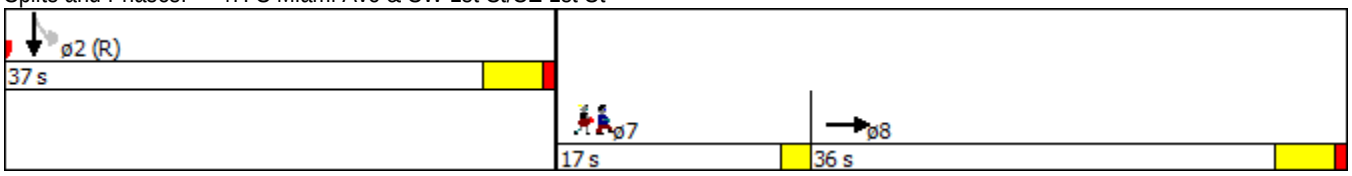
c Critical Lane Group

Lane Group	EBT	SBT	ø7
Lane Configurations			
Volume (vph)	784	742	
Turn Type	NA	NA	
Protected Phases	8	2	7
Permitted Phases			
Detector Phase	8	2	
Switch Phase			
Minimum Initial (s)	7.0	7.0	4.0
Minimum Split (s)	12.0	12.0	16.0
Total Split (s)	36.0	37.0	17.0
Total Split (%)	40.0%	41.1%	19%
Yellow Time (s)	4.0	4.0	2.0
All-Red Time (s)	1.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	5.0	5.0	
Lead/Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 57 (63%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 47: S Miami Ave & SW 1st St/SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	784	317	0	0	0	0	0	0	84	742	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0									5.0	
Lane Util. Factor		0.91									0.91	
Frpb, ped/bikes		0.99									1.00	
Flpb, ped/bikes		1.00									1.00	
Frt		0.96									1.00	
Flt Protected		1.00									0.99	
Satd. Flow (prot)		3972									4297	
Flt Permitted		1.00									0.99	
Satd. Flow (perm)		3972									4297	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	862	348	0	0	0	0	0	0	92	815	0
RTOR Reduction (vph)	0	81	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1129	0	0	0	0	0	0	0	0	907	0
Confl. Peds. (#/hr)	19		12	12		19	27		10	10		27
Confl. Bikes (#/hr)			1			1			1			9
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Parking (#/hr)		0										
Turn Type		NA								Perm	NA	
Protected Phases		8									2	
Permitted Phases										2		
Actuated Green, G (s)		31.0									32.0	
Effective Green, g (s)		31.0									32.0	
Actuated g/C Ratio		0.34									0.36	
Clearance Time (s)		5.0									5.0	
Lane Grp Cap (vph)		1368									1527	
v/s Ratio Prot		c0.28										
v/s Ratio Perm											0.21	
v/c Ratio		0.83									0.59	
Uniform Delay, d1		27.0									23.7	
Progression Factor		1.34									1.00	
Incremental Delay, d2		1.6									1.7	
Delay (s)		38.0									25.4	
Level of Service		D									C	
Approach Delay (s)		38.0			0.0			0.0			25.4	
Approach LOS		D			A			A			C	

Intersection Summary			
HCM 2000 Control Delay	32.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		

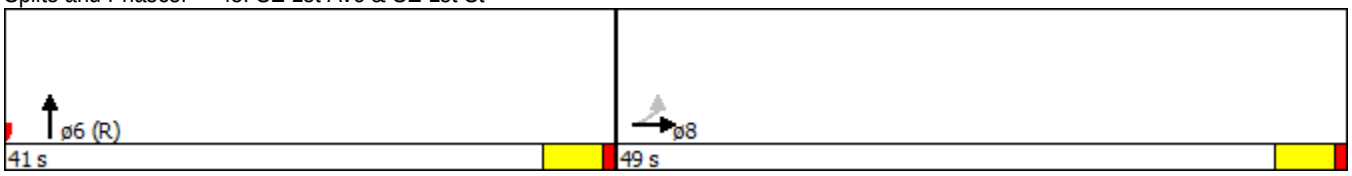
c Critical Lane Group

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	669	647
Turn Type	NA	NA
Protected Phases	8	6
Permitted Phases		
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	49.0	41.0
Total Split (%)	54.4%	45.6%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 59 (66%), Referenced to phase 2: and 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 48: SE 1st Ave & SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	321	669	0	0	0	0	0	647	549	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	171.0	158.3	0.0				0.0	158.3	171.0			
Lanes	0	3	0				0	3	0			
Cap, veh/h	80	1409	0				0	1267	536			
Arrive On Green	0.16	0.16	0.00				0.00	0.40	0.40			
Sat Flow, veh/h	0	2882	0				0	3167	1341			
Grp Volume(v), veh/h	369	769	0				0	744	631			
Grp Sat Flow(s),veh/h/ln	0	1441	0				0	1583	1341			
Q Serve(g_s), s	0.0	22.1	0.0				0.0	16.6	36.0			
Cycle Q Clear(g_c), s	44.0	22.1	0.0				0.0	16.6	36.0			
Prop In Lane	1.00		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	80	1409	0				0	1267	536			
V/C Ratio(X)	4.61	0.55	0.00				0.00	0.59	1.18			
Avail Cap(c_a), veh/h	80	1409	0				0	1267	536			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	59.7	28.6	0.0				0.0	21.2	27.0			
Incr Delay (d2), s/veh	1653.9	1.5	0.0				0.0	2.0	97.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	38.7	8.9	0.0				0.0	6.7	26.2			
Lane Grp Delay (d), s/veh	1713.6	30.1	0.0				0.0	23.2	124.6			
Lane Grp LOS	F	C						C	F			
Approach Vol, veh/h		1138						1375				
Approach Delay, s/veh		576.0						69.7				
Approach LOS		F						E				

Timer	
Assigned Phs	8	6
Phs Duration (G+Y+Rc), s	49.0	41.0
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	44.0	36.0
Max Q Clear Time (g_c+I1), s	46.0	38.0
Green Ext Time (p_c), s	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	299.0
HCM 2010 LOS	F

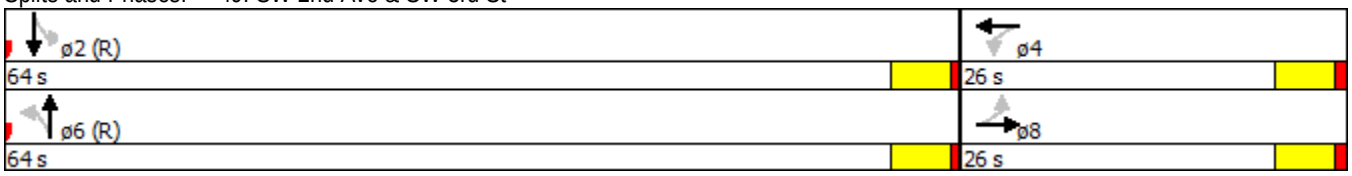
Notes

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	10	62	81	69	228	910	67	324
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.9	23.9	23.9	23.9	22.7	22.7	23.7	23.7
Total Split (s)	26.0	26.0	26.0	26.0	64.0	64.0	64.0	64.0
Total Split (%)	28.9%	28.9%	28.9%	28.9%	71.1%	71.1%	71.1%	71.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.9	0.9	0.9	0.9	0.7	0.7	0.7	0.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.7	4.7	4.7	4.7
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 3 (3%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 49: SW 2nd Ave & SW 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	62	156	81	69	97	228	910	211	67	324	52
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.97	1.00		0.99	1.00		0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0
Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Cap, veh/h	190	96	240	155	128	179	540	1685	389	245	1808	285
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.66	0.66	0.66	0.22	0.22	0.22
Sat Flow, veh/h	1035	410	1024	983	546	762	837	2557	591	383	2744	433
Grp Volume(v), veh/h	11	0	245	91	0	187	256	650	609	75	215	207
Grp Sat Flow(s),veh/h/ln	1035	0	1434	983	0	1308	837	1629	1519	383	1629	1548
Q Serve(g_s), s	0.9	0.0	14.2	6.9	0.0	11.5	17.9	20.4	20.6	16.2	9.7	9.9
Cycle Q Clear(g_c), s	12.4	0.0	14.2	21.1	0.0	11.5	27.7	20.4	20.6	36.7	9.7	9.9
Prop In Lane	1.00		0.71	1.00		0.58	1.00		0.39	1.00		0.28
Lane Grp Cap(c), veh/h	190	0	336	155	0	307	540	1073	1001	245	1073	1020
V/C Ratio(X)	0.06	0.00	0.73	0.59	0.00	0.61	0.47	0.61	0.61	0.31	0.20	0.20
Avail Cap(c_a), veh/h	190	0	336	155	0	307	540	1073	1001	245	1073	1020
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	0.0	31.8	42.1	0.0	30.8	13.2	8.7	8.7	35.8	15.8	15.9
Incr Delay (d2), s/veh	0.6	0.0	13.0	15.2	0.0	8.7	3.0	2.5	2.8	3.2	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.3	0.0	6.3	2.7	0.0	4.5	3.9	7.8	7.5	1.9	4.4	4.2
Lane Grp Delay (d), s/veh	36.9	0.0	44.8	57.3	0.0	39.5	16.1	11.2	11.5	39.0	16.2	16.3
Lane Grp LOS	D		D	E		D	B	B	B	D	B	B
Approach Vol, veh/h		256			278			1515			497	
Approach Delay, s/veh		44.5			45.3			12.2			19.7	
Approach LOS		D			D			B			B	

Timer												
Assigned Phs		8			4			6			2	
Phs Duration (G+Y+Rc), s		26.0			26.0			64.0			64.0	
Change Period (Y+Rc), s		4.9			4.9			4.7			4.7	
Max Green Setting (Gmax), s		21.1			21.1			59.3			59.3	
Max Q Clear Time (g_c+I1), s		16.2			23.1			29.7			38.7	
Green Ext Time (p_c), s		1.2			0.0			4.7			4.5	

Intersection Summary												
HCM 2010 Ctrl Delay			20.5									
HCM 2010 LOS			C									

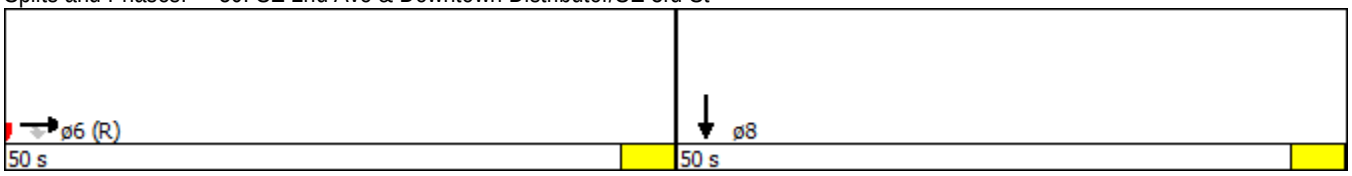
Notes

Lane Group	EBT	EBR	SBT
Lane Configurations			
Volume (vph)	1097	1329	1162
Turn Type	NA	Perm	NA
Protected Phases	6		8
Permitted Phases		6	
Detector Phase	6	6	8
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	24.1	24.1	24.3
Total Split (s)	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.3
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.1	4.1	4.3
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 45 (45%), Referenced to phase 6:EBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 50: SE 2nd Ave & Downtown Distributor/SE 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1097	1329	0	0	0	0	0	0	0	1162	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.1	4.1								4.3	
Lane Util. Factor		0.91	0.91								0.91	
Frpb, ped/bikes		1.00	1.00								1.00	
Flpb, ped/bikes		1.00	1.00								1.00	
Frt		0.95	0.85								1.00	
Flt Protected		1.00	1.00								1.00	
Satd. Flow (prot)		2759	1236								4363	
Flt Permitted		1.00	1.00								1.00	
Satd. Flow (perm)		2759	1236								4363	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1219	1477	0	0	0	0	0	0	0	1291	0
RTOR Reduction (vph)	0	11	11	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1843	831	0	0	0	0	0	0	0	1291	0
Confl. Peds. (#/hr)	34					34	4		19	19		4
Confl. Bikes (#/hr)						10			1			
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Turn Type		NA	Perm								NA	
Protected Phases		6									8	
Permitted Phases			6									
Actuated Green, G (s)		52.3	52.3								39.3	
Effective Green, g (s)		52.3	52.3								39.3	
Actuated g/C Ratio		0.52	0.52								0.39	
Clearance Time (s)		4.1	4.1								4.3	
Vehicle Extension (s)		1.0	1.0								2.5	
Lane Grp Cap (vph)		1442	646								1714	
v/s Ratio Prot		0.67									c0.30	
v/s Ratio Perm			c0.67									
v/c Ratio		1.28	1.29								0.75	
Uniform Delay, d1		23.9	23.9								26.2	
Progression Factor		1.00	1.00								1.00	
Incremental Delay, d2		130.6	140.4								1.8	
Delay (s)		154.5	164.2								28.0	
Level of Service		F	F								C	
Approach Delay (s)		157.5			0.0			0.0			28.0	
Approach LOS		F			A			A			C	

Intersection Summary

HCM 2000 Control Delay	115.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	77.7%	ICU Level of Service	D
Analysis Period (min)	15		

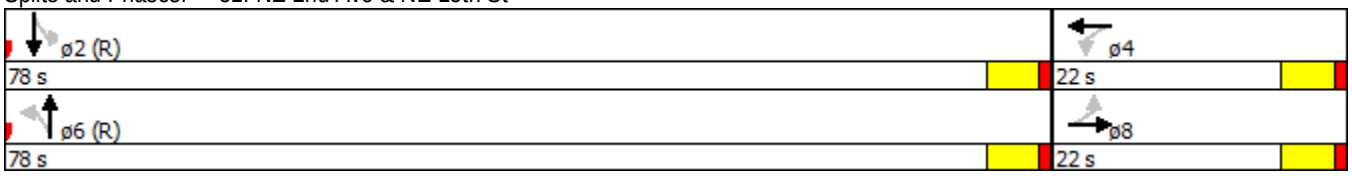
c Critical Lane Group

Lane Group	SBT	ø4	ø6	ø8
Lane Configurations				
Volume (vph)	104			
Turn Type	NA			
Protected Phases	2	4	6	8
Permitted Phases				
Detector Phase	2			
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	22.0	24.0	22.0
Total Split (s)	78.0	22.0	78.0	22.0
Total Split (%)	78.0%	22%	78%	22%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0			
Total Lost Time (s)	5.0			
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 62 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 51: NE 2nd Ave & NE 15th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	104	0
Number	3	8	18	7	4	14	1	6	16	5	2	12
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	0.90	1.00	1.00	0.95	1.00
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	0.0	171.0	162.9	171.0	171.0	162.9	171.0
Lanes	1	1	0	1	1	0	0	1	0	0	2	0
Cap, veh/h	92	2	0	92	2	0	0	1372	0	0	2896	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.94	0.00
Sat Flow, veh/h	1551	1629	0	1551	1629	0	0	1466	0	0	3176	0
Grp Volume(v), veh/h	0	0	0	0	0	0	0	0	0	0	113	0
Grp Sat Flow(s),veh/h/ln	1551	1629	0	1551	1629	0	0	1466	0	0	1547	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0
Prop In Lane	1.00		0.00	1.00		0.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	92	2	0	92	2	0	0	1372	0	0	2896	0
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00
Avail Cap(c_a), veh/h	530	355	0	530	355	0	0	1372	0	0	2896	0
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)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0
Incr Delay (d2), 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
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 Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0
Lane Grp LOS											A	
Approach Vol, veh/h		0			0			0			113	
Approach Delay, s/veh		0.0			0.0			0.0			0.2	
Approach LOS											A	

Timer												
Assigned Phs		8			4			6			2	
Phs Duration (G+Y+Rc), s		0.0			0.0			78.0			78.0	
Change Period (Y+Rc), s		5.0			5.0			5.0			5.0	
Max Green Setting (Gmax), s		17.0			17.0			73.0			73.0	
Max Q Clear Time (g_c+I1), s		0.0			0.0			0.0			2.2	
Green Ext Time (p_c), s		0.0			0.0			0.0			0.3	

Intersection Summary												
HCM 2010 Ctrl Delay			0.2									
HCM 2010 LOS			A									

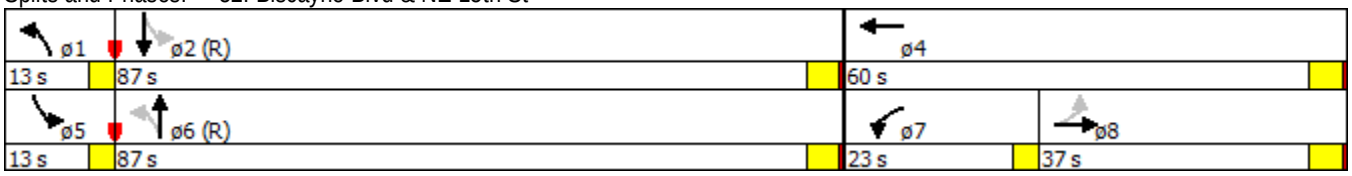
Notes

Lane Group	NBT	ø1	ø2	ø4	ø5	ø7	ø8
Lane Configurations							
Volume (vph)	39						
Turn Type	NA						
Protected Phases	6	1	2	4	5	7	8
Permitted Phases							
Detector Phase	6						
Switch Phase							
Minimum Initial (s)	7.0	5.0	7.0	7.0	5.0	5.0	7.0
Minimum Split (s)	22.6	9.0	22.6	25.8	9.0	20.0	25.8
Total Split (s)	87.0	13.0	87.0	60.0	13.0	23.0	37.0
Total Split (%)	54.4%	8%	54%	38%	8%	14%	23%
Yellow Time (s)	4.0	3.0	4.0	4.0	3.0	3.0	4.0
All-Red Time (s)	0.6	0.0	0.6	0.8	0.0	0.0	0.8
Lost Time Adjust (s)	0.0						
Total Lost Time (s)	4.6						
Lead/Lag	Lag	Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 51 (32%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 52: Biscayne Blvd & NE 15th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	0	0	39	0	0	0	0
Number	3	8	18	7	4	14	1	6	16	5	2	12
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	0.90	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	171.0	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0
Lanes	0	1	0	1	1	0	1	2	0	1	2	0
Cap, veh/h	0	2	0	2	2	0	1254	3085	0	1209	3085	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.95	0.00	0.00	0.00	0.00
Sat Flow, veh/h	0	-70354	0	1551	1629	0	1551	3257	0	1551	3257	0
Grp Volume(v), veh/h	0	0	0	0	0	0	0	42	0	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1466	0	1551	1629	0	1551	1629	0	1551	1629	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.00	1.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	2	0	2	2	0	1254	3085	0	1209	3085	0
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	542	0	357	1033	0	1430	3085	0	1386	3085	0
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)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Incr Delay (d2), 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
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 Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Lane Grp LOS								A				
Approach Vol, veh/h		0			0			42			0	
Approach Delay, s/veh		0.0			0.0			0.1			0.0	
Approach LOS								A				

Timer												
Assigned Phs		8		7	4		1	6		5	2	
Phs Duration (G+Y+Rc), s		0.0		0.0	0.0		0.0	87.0		0.0	87.0	
Change Period (Y+Rc), s		4.8		3.0	4.8		3.0	4.6		3.0	4.6	
Max Green Setting (Gmax), s		32.2		20.0	55.2		10.0	82.4		10.0	82.4	
Max Q Clear Time (g_c+I1), s		0.0		0.0	0.0		0.0	2.1		0.0	0.0	
Green Ext Time (p_c), s		0.0		0.0	0.0		0.0	0.1		0.0	0.0	

Intersection Summary		
HCM 2010 Ctrl Delay	0.1	
HCM 2010 LOS	A	

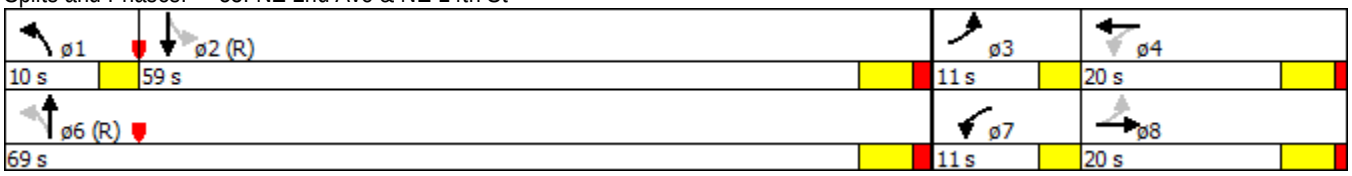
Notes

Lane Group	SBT	ø1	ø3	ø4	ø6	ø7	ø8
Lane Configurations							
Volume (vph)	104						
Turn Type	NA						
Protected Phases	2	1	3	4	6	7	8
Permitted Phases							
Detector Phase	2						
Switch Phase							
Minimum Initial (s)	7.0	5.0	5.0	7.0	7.0	5.0	7.0
Minimum Split (s)	25.4	8.0	8.0	20.0	25.4	8.0	20.0
Total Split (s)	59.0	10.0	11.0	20.0	69.0	11.0	20.0
Total Split (%)	59.0%	10%	11%	20%	69%	11%	20%
Yellow Time (s)	4.0	3.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.4	0.0	0.0	1.1	1.4	0.0	1.1
Lost Time Adjust (s)	0.0						
Total Lost Time (s)	5.4						
Lead/Lag	Lag	Lead	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 55 (55%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 53: NE 2nd Ave & NE 14th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	104	0
Number	3	8	18	7	4	14	1	6	16	5	2	12
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	0.95	1.00
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0	171.0	162.9	171.0
Lanes	1	1	0	1	1	0	1	1	0	0	2	0
Cap, veh/h	127	3	0	127	3	0	1133	1480	0	0	2811	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.91	0.00
Sat Flow, veh/h	1551	1629	0	1551	1629	0	1551	1629	0	0	3176	0
Grp Volume(v), veh/h	0	0	0	0	0	0	0	0	0	0	113	0
Grp Sat Flow(s),veh/h/ln	1551	1629	0	1551	1629	0	1551	1629	0	0	1547	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	127	3	0	127	3	0	1133	1480	0	0	2811	0
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00
Avail Cap(c_a), veh/h	334	411	0	334	411	0	1314	1756	0	0	2811	0
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)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
Incr Delay (d2), 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
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 Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
Lane Grp LOS											A	
Approach Vol, veh/h		0			0			0			113	
Approach Delay, s/veh		0.0			0.0			0.0			0.3	
Approach LOS											A	

Timer												
Assigned Phs	3	8		7	4		1	6			2	
Phs Duration (G+Y+Rc), s	0.0	0.0		0.0	0.0		0.0	59.0			59.0	
Change Period (Y+Rc), s	3.0	5.1		3.0	5.1		3.0	5.4			5.4	
Max Green Setting (Gmax), s	8.0	14.9		8.0	14.9		7.0	63.6			53.6	
Max Q Clear Time (g_c+I1), s	0.0	0.0		0.0	0.0		0.0	0.0			2.2	
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0		0.0	0.0			0.3	

Intersection Summary												
HCM 2010 Ctrl Delay			0.3									
HCM 2010 LOS			A									

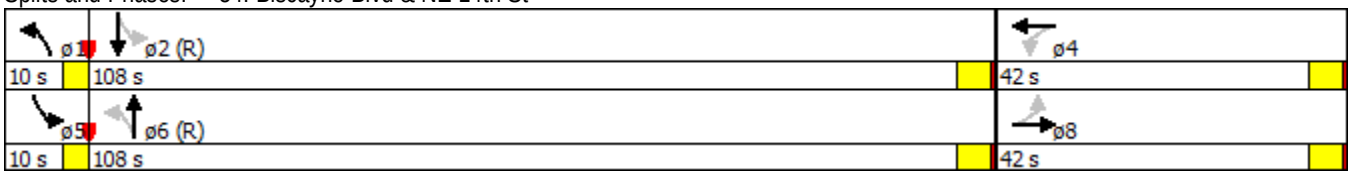
Notes

Lane Group	NBT	SBT	ø1	ø4	ø5	ø8
Lane Configurations						
Volume (vph)	39	23				
Turn Type	NA	NA				
Protected Phases	6	2	1	4	5	8
Permitted Phases						
Detector Phase	6	2				
Switch Phase						
Minimum Initial (s)	7.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	22.6	22.6	9.0	24.8	9.0	24.8
Total Split (s)	108.0	108.0	10.0	42.0	10.0	42.0
Total Split (%)	67.5%	67.5%	6%	26%	6%	26%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.6	0.6	0.0	0.8	0.0	0.8
Lost Time Adjust (s)	0.0	0.0				
Total Lost Time (s)	4.6	4.6				
Lead/Lag	Lag	Lag	Lead		Lead	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	
Recall Mode	C-Min	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 84 (53%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 54: Biscayne Blvd & NE 14th St



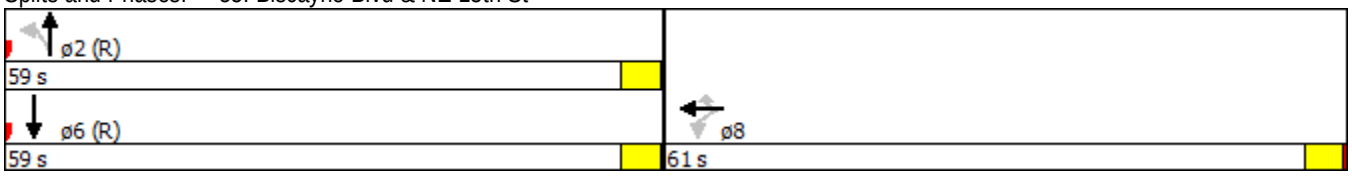
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	0	0	39	0	0	23	0
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	171.0	162.9	171.0	171.0	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0
Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Cap, veh/h	0	28	0	0	28	0	1359	1966	0	1345	1966	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.60	0.00	0.00	0.60	0.00
Sat Flow, veh/h	0	-76543	0	0	-76543	0	1551	3257	0	1551	3257	0
Grp Volume(v), veh/h	0	0	0	0	0	0	0	42	0	0	25	0
Grp Sat Flow(s),veh/h/ln	0	1629	0	0	1629	0	1551	1629	0	1551	1629	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Prop In Lane	0.00		0.00	0.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	28	0	0	28	0	1359	1966	0	1345	1966	0
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.01	0.00
Avail Cap(c_a), veh/h	0	10445	0	0	10445	0	2281	29033	0	2268	29033	0
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)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.9	0.0
Incr Delay (d2), 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
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 Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.9	0.0
Lane Grp LOS								A			A	
Approach Vol, veh/h		0			0			42			25	
Approach Delay, s/veh		0.0			0.0			0.9			0.9	
Approach LOS								A			A	
Timer												
Assigned Phs		8			4		1	6		5	2	
Phs Duration (G+Y+Rc), s		0.0			0.0		0.0	11.6		0.0	11.6	
Change Period (Y+Rc), s		4.8			4.8		3.0	4.6		3.0	4.6	
Max Green Setting (Gmax), s		37.2			37.2		7.0	103.4		7.0	103.4	
Max Q Clear Time (g_c+I1), s		0.0			0.0		0.0	2.1		0.0	2.0	
Green Ext Time (p_c), s		0.0			0.0		0.0	0.2		0.0	0.2	
Intersection Summary												
HCM 2010 Ctrl Delay			0.9									
HCM 2010 LOS			A									
Notes												

Lane Group	NBT	SBT	ø8
Lane Configurations			
Volume (vph)	39	23	
Turn Type	NA	NA	
Protected Phases	2	6	8
Permitted Phases			
Detector Phase	2	6	
Switch Phase			
Minimum Initial (s)	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0
Total Split (s)	59.0	59.0	61.0
Total Split (%)	49.2%	49.2%	51%
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	4.0	4.0	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	C-Max	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 87 (73%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 55: Biscayne Blvd & NE 13th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	0	39	0	0	23	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)								4.0			4.0	
Lane Util. Factor								0.95			0.91	
Frt								1.00			1.00	
Flt Protected								1.00			1.00	
Satd. Flow (prot)								3438			4940	
Flt Permitted								1.00			1.00	
Satd. Flow (perm)								3438			4940	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	42	0	0	25	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	42	0	0	25	0
Turn Type				Perm		Perm	Perm	NA			NA	
Protected Phases					8			2			6	
Permitted Phases				8		8	2					
Actuated Green, G (s)								120.0			120.0	
Effective Green, g (s)								120.0			120.0	
Actuated g/C Ratio								1.00			1.00	
Clearance Time (s)								4.0			4.0	
Vehicle Extension (s)								3.0			3.0	
Lane Grp Cap (vph)								3438			4940	
v/s Ratio Prot								c0.01			0.01	
v/s Ratio Perm												
v/c Ratio								0.01			0.01	
Uniform Delay, d1								0.0			0.0	
Progression Factor								1.00			1.00	
Incremental Delay, d2								0.0			0.0	
Delay (s)								0.0			0.0	
Level of Service								A			A	
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary

HCM 2000 Control Delay	0.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.01		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	20.0%	ICU Level of Service	A
Analysis Period (min)	15		

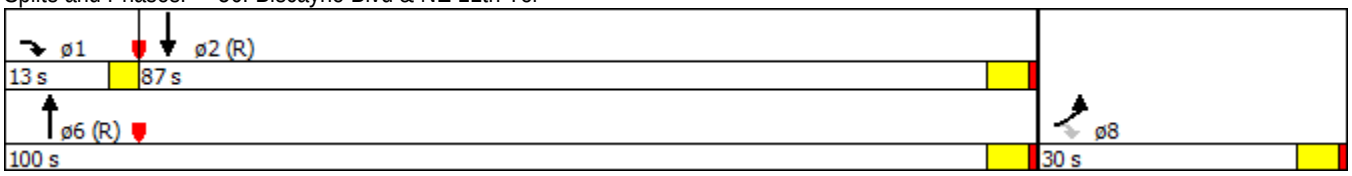
c Critical Lane Group

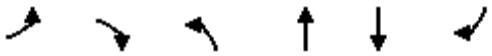
Lane Group	NBT	SBT	ø1	ø8
Lane Configurations				
Volume (vph)	39	23		
Turn Type	NA	NA		
Protected Phases	6	2	1	8
Permitted Phases				
Detector Phase	6	2		
Switch Phase				
Minimum Initial (s)	16.0	16.0	5.0	7.0
Minimum Split (s)	21.0	21.0	9.0	21.0
Total Split (s)	100.0	87.0	13.0	30.0
Total Split (%)	76.9%	66.9%	10%	23%
Yellow Time (s)	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	0.0	1.0
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	5.0	5.0		
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 59 (45%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 56: Biscayne Blvd & NE 11th Ter





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	0	39	23	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0	5.0	
Lane Util. Factor				0.91	0.91	
Frt				1.00	1.00	
Flt Protected				1.00	1.00	
Satd. Flow (prot)				4940	4940	
Flt Permitted				1.00	1.00	
Satd. Flow (perm)				4940	4940	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	42	25	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	42	25	0
Turn Type		custom		NA	NA	
Protected Phases	8	1		6	2	
Permitted Phases		8				
Actuated Green, G (s)				130.0	130.0	
Effective Green, g (s)				130.0	130.0	
Actuated g/C Ratio				1.00	1.00	
Clearance Time (s)				5.0	5.0	
Vehicle Extension (s)				1.0	1.0	
Lane Grp Cap (vph)				4940	4940	
v/s Ratio Prot				c0.01	0.01	
v/s Ratio Perm						
v/c Ratio				0.01	0.01	
Uniform Delay, d1				0.0	0.0	
Progression Factor				1.00	1.00	
Incremental Delay, d2				0.0	0.0	
Delay (s)				0.0	0.0	
Level of Service				A	A	
Approach Delay (s)	0.0			0.0	0.0	
Approach LOS	A			A	A	

Intersection Summary

HCM 2000 Control Delay	0.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.01		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	27.5%	ICU Level of Service	A
Analysis Period (min)	15		

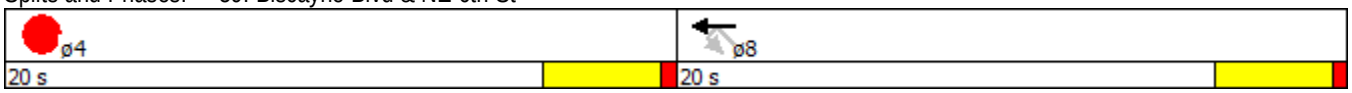
c Critical Lane Group

Lane Group	WBT	NBT	SBT	ø4
Lane Configurations				
Volume (vph)	70	13	22	
Turn Type	NA	NA	NA	
Protected Phases	8!			4
Permitted Phases				
Detector Phase	8			
Switch Phase				
Minimum Initial (s)	4.0			4.0
Minimum Split (s)	20.0			20.0
Total Split (s)	20.0			20.0
Total Split (%)	50.0%			50%
Yellow Time (s)	3.5			3.5
All-Red Time (s)	0.5			0.5
Lost Time Adjust (s)	0.0			
Total Lost Time (s)	4.0			
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None			None

Intersection Summary

Cycle Length: 40
Actuated Cycle Length: 40
Offset: 0 (0%), Referenced to phase 2: and 6:, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

Splits and Phases: 59: Biscayne Blvd & NE 6th St



Movement	WBL2	WBT	NBT	SBT	NWL	NWR
Lane Configurations						
Volume (vph)	0	70	13	22	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0		
Lane Util. Factor		0.91	1.00	0.86		
Frt		1.00	1.00	1.00		
Flt Protected		1.00	1.00	1.00		
Satd. Flow (prot)		4803	0	6052		
Flt Permitted		1.00	1.00	1.00		
Satd. Flow (perm)		4803	0	6052		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	76	14	24	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	76	14	24	0	0
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%
Turn Type	Perm	NA	NA	NA		
Protected Phases		8!				
Permitted Phases	8!				8!	
Actuated Green, G (s)		0.0	0.0	0.0		
Effective Green, g (s)		0.0	0.0	0.0		
Actuated g/C Ratio		0.00	0.00	0.00		
Clearance Time (s)		4.0				
Vehicle Extension (s)		3.0				
Lane Grp Cap (vph)		0	0	0		
v/s Ratio Prot						
v/s Ratio Perm						
v/c Ratio		no cap	no cap	no cap		
Uniform Delay, d1		Error	Error	Error		
Progression Factor						
Incremental Delay, d2		Error	Error	Error		
Delay (s)		Error	Error	Error		
Level of Service		F	F	F		
Approach Delay (s)		Error	Error	Error	0.0	
Approach LOS		F	F	F	A	

Intersection Summary

HCM 2000 Control Delay	Error	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.00		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		

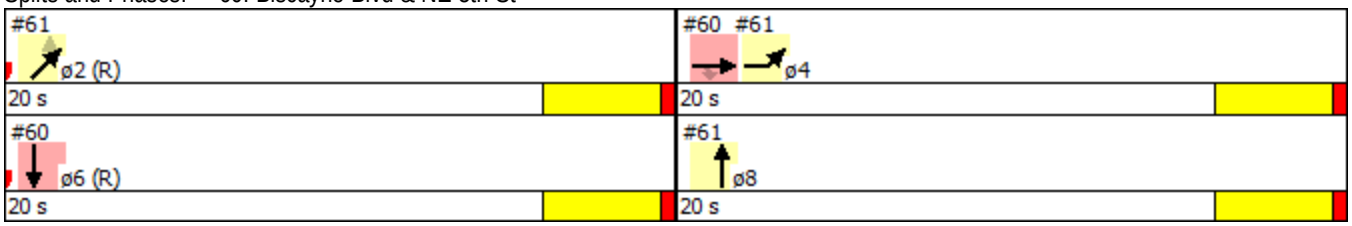
! Phase conflict between lane groups.
c Critical Lane Group

Lane Group	EBT	SBT	ø2	ø8
Lane Configurations				
Volume (vph)	29	22		
Turn Type	NA	NA		
Protected Phases	4	6	2	8
Permitted Phases				
Detector Phase	4	6		
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0
Total Split (%)	50.0%	50.0%	50%	50%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	4.0	4.0		
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 40
Actuated Cycle Length: 40
Offset: 0 (0%), Referenced to phase 2:NETL and 6:, Start of Green
Natural Cycle: 40
Control Type: Pretimed

Splits and Phases: 60: Biscayne Blvd & NE 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	29	0	0	0	0	0	0	0	0	22	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0									4.0	
Lane Util. Factor		0.91									0.86	
Frt		1.00									1.00	
Flt Protected		1.00									1.00	
Satd. Flow (prot)		4893									6166	
Flt Permitted		1.00									1.00	
Satd. Flow (perm)		4893									6166	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	32	0	0	0	0	0	0	0	0	24	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	32	0	0	0	0	0	0	0	0	24	0
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Turn Type		NA	Perm								NA	
Protected Phases		4									6	
Permitted Phases			4									
Actuated Green, G (s)		16.0									16.0	
Effective Green, g (s)		16.0									16.0	
Actuated g/C Ratio		0.40									0.40	
Clearance Time (s)		4.0									4.0	
Lane Grp Cap (vph)		1957									2466	
v/s Ratio Prot		c0.01									c0.00	
v/s Ratio Perm												
v/c Ratio		0.02									0.01	
Uniform Delay, d1		7.2									7.2	
Progression Factor		1.00									1.00	
Incremental Delay, d2		0.0									0.0	
Delay (s)		7.3									7.2	
Level of Service		A									A	
Approach Delay (s)		7.3			0.0			0.0			7.2	
Approach LOS		A			A			A			A	

Intersection Summary

HCM 2000 Control Delay	7.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.01		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

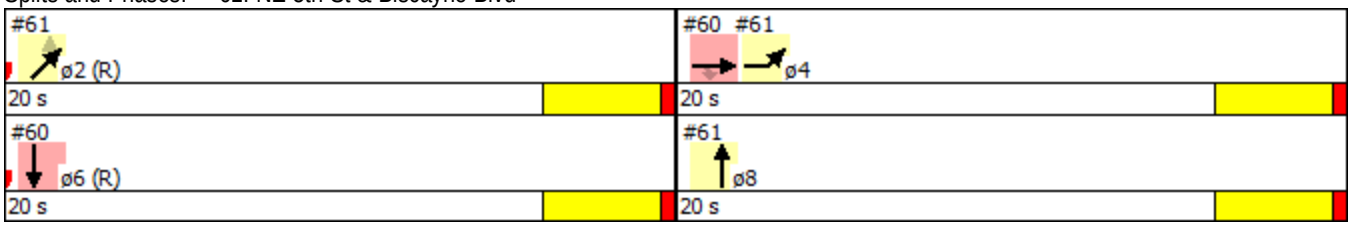
c Critical Lane Group

Lane Group	NBT	NET	ø4	ø6
Lane Configurations				
Volume (vph)	13	29		
Turn Type	NA	NA		
Protected Phases	8!	2	4	6
Permitted Phases				
Detector Phase	8	2		
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0
Total Split (%)	50.0%	50.0%	50%	50%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	4.0	4.0		
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 40
Actuated Cycle Length: 40
Offset: 0 (0%), Referenced to phase 2:NETL and 6:, Start of Green
Natural Cycle: 40
Control Type: Pretimed
! Phase conflict between lane groups.

Splits and Phases: 61: NE 5th St & Biscayne Blvd



Movement	EBL	NBT	NET
Lane Configurations			
Volume (vph)	0	13	29
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)		4.0	4.0
Lane Util. Factor		0.86	0.86
Frt		1.00	1.00
Flt Protected		1.00	1.00
Satd. Flow (prot)		6166	6166
Flt Permitted		1.00	1.00
Satd. Flow (perm)		6166	6166
Peak-hour factor, PHF	0.92	0.92	0.92
Adj. Flow (vph)	0	14	32
RTOR Reduction (vph)	0	0	0
Lane Group Flow (vph)	0	14	32
Heavy Vehicles (%)	6%	6%	6%
Turn Type		NA	NA
Protected Phases	4!	8!	2
Permitted Phases			
Actuated Green, G (s)		16.0	16.0
Effective Green, g (s)		16.0	16.0
Actuated g/C Ratio		0.40	0.40
Clearance Time (s)		4.0	4.0
Lane Grp Cap (vph)		2466	2466
v/s Ratio Prot		c0.00	c0.01
v/s Ratio Perm			
v/c Ratio		0.01	0.01
Uniform Delay, d1		7.2	7.2
Progression Factor		1.00	1.92
Incremental Delay, d2		0.0	0.0
Delay (s)		7.2	13.9
Level of Service		A	B
Approach Delay (s)	0.0	7.2	13.9
Approach LOS	A	A	B

Intersection Summary

HCM 2000 Control Delay	11.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.01		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

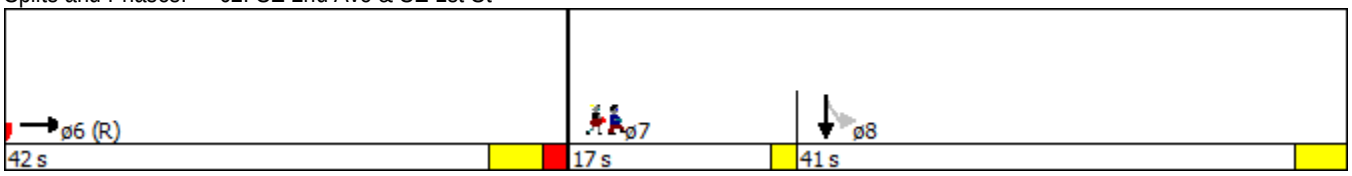
! Phase conflict between lane groups.
c Critical Lane Group

Lane Group	EBT	SBT	ø7
Lane Configurations			
Volume (vph)	970	593	
Turn Type	NA	NA	
Protected Phases	6	8	7
Permitted Phases			
Detector Phase	6	8	
Switch Phase			
Minimum Initial (s)	7.0	7.0	4.0
Minimum Split (s)	13.0	11.0	17.0
Total Split (s)	42.0	41.0	17.0
Total Split (%)	42.0%	41.0%	17%
Yellow Time (s)	4.0	4.0	2.0
All-Red Time (s)	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	4.0	
Lead/Lag		Lag	Lead
Lead-Lag Optimize?		Yes	Yes
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 6:EBT, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 62: SE 2nd Ave & SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	970	260	0	0	0	0	0	0	137	593	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0									4.0	
Lane Util. Factor		0.91									0.91	
Frpb, ped/bikes		0.99									1.00	
Flpb, ped/bikes		1.00									1.00	
Frt		0.97									1.00	
Flt Protected		1.00									0.99	
Satd. Flow (prot)		4472									4747	
Flt Permitted		1.00									0.99	
Satd. Flow (perm)		4472									4747	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1054	283	0	0	0	0	0	0	149	645	0
RTOR Reduction (vph)	0	49	0	0	0	0	0	0	0	0	38	0
Lane Group Flow (vph)	0	1288	0	0	0	0	0	0	0	0	756	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Parking (#/hr)		0										
Turn Type		NA								Perm	NA	
Protected Phases		6									8	
Permitted Phases										8		
Actuated Green, G (s)		36.0									37.0	
Effective Green, g (s)		36.0									37.0	
Actuated g/C Ratio		0.36									0.37	
Clearance Time (s)		6.0									4.0	
Lane Grp Cap (vph)		1609									1756	
v/s Ratio Prot		c0.29										
v/s Ratio Perm											0.16	
v/c Ratio		0.80									0.43	
Uniform Delay, d1		28.8									23.6	
Progression Factor		1.00									0.37	
Incremental Delay, d2		4.3									0.6	
Delay (s)		33.1									9.2	
Level of Service		C									A	
Approach Delay (s)		33.1			0.0			0.0			9.2	
Approach LOS		C			A			A			A	

Intersection Summary

HCM 2000 Control Delay	24.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		

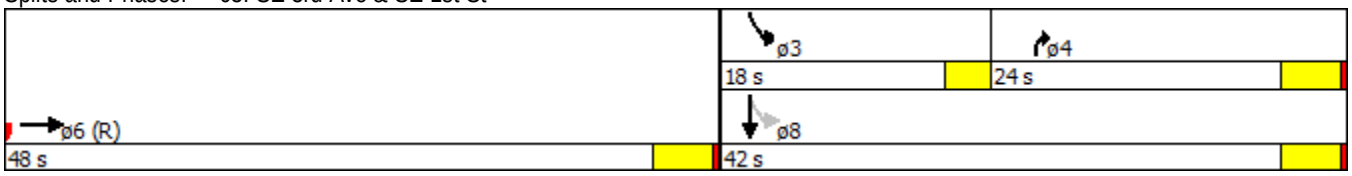
c Critical Lane Group

Lane Group	EBT	NBR	SBL	SBT
Lane Configurations				
Volume (vph)	856	298	23	23
Turn Type	NA	custom	pm+pt	NA
Protected Phases	6	4	3	8
Permitted Phases		4	8	
Detector Phase	6	4	3	8
Switch Phase				
Minimum Initial (s)	7.0	7.0	5.0	7.0
Minimum Split (s)	22.6	20.6	9.0	22.6
Total Split (s)	48.0	24.0	18.0	42.0
Total Split (%)	53.3%	26.7%	20.0%	46.7%
Yellow Time (s)	4.0	4.0	3.0	4.0
All-Red Time (s)	0.6	0.6	0.0	0.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	3.0	4.6
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 64 (71%), Referenced to phase 2: and 6:EBT, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 63: SE 3rd Ave & SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	856	84	0	0	0	0	0	298	23	23	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6							4.6	3.0	4.6	
Lane Util. Factor		0.91							0.88	1.00	1.00	
Frpb, ped/bikes		0.99							1.00	1.00	1.00	
Flpb, ped/bikes		1.00							1.00	0.98	1.00	
Frt		0.99							0.85	1.00	1.00	
Flt Protected		1.00							1.00	0.95	1.00	
Satd. Flow (prot)		4242							2369	1323	1583	
Flt Permitted		1.00							1.00	0.95	1.00	
Satd. Flow (perm)		4242							2369	1323	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	930	91	0	0	0	0	0	324	25	25	0
RTOR Reduction (vph)	0	13	0	0	0	0	0	0	254	15	0	0
Lane Group Flow (vph)	0	1008	0	0	0	0	0	0	70	10	25	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Parking (#/hr)	0		0							0		0
Turn Type		NA							custom	pm+pt	NA	
Protected Phases		6							4	3	8	
Permitted Phases									4	8		
Actuated Green, G (s)		43.4							19.4	37.4	37.4	
Effective Green, g (s)		43.4							19.4	37.4	37.4	
Actuated g/C Ratio		0.48							0.22	0.42	0.42	
Clearance Time (s)		4.6							4.6	3.0	4.6	
Lane Grp Cap (vph)		2045							510	549	657	
v/s Ratio Prot		c0.24							c0.03	0.00	c0.02	
v/s Ratio Perm										0.00		
v/c Ratio		0.49							0.14	0.02	0.04	
Uniform Delay, d1		15.8							28.5	15.5	15.6	
Progression Factor		1.00							1.00	1.00	1.00	
Incremental Delay, d2		0.9							0.6	0.1	0.1	
Delay (s)		16.7							29.1	15.6	15.7	
Level of Service		B							C	B	B	
Approach Delay (s)		16.7			0.0			29.1			15.6	
Approach LOS		B			A			C			B	

Intersection Summary

HCM 2000 Control Delay	19.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	48.8%	ICU Level of Service	A
Analysis Period (min)	15		

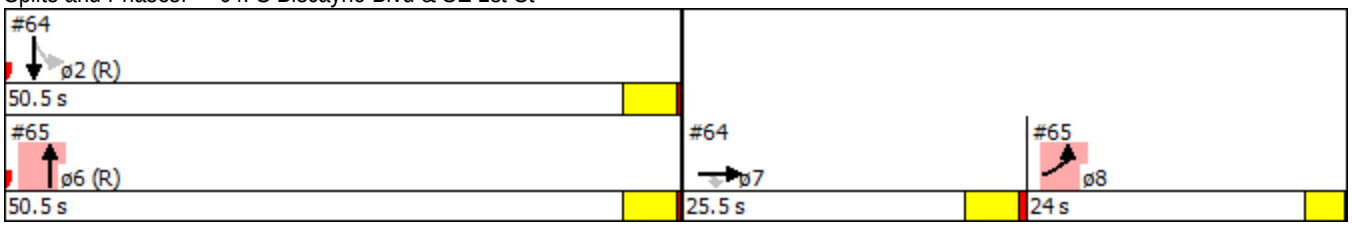
c Critical Lane Group

Lane Group	EBT	EBR	SBT	ø6	ø8
Lane Configurations					
Volume (vph)	435	160	1428		
Turn Type	NA	Perm	NA		
Protected Phases	7		2	6	8
Permitted Phases		7			
Detector Phase	7	7	2		
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	22.3
Total Split (s)	25.5	25.5	50.5	50.5	24.0
Total Split (%)	25.5%	25.5%	50.5%	51%	24%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.3
Lost Time Adjust (s)	0.0	0.0	0.0		
Total Lost Time (s)	4.5	4.5	4.5		
Lead/Lag	Lead	Lead			Lag
Lead-Lag Optimize?	Yes	Yes			Yes
Recall Mode	None	None	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 32 (32%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 64: S Biscayne Blvd & SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	435	160	0	0	0	0	0	0	91	1428	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5								4.5	
Lane Util. Factor		0.86	0.86								0.86	
Frpb, ped/bikes		1.00	0.96								1.00	
Flpb, ped/bikes		1.00	1.00								1.00	
Frt		0.99	0.85								1.00	
Flt Protected		1.00	1.00								1.00	
Satd. Flow (prot)		3903	997								5420	
Flt Permitted		1.00	1.00								1.00	
Satd. Flow (perm)		3903	997								5420	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	473	174	0	0	0	0	0	0	99	1552	0
RTOR Reduction (vph)	0	7	117	0	0	0	0	0	0	0	22	0
Lane Group Flow (vph)	0	496	27	0	0	0	0	0	0	0	1629	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Parking (#/hr)		0	0									
Turn Type		NA	Perm							Perm	NA	
Protected Phases		7									2	
Permitted Phases			7							2		
Actuated Green, G (s)		18.5	18.5								58.6	
Effective Green, g (s)		18.5	18.5								58.6	
Actuated g/C Ratio		0.18	0.18								0.59	
Clearance Time (s)		4.5	4.5								4.5	
Vehicle Extension (s)		2.5	2.5								1.0	
Lane Grp Cap (vph)		722	184								3176	
v/s Ratio Prot		c0.13										
v/s Ratio Perm			0.03								0.30	
v/c Ratio		0.69	0.14								0.51	
Uniform Delay, d1		38.1	34.1								12.3	
Progression Factor		1.00	1.00								0.90	
Incremental Delay, d2		2.5	0.3								0.6	
Delay (s)		40.6	34.4								11.6	
Level of Service		D	C								B	
Approach Delay (s)		39.2			0.0			0.0			11.6	
Approach LOS		D			A			A			B	

Intersection Summary

HCM 2000 Control Delay	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.3
Intersection Capacity Utilization	47.0%	ICU Level of Service	A
Analysis Period (min)	15		

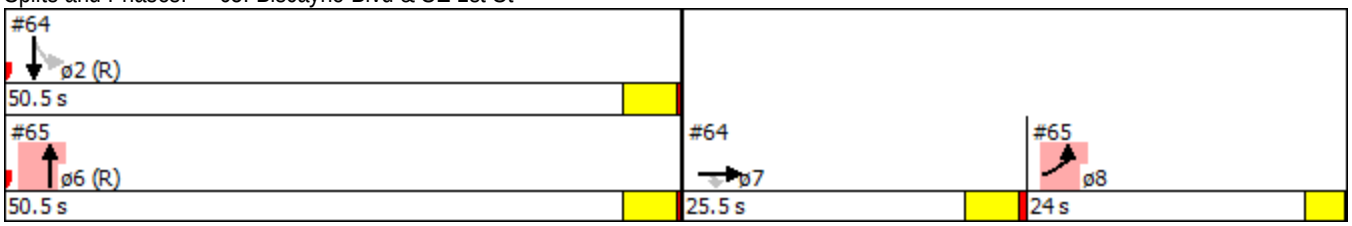
c Critical Lane Group

Lane Group	EBL	NBT	ø2	ø7
Lane Configurations				
Volume (vph)	435	1357		
Turn Type	NA	NA		
Protected Phases	8	6	2	7
Permitted Phases				
Detector Phase	8	6		
Switch Phase				
Minimum Initial (s)	5.0	7.0	7.0	7.0
Minimum Split (s)	22.3	23.5	23.5	23.5
Total Split (s)	24.0	50.5	50.5	25.5
Total Split (%)	24.0%	50.5%	51%	26%
Yellow Time (s)	3.0	4.0	4.0	4.0
All-Red Time (s)	0.3	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	3.3	4.5		
Lead/Lag	Lag			Lead
Lead-Lag Optimize?	Yes			Yes
Recall Mode	None	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 32 (32%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 65: Biscayne Blvd & SE 1st St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	435	91	0	1357	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.3			4.5		
Lane Util. Factor	0.94			0.86		
Frpb, ped/bikes	0.99			1.00		
Flpb, ped/bikes	1.00			1.00		
Frt	0.97			1.00		
Flt Protected	0.96			1.00		
Satd. Flow (prot)	4125			5447		
Flt Permitted	0.96			1.00		
Satd. Flow (perm)	4125			5447		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	473	99	0	1475	0	0
RTOR Reduction (vph)	511	0	0	0	0	0
Lane Group Flow (vph)	61	0	0	1475	0	0
Confl. Peds. (#/hr)	20	20	20			20
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%
Turn Type	NA			NA		
Protected Phases	8			6		
Permitted Phases						
Actuated Green, G (s)	10.6			58.6		
Effective Green, g (s)	10.6			58.6		
Actuated g/C Ratio	0.11			0.59		
Clearance Time (s)	3.3			4.5		
Vehicle Extension (s)	2.0			1.0		
Lane Grp Cap (vph)	437			3191		
v/s Ratio Prot	c0.01			c0.27		
v/s Ratio Perm						
v/c Ratio	0.14			0.46		
Uniform Delay, d1	40.6			11.8		
Progression Factor	1.00			0.59		
Incremental Delay, d2	0.0			0.4		
Delay (s)	40.6			7.4		
Level of Service	D			A		
Approach Delay (s)	40.6			7.4	0.0	
Approach LOS	D			A	A	

Intersection Summary

HCM 2000 Control Delay	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.3
Intersection Capacity Utilization	42.6%	ICU Level of Service	A
Analysis Period (min)	15		

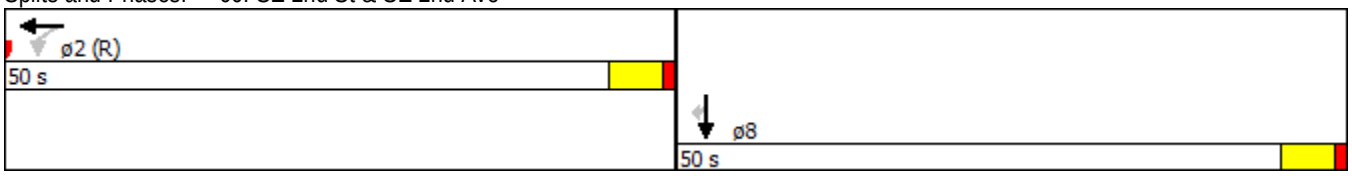
c Critical Lane Group

Lane Group	WBL	WBT	SBT	SBR
Lane Configurations				
Volume (vph)	1168	314	647	207
Turn Type	Perm	NA	NA	Perm
Protected Phases		2	8	
Permitted Phases	2			8
Detector Phase	2	2	8	8
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0
Total Split (s)	50.0	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 38 (38%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 66: SE 2nd St & SE 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	1168	314	0	0	0	0	0	647	207
Number				5	2	12				3	8	18
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.99
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				159.8	159.8	0.0				0.0	159.8	159.8
Lanes				2	1	0				0	2	1
Cap, veh/h				144	719	0				0	1438	543
Arrive On Green				0.45	0.45	0.00				0.00	0.45	0.45
Sat Flow, veh/h				3044	1598	0				0	3196	1206
Grp Volume(v), veh/h				1270	341	0				0	703	225
Grp Sat Flow(s),veh/h/ln				1522	1598	0				0	1598	1206
Q Serve(g_s), s				0.0	14.9	0.0				0.0	15.5	12.6
Cycle Q Clear(g_c), s				45.0	14.9	0.0				0.0	15.5	12.6
Prop In Lane				1.00		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				144	719	0				0	1438	543
V/C Ratio(X)				8.82	0.47	0.00				0.00	0.49	0.41
Avail Cap(c_a), veh/h				144	719	0				0	1438	543
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				50.0	19.2	0.0				0.0	19.4	18.6
Incr Delay (d2), s/veh				3532.8	2.2	0.0				0.0	1.2	2.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				72.5	6.2	0.0				0.0	6.2	4.0
Lane Grp Delay (d), s/veh				3582.8	21.5	0.0				0.0	20.6	20.9
Lane Grp LOS				F	C						C	C
Approach Vol, veh/h					1611						928	
Approach Delay, s/veh					2829.0						20.7	
Approach LOS					F						C	

Timer	
Assigned Phs	2 8
Phs Duration (G+Y+Rc), s	50.0 50.0
Change Period (Y+Rc), s	5.0 5.0
Max Green Setting (Gmax), s	45.0 45.0
Max Q Clear Time (g_c+I1), s	47.0 17.5
Green Ext Time (p_c), s	0.0 5.1

Intersection Summary	
HCM 2010 Ctrl Delay	1802.5
HCM 2010 LOS	F

Notes

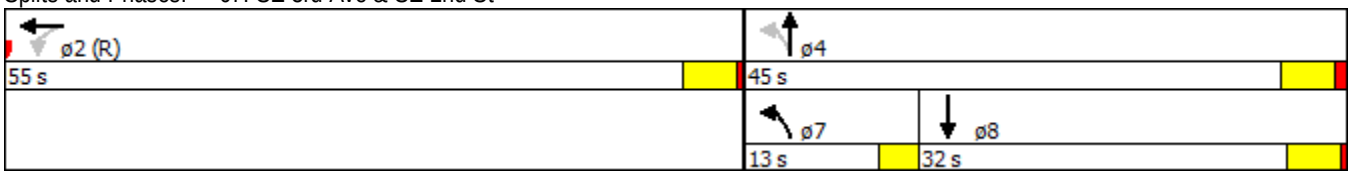
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBT	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	137	1535	733	207	30
Turn Type	Perm	NA	pm+pt	NA	NA
Protected Phases		2	7	4	8
Permitted Phases	2		4		
Detector Phase	2	2	7	4	8
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	22.6	22.6	9.0	23.0	20.6
Total Split (s)	55.0	55.0	13.0	45.0	32.0
Total Split (%)	55.0%	55.0%	13.0%	45.0%	32.0%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	0.6	0.6	0.0	1.0	0.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	4.6		5.0	4.6
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 32 (32%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 67: SE 3rd Ave & SE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	137	1535	91	733	207	0	0	30	77
Number				5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	0.99		1.00	1.00		0.99
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Adj Sat Flow veh/h/ln				162.9	162.9	171.0	171.0	162.9	0.0	0.0	162.9	171.0
Lanes				1	4	0	0	2	0	0	1	0
Cap, veh/h				543	2131	126	621	952	0	0	191	485
Arrive On Green				0.35	0.35	0.35	0.17	0.17	0.00	0.00	0.52	0.52
Sat Flow, veh/h				1551	6082	361	1005	1482	0	0	364	926
Grp Volume(v), veh/h				149	1340	427	797	225	0	0	0	117
Grp Sat Flow(s),veh/h/ln				1551	1629	1557	1193	1629	0	0	0	1290
Q Serve(g_s), s				5.3	18.7	18.7	0.1	9.1	0.0	0.0	0.0	3.6
Cycle Q Clear(g_c), s				5.3	18.7	18.7	40.0	9.1	0.0	0.0	0.0	3.6
Prop In Lane				1.00		0.23	1.00		0.00	0.00		0.72
Lane Grp Cap(c), veh/h				543	1712	546	94	853	0	0	0	676
V/C Ratio(X)				0.27	0.78	0.78	8.45	0.26	0.00	0.00	0.00	0.17
Avail Cap(c_a), veh/h				1024	3225	1028	94	853	0	0	0	676
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.50	0.50	0.50	0.09	0.09	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				17.8	22.2	22.2	51.6	18.8	0.0	0.0	0.0	9.5
Incr Delay (d2), s/veh				0.6	1.9	5.7	3354.9	0.0	0.0	0.0	0.0	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
%ile Back of Q (50%), veh/ln				2.0	7.6	7.9	87.9	4.0	0.0	0.0	0.0	1.1
Lane Grp Delay (d), s/veh				18.5	24.1	27.9	3406.4	18.8	0.0	0.0	0.0	9.6
Lane Grp LOS				B	C	C	F	B				A
Approach Vol, veh/h					1916			1022			117	
Approach Delay, s/veh					24.5			2660.6			9.6	
Approach LOS					C			F			A	

Timer												
Assigned Phs					2		7	4			8	
Phs Duration (G+Y+Rc), s					31.3		0.0	45.0			45.0	
Change Period (Y+Rc), s					4.6		3.0	5.0			5.0	
Max Green Setting (Gmax), s					50.4		10.0	40.0			27.4	
Max Q Clear Time (g_c+I1), s					20.7		0.0	42.0			5.6	
Green Ext Time (p_c), s					6.0		0.0	0.0			7.7	

Intersection Summary		
HCM 2010 Ctrl Delay	905.8	
HCM 2010 LOS	F	

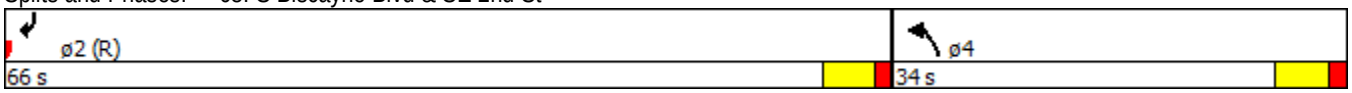
Notes

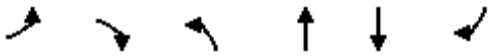
Lane Group	NBL	SBR
Lane Configurations		
Volume (vph)	642	1589
Turn Type	Prot	custom
Protected Phases	4	2
Permitted Phases		2
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	24.5	19.2
Total Split (s)	34.0	66.0
Total Split (%)	34.0%	66.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.5	1.2
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.5	5.2
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 78 (78%), Referenced to phase 2:SBR, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 68: S Biscayne Blvd & SE 2nd St





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	642	0	0	1589
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.5			5.2
Lane Util. Factor			0.97			0.64
Frpb, ped/bikes			1.00			1.00
Flpb, ped/bikes			1.00			1.00
Frt			1.00			0.85
Flt Protected			0.95			1.00
Satd. Flow (prot)			3001			3544
Flt Permitted			0.95			1.00
Satd. Flow (perm)			3001			3544
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	698	0	0	1727
RTOR Reduction (vph)	0	0	32	0	0	0
Lane Group Flow (vph)	0	0	666	0	0	1727
Confl. Peds. (#/hr)	20	20	20			20
Turn Type			Prot			custom
Protected Phases			4			2
Permitted Phases						2
Actuated Green, G (s)			28.5			60.8
Effective Green, g (s)			28.5			60.8
Actuated g/C Ratio			0.28			0.61
Clearance Time (s)			5.5			5.2
Lane Grp Cap (vph)			855			2154
v/s Ratio Prot			c0.22			c0.49
v/s Ratio Perm						
v/c Ratio			0.78			0.80
Uniform Delay, d1			32.9			15.0
Progression Factor			1.00			1.44
Incremental Delay, d2			6.9			2.9
Delay (s)			39.8			24.5
Level of Service			D			C
Approach Delay (s)	0.0			39.8	24.5	
Approach LOS	A			D	C	

Intersection Summary			
HCM 2000 Control Delay	28.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.7
Intersection Capacity Utilization	60.8%	ICU Level of Service	B
Analysis Period (min)	15		

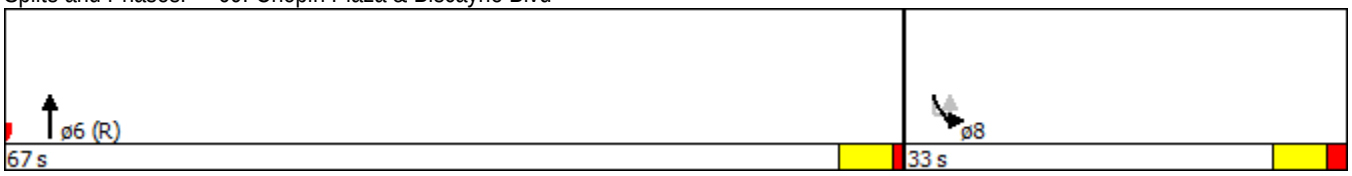
c Critical Lane Group

Lane Group	WBR	NBT	SBU	SBL
Lane Configurations				
Volume (vph)	137	1213	7	84
Turn Type	Free	NA	custom	Prot
Protected Phases		6		8
Permitted Phases	Free		8	
Detector Phase		6	8	8
Switch Phase				
Minimum Initial (s)		18.0	7.0	7.0
Minimum Split (s)		23.0	23.7	23.7
Total Split (s)		67.0	33.0	33.0
Total Split (%)		67.0%	33.0%	33.0%
Yellow Time (s)		4.0	4.0	4.0
All-Red Time (s)		1.0	1.7	1.7
Lost Time Adjust (s)		0.0		0.0
Total Lost Time (s)		5.0		5.7
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode		C-Min	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 2: and 6:NBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 69: Chopin Plaza & Biscayne Blvd



Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Volume (vph)	0	137	1213	176	7	84	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	5.0			5.7	
Lane Util. Factor		1.00	0.91			0.97	
Frpb, ped/bikes		0.98	1.00			1.00	
Flpb, ped/bikes		1.00	1.00			0.99	
Frt		0.86	0.98			1.00	
Flt Protected		1.00	1.00			0.95	
Satd. Flow (prot)		1245	4350			2958	
Flt Permitted		1.00	1.00			0.16	
Satd. Flow (perm)		1245	4350			500	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	149	1318	191	8	91	0
RTOR Reduction (vph)	0	0	18	0	0	0	0
Lane Group Flow (vph)	0	149	1491	0	0	99	0
Confl. Peds. (#/hr)	20	20		20	20	20	
Parking (#/hr)		0					
Turn Type		Free	NA		custom	Prot	
Protected Phases			6			8	
Permitted Phases		Free			8		
Actuated Green, G (s)		100.0	64.1			25.2	
Effective Green, g (s)		100.0	64.1			25.2	
Actuated g/C Ratio		1.00	0.64			0.25	
Clearance Time (s)			5.0			5.7	
Vehicle Extension (s)			1.0			2.5	
Lane Grp Cap (vph)		1245	2788			126	
v/s Ratio Prot			c0.34				
v/s Ratio Perm		0.12				c0.20	
v/c Ratio		0.12	0.53			0.79	
Uniform Delay, d1		0.0	9.8			34.9	
Progression Factor		1.00	1.00			1.52	
Incremental Delay, d2		0.2	0.7			25.0	
Delay (s)		0.2	10.5			78.1	
Level of Service		A	B			E	
Approach Delay (s)	0.2		10.5				78.1
Approach LOS	A		B				E

Intersection Summary

HCM 2000 Control Delay	13.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.7
Intersection Capacity Utilization	53.0%	ICU Level of Service	A
Analysis Period (min)	15		

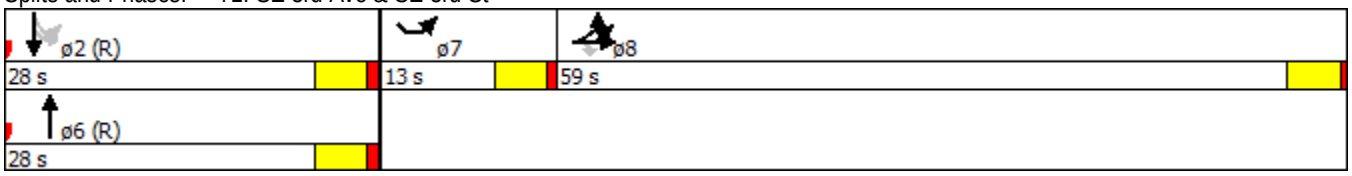
c Critical Lane Group

Lane Group	EBL	EBT	EBR	NBT	SBL2	SBL	SBT	SEL2
Lane Configurations								
Volume (vph)	367	359	38	649	7	30	130	7
Turn Type	Split	NA	Perm	NA	Perm	Perm	NA	Prot
Protected Phases	8	8		6			2	7
Permitted Phases			8		2	2		
Detector Phase	8	8	8	6	2	2	2	7
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.6	25.6	25.6	28.0	28.0	28.0	28.0	12.6
Total Split (s)	59.0	59.0	59.0	28.0	28.0	28.0	28.0	13.0
Total Split (%)	59.0%	59.0%	59.0%	28.0%	28.0%	28.0%	28.0%	13.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.6	0.6	0.6	1.0	1.0	1.0	1.0	0.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	5.0			5.0	4.6
Lead/Lag	Lag	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes					Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 48 (48%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 90
Control Type: Pretimed

Splits and Phases: 71: SE 3rd Ave & SE 3rd St



Movement	EBL2	EBL	EBT	EBR	NBT	NBR	NBR2	SBL2	SBL	SBT	SEL2
Lane Configurations											
Volume (vph)	283	367	359	38	649	61	30	7	30	130	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.6	5.0					5.0	4.6
Lane Util. Factor		1.00	1.00	1.00	0.95					1.00	1.00
Frpb, ped/bikes		1.00	1.00	0.93	0.99					1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00
Frt		1.00	1.00	0.85	0.98					1.00	1.00
Flt Protected		0.95	1.00	1.00	1.00					0.99	0.95
Satd. Flow (prot)		1547	1629	1292	3014					1607	1547
Flt Permitted		0.95	1.00	1.00	1.00					0.30	0.95
Satd. Flow (perm)		1547	1629	1292	3014					490	1547
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	308	399	390	41	705	66	33	8	33	141	8
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	0	0	0
Lane Group Flow (vph)	0	707	390	41	801	0	0	0	0	182	8
Confl. Peds. (#/hr)	20	20		20		20	20	20	20		
Turn Type	Split	Split	NA	Perm	NA			Perm	Perm	NA	Prot
Protected Phases	8	8	8		6					2	7
Permitted Phases				8				2	2		
Actuated Green, G (s)		54.4	54.4	54.4	23.0					23.0	8.4
Effective Green, g (s)		54.4	54.4	54.4	23.0					23.0	8.4
Actuated g/C Ratio		0.54	0.54	0.54	0.23					0.23	0.08
Clearance Time (s)		4.6	4.6	4.6	5.0					5.0	4.6
Lane Grp Cap (vph)		841	886	702	693					112	129
v/s Ratio Prot		c0.46	0.24		0.27						c0.01
v/s Ratio Perm				0.03						c0.37	
v/c Ratio		0.84	0.44	0.06	1.16					1.62	0.06
Uniform Delay, d1		19.2	13.7	10.7	38.5					38.5	42.2
Progression Factor		1.00	1.00	1.00	0.90					0.71	1.00
Incremental Delay, d2		9.9	1.6	0.2	83.0					317.8	0.9
Delay (s)		29.1	15.3	10.9	117.6					345.1	43.1
Level of Service		C	B	B	F					F	D
Approach Delay (s)			23.7		117.6					345.1	
Approach LOS			C		F					F	

Intersection Summary

HCM 2000 Control Delay	86.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	102.8%	ICU Level of Service	G
Analysis Period (min)	15		

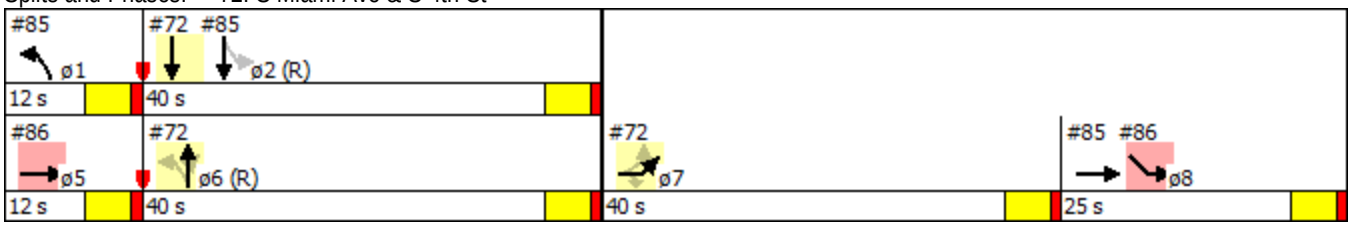
c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	NBR	SBT	ø1	ø5	ø8
Lane Configurations									
Volume (vph)	156	134	38	93	891	1111			
Turn Type	NA	Perm	Perm	NA	Perm	NA			
Protected Phases	7			6		2	1	5	8
Permitted Phases		7	6		6				
Detector Phase	7	7	6	6	6	2			
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	25.0	25.0	25.0	25.0	12.0	12.0	34.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	12.0	12.0	25.0
Total Split (%)	34.2%	34.2%	34.2%	34.2%	34.2%	34.2%	10%	10%	21%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0			
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 117
Actuated Cycle Length: 117
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 72: S Miami Ave & S 4th St



Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Volume (vph)	6	156	134	38	93	891	0	1111	62	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0	5.0		5.0			
Lane Util. Factor		1.00	0.95	1.00	1.00	0.88		0.91			
Frt		0.99	0.85	1.00	1.00	0.85		0.99			
Flt Protected		0.96	1.00	0.95	1.00	1.00		1.00			
Satd. Flow (prot)		1539	1315	1547	1629	2436		4411			
Flt Permitted		0.96	1.00	0.20	1.00	1.00		1.00			
Satd. Flow (perm)		1539	1315	325	1629	2436		4411			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	170	146	41	101	968	0	1208	67	0	0
RTOR Reduction (vph)	0	100	117	0	0	0	0	1	0	0	0
Lane Group Flow (vph)	0	92	14	41	101	968	0	1274	0	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm		NA			
Protected Phases		7			6			2			
Permitted Phases	7		7	6		6					
Actuated Green, G (s)		12.2	12.2	94.8	94.8	94.8		94.8			
Effective Green, g (s)		12.2	12.2	94.8	94.8	94.8		94.8			
Actuated g/C Ratio		0.10	0.10	0.81	0.81	0.81		0.81			
Clearance Time (s)		5.0	5.0	5.0	5.0	5.0		5.0			
Vehicle Extension (s)		2.5	2.5	1.0	1.0	1.0		1.0			
Lane Grp Cap (vph)		160	137	263	1319	1973		3574			
v/s Ratio Prot					0.06			0.29			
v/s Ratio Perm		0.06	0.01	0.13		c0.40					
v/c Ratio		0.57	0.10	0.16	0.08	0.49		0.36			
Uniform Delay, d1		49.9	47.4	2.4	2.2	3.5		3.0			
Progression Factor		1.00	1.00	1.00	1.00	1.00		0.82			
Incremental Delay, d2		4.0	0.2	1.3	0.1	0.9		0.3			
Delay (s)		53.9	47.7	3.7	2.4	4.4		2.7			
Level of Service		D	D	A	A	A		A			
Approach Delay (s)		51.4			4.2			2.7		0.0	
Approach LOS		D			A			A		A	

Intersection Summary

HCM 2000 Control Delay	9.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	117.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	56.4%	ICU Level of Service	B
Analysis Period (min)	15		

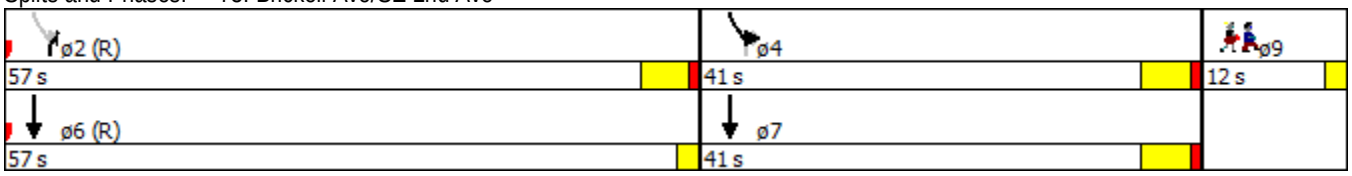
c Critical Lane Group

Lane Group	NBR	SBL	SBT	ø6	ø7	ø9
Lane Configurations						
Volume (vph)	1678	603	1472			
Turn Type	custom	custom	NA			
Protected Phases	2	4	6 7	6	7	9
Permitted Phases	4	2				
Detector Phase	2	4	6 7			
Switch Phase						
Minimum Initial (s)	7.0	7.0		7.0	7.0	1.0
Minimum Split (s)	23.0	23.0		20.0	21.0	12.0
Total Split (s)	57.0	41.0		57.0	41.0	12.0
Total Split (%)	51.8%	37.3%		52%	37%	11%
Yellow Time (s)	4.0	4.0		2.0	4.0	2.0
All-Red Time (s)	1.0	1.0		0.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0				
Total Lost Time (s)	5.0	5.0				
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	None		C-Min	None	None

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 87 (79%), Referenced to phase 2:SBL and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 73: Brickell Ave/SE 2nd Ave



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	0	1678	603	1472
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0	5.0	2.0
Lane Util. Factor				0.88	1.00	0.91
Frpb, ped/bikes				0.99	1.00	1.00
Flpb, ped/bikes				1.00	0.96	1.00
Frt				0.85	1.00	1.00
Flt Protected				1.00	0.95	1.00
Satd. Flow (prot)				2364	1459	4363
Flt Permitted				1.00	0.95	1.00
Satd. Flow (perm)				2364	1459	4363
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	1824	655	1600
RTOR Reduction (vph)	0	0	0	265	95	0
Lane Group Flow (vph)	0	0	0	1559	560	1600
Confl. Peds. (#/hr)	20	20		20	20	
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%
Turn Type				custom	custom	NA
Protected Phases				2	4	6 7
Permitted Phases				4	2	
Actuated Green, G (s)				94.0	94.0	99.0
Effective Green, g (s)				94.0	94.0	99.0
Actuated g/C Ratio				0.85	0.85	0.90
Clearance Time (s)				5.0	5.0	
Vehicle Extension (s)				1.0	2.5	
Lane Grp Cap (vph)				2127	1313	3926
v/s Ratio Prot				c0.49	0.08	0.37
v/s Ratio Perm				0.17	0.31	
v/c Ratio				0.73	0.43	0.41
Uniform Delay, d1				3.1	1.8	0.9
Progression Factor				1.00	1.00	1.00
Incremental Delay, d2				1.3	0.2	0.1
Delay (s)				4.4	2.0	0.9
Level of Service				A	A	A
Approach Delay (s)	0.0		4.4			1.2
Approach LOS	A		A			A

Intersection Summary

HCM 2000 Control Delay	2.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	111.8%	ICU Level of Service	H
Analysis Period (min)	15		

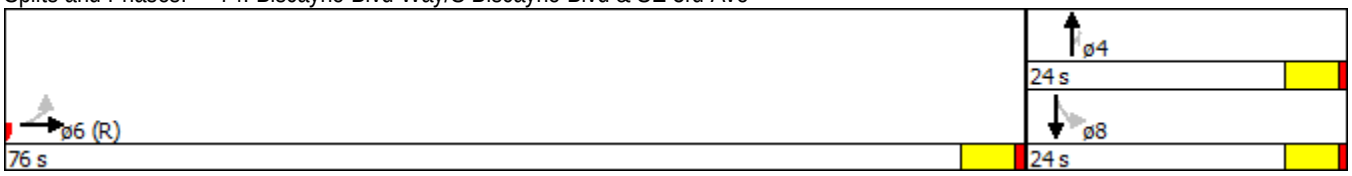
c Critical Lane Group

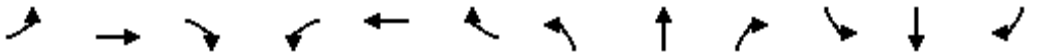
Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	672	1526	69	38	145	23
Turn Type	Perm	NA	NA	Perm	Perm	NA
Protected Phases		6	4			8
Permitted Phases	6			4	8	
Detector Phase	6	6	4	4	8	8
Switch Phase						
Minimum Initial (s)	14.0	14.0	7.0	7.0	7.0	7.0
Minimum Split (s)	20.8	20.8	22.8	22.8	22.8	22.8
Total Split (s)	76.0	76.0	24.0	24.0	24.0	24.0
Total Split (%)	76.0%	76.0%	24.0%	24.0%	24.0%	24.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.8	0.8	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.8	4.8	4.8	4.8		4.8
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:EBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 74: Biscayne Blvd Way/S Biscayne Blvd & SE 3rd Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	672	1526	84	0	0	0	0	69	38	145	23	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.8	4.8						4.8	4.8		4.8	
Lane Util. Factor	0.86	0.86						1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00						1.00	0.95		1.00	
Flpb, ped/bikes	0.99	1.00						1.00	1.00		0.97	
Frt	1.00	0.99						1.00	0.85		1.00	
Flt Protected	0.95	1.00						1.00	1.00		0.96	
Satd. Flow (prot)	1319	4148						1629	1320		1518	
Flt Permitted	0.95	1.00						1.00	1.00		0.70	
Satd. Flow (perm)	1319	4148						1629	1320		1113	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	730	1659	91	0	0	0	0	75	41	158	25	0
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	33	0	0	0
Lane Group Flow (vph)	606	1869	0	0	0	0	0	75	8	0	183	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Perm	NA						NA	Perm	Perm	NA	
Protected Phases		6						4			8	
Permitted Phases	6								4	8		
Actuated Green, G (s)	71.2	71.2						19.2	19.2		19.2	
Effective Green, g (s)	71.2	71.2						19.2	19.2		19.2	
Actuated g/C Ratio	0.71	0.71						0.19	0.19		0.19	
Clearance Time (s)	4.8	4.8						4.8	4.8		4.8	
Lane Grp Cap (vph)	939	2953						312	253		213	
v/s Ratio Prot								0.05				
v/s Ratio Perm	c0.46	0.45							0.01		c0.16	
v/c Ratio	0.65	0.63						0.24	0.03		0.86	
Uniform Delay, d1	7.7	7.5						34.2	32.8		39.1	
Progression Factor	1.00	1.00						1.00	1.00		0.76	
Incremental Delay, d2	3.4	1.0						1.8	0.2		4.3	
Delay (s)	11.1	8.6						36.0	33.1		34.1	
Level of Service	B	A						D	C		C	
Approach Delay (s)		9.2			0.0			35.0			34.1	
Approach LOS		A			A			C			C	

Intersection Summary

HCM 2000 Control Delay	11.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.6
Intersection Capacity Utilization	77.9%	ICU Level of Service	D
Analysis Period (min)	15		

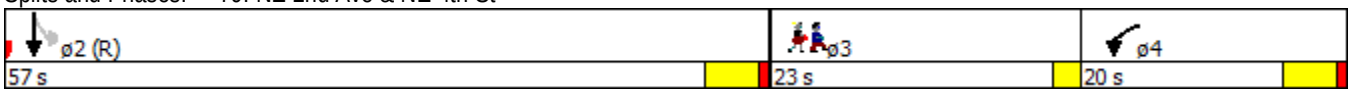
c Critical Lane Group

Lane Group	WBL	SBT	ø3
Lane Configurations			
Volume (vph)	94	1208	
Turn Type	NA	NA	
Protected Phases	4	2	3
Permitted Phases			
Detector Phase	4	2	
Switch Phase			
Minimum Initial (s)	7.0	7.0	1.0
Minimum Split (s)	11.9	11.9	23.0
Total Split (s)	20.0	57.0	23.0
Total Split (%)	20.0%	57.0%	23%
Yellow Time (s)	4.0	4.0	2.0
All-Red Time (s)	0.9	0.9	0.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	4.9	4.9	
Lead/Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 47 (47%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 79: NE 2nd Ave & NE 4th St



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	94	0	0	0	22	1208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9					4.9
Lane Util. Factor	1.00					0.91
Frpb, ped/bikes	1.00					1.00
Flpb, ped/bikes	1.00					1.00
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	1518					4211
Flt Permitted	0.95					1.00
Satd. Flow (perm)	1518					4211
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	102	0	0	0	24	1313
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	102	0	0	0	0	1337
Confl. Peds. (#/hr)	307	654		307	32	
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%
Parking (#/hr)					0	0
Turn Type	NA				Perm	NA
Protected Phases	4					2
Permitted Phases					2	
Actuated Green, G (s)	15.1					52.1
Effective Green, g (s)	15.1					52.1
Actuated g/C Ratio	0.15					0.52
Clearance Time (s)	4.9					4.9
Lane Grp Cap (vph)	229					2193
v/s Ratio Prot	c0.07					
v/s Ratio Perm						0.32
v/c Ratio	0.45					0.61
Uniform Delay, d1	38.6					16.8
Progression Factor	0.79					1.30
Incremental Delay, d2	6.0					1.1
Delay (s)	36.4					22.9
Level of Service	D					C
Approach Delay (s)	36.4		0.0			22.9
Approach LOS	D		A			C

Intersection Summary

HCM 2000 Control Delay	23.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.8
Intersection Capacity Utilization	42.6%	ICU Level of Service	A
Analysis Period (min)	15		

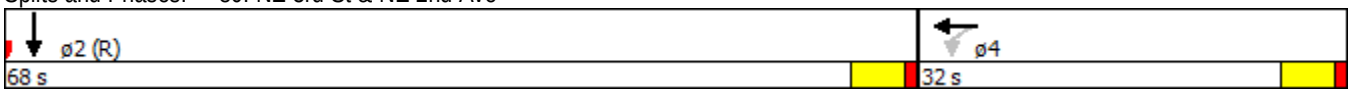
c Critical Lane Group

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	288	900
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	32.0	68.0
Total Split (%)	32.0%	68.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 65 (65%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 80: NE 3rd St & NE 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	61	288	0	0	0	0	0	900	383
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	159.8	0.0				0.0	159.8	171.0
Lanes				0	2	0				0	3	0
Cap, veh/h				72	393	0				0	2014	752
Arrive On Green				0.27	0.27	0.00				0.00	0.21	0.21
Sat Flow, veh/h				0	1454	0				0	3196	1194
Grp Volume(v), veh/h				66	313	0				0	978	416
Grp Sat Flow(s),veh/h/ln				0	1454	0				0	1598	1194
Q Serve(g_s), s				0.0	20.0	0.0				0.0	27.0	31.2
Cycle Q Clear(g_c), s				27.0	20.0	0.0				0.0	27.0	31.2
Prop In Lane				1.00		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				72	393	0				0	2014	752
V/C Ratio(X)				0.92	0.80	0.00				0.00	0.49	0.55
Avail Cap(c_a), veh/h				72	393	0				0	2014	752
HCM Platoon Ratio				1.00	1.00	1.00				1.00	0.33	0.33
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				50.0	34.0	0.0				0.0	25.3	27.0
Incr Delay (d2), s/veh				84.5	15.4	0.0				0.0	0.8	2.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				3.4	9.0	0.0				0.0	11.8	10.6
Lane Grp Delay (d), s/veh				134.5	49.4	0.0				0.0	26.2	29.9
Lane Grp LOS				F	D						C	C
Approach Vol, veh/h					379						1394	
Approach Delay, s/veh					64.2						27.3	
Approach LOS					E						C	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	32.0	68.0
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	27.0	63.0
Max Q Clear Time (g_c+I1), s	29.0	33.2
Green Ext Time (p_c), s	0.0	4.5

Intersection Summary	
HCM 2010 Ctrl Delay	35.2
HCM 2010 LOS	D

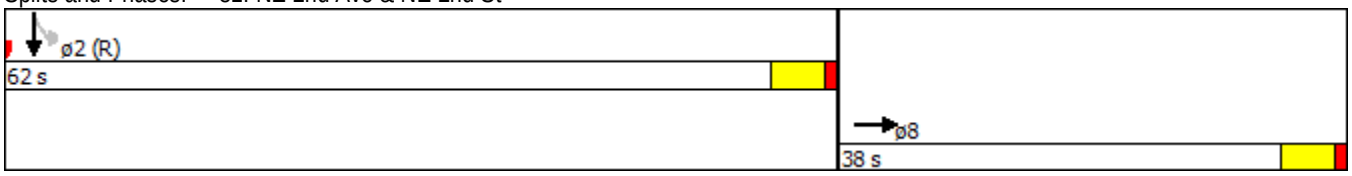
Notes

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	265	814
Turn Type	NA	NA
Protected Phases	8	2
Permitted Phases		
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	38.0	62.0
Total Split (%)	38.0%	62.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 68 (68%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 81: NE 2nd Ave & NE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	265	236	0	0	0	0	0	0	169	814	0
Number	3	8	18							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95							1.00		1.00
Parking Bus Adj	1.00	1.00	0.90							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	159.8	171.0							171.0	159.8	0.0
Lanes	0	2	0							0	3	0
Cap, veh/h	0	527	383							72	1658	0
Arrive On Green	0.00	0.33	0.33							0.19	0.19	0.00
Sat Flow, veh/h	0	1598	1160							0	2909	0
Grp Volume(v), veh/h	0	288	257							184	885	0
Grp Sat Flow(s),veh/h/ln	0	1598	1160							0	1454	0
Q Serve(g_s), s	0.0	14.7	19.1							0.0	27.5	0.0
Cycle Q Clear(g_c), s	0.0	14.7	19.1							57.0	27.5	0.0
Prop In Lane	0.00		1.00							1.00		0.00
Lane Grp Cap(c), veh/h	0	527	383							72	1658	0
V/C Ratio(X)	0.00	0.55	0.67							2.56	0.53	0.00
Avail Cap(c_a), veh/h	0	527	383							72	1658	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	27.4	28.8							69.1	28.6	0.0
Incr Delay (d2), s/veh	0.0	4.0	9.0							738.9	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	6.4	6.5							16.7	11.0	0.0
Lane Grp Delay (d), s/veh	0.0	31.4	37.9							808.0	29.8	0.0
Lane Grp LOS		C	D							F	C	
Approach Vol, veh/h		545									1069	
Approach Delay, s/veh		34.5									163.8	
Approach LOS		C									F	

Timer	
Assigned Phs	8	2
Phs Duration (G+Y+Rc), s	38.0	62.0
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	33.0	57.0
Max Q Clear Time (g_c+I1), s	21.1	59.0
Green Ext Time (p_c), s	2.3	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	120.1
HCM 2010 LOS	F

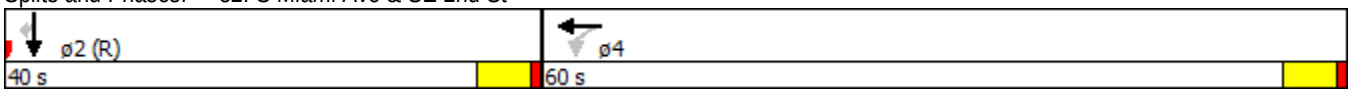
Notes

Lane Group	WBT	SBT	SBR
Lane Configurations			
Volume (vph)	1164	772	87
Turn Type	NA	NA	Perm
Protected Phases	4	2	
Permitted Phases			2
Detector Phase	4	2	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	22.9	22.9	22.9
Total Split (s)	60.0	40.0	40.0
Total Split (%)	60.0%	40.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.9	0.9	0.9
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 9 (9%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 82: S Miami Ave & SE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	155	1164	0	0	0	0	0	772	87
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	162.9	0.0				0.0	162.9	162.9
Lanes				0	2	0				0	2	1
Cap, veh/h				78	880	0				0	979	416
Arrive On Green				0.20	0.20	0.00				0.00	0.30	0.00
Sat Flow, veh/h				0	1482	0				0	3257	1384
Grp Volume(v), veh/h				176	1323	0				0	877	0
Grp Sat Flow(s),veh/h/ln				0	1482	0				0	1629	1384
Q Serve(g_s), s				0.0	55.1	0.0				0.0	23.9	0.0
Cycle Q Clear(g_c), s				55.1	55.1	0.0				0.0	23.9	0.0
Prop In Lane				1.00		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				78	880	0				0	979	416
V/C Ratio(X)				2.27	1.50	0.00				0.00	0.90	0.00
Avail Cap(c_a), veh/h				78	880	0				0	1232	524
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				0.45	0.45	0.00				0.00	0.77	0.00
Uniform Delay (d), s/veh				64.8	37.3	0.0				0.0	31.1	0.0
Incr Delay (d2), s/veh				588.4	229.1	0.0				0.0	10.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				14.6	78.1	0.0				0.0	11.0	0.0
Lane Grp Delay (d), s/veh				653.3	266.4	0.0				0.0	41.2	0.0
Lane Grp LOS				F	F						D	
Approach Vol, veh/h					1499						877	
Approach Delay, s/veh					311.8						41.2	
Approach LOS					F						D	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	60.0	32.8
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	55.1	35.1
Max Q Clear Time (g_c+I1), s	57.1	25.9
Green Ext Time (p_c), s	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	211.9
HCM 2010 LOS	F

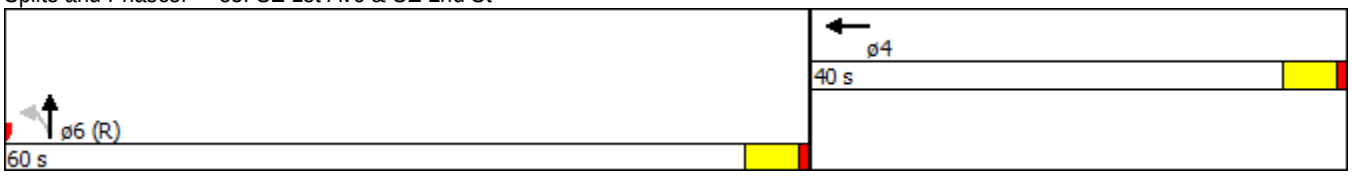
Notes

Lane Group	WBT	NBT
Lane Configurations		
Volume (vph)	422	1130
Turn Type	NA	NA
Protected Phases	4	6
Permitted Phases		
Detector Phase	4	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	40.0	60.0
Total Split (%)	40.0%	60.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 83: SE 1st Ave & SE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	422	114	974	1130	0	0	0	0
Number				7	4	14	1	6	16			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln				0.0	162.9	171.0	171.0	162.9	0.0			
Lanes				0	2	0	0	3	0			
Cap, veh/h				0	553	148	86	1955	0			
Arrive On Green				0.00	0.07	0.07	0.66	0.66	0.00			
Sat Flow, veh/h				0	2476	664	0	2964	0			
Grp Volume(v), veh/h				0	301	282	1059	1228	0			
Grp Sat Flow(s),veh/h/ln				0	1629	1511	0	1482	0			
Q Serve(g_s), s				0.0	15.2	15.4	0.0	20.1	0.0			
Cycle Q Clear(g_c), s				0.0	15.2	15.4	55.1	20.1	0.0			
Prop In Lane				0.00		0.44	1.00		0.00			
Lane Grp Cap(c), veh/h				0	364	337	86	1955	0			
V/C Ratio(X)				0.00	0.83	0.84	12.29	0.63	0.00			
Avail Cap(c_a), veh/h				0	684	635	86	1955	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.69	0.69	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	37.1	37.2	41.8	8.3	0.0			
Incr Delay (d2), s/veh				0.0	1.3	1.5	5102.6	1.5	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln				0.0	6.8	6.4	123.9	6.7	0.0			
Lane Grp Delay (d), s/veh				0.0	38.4	38.7	5144.4	9.8	0.0			
Lane Grp LOS					D	D	F	A				
Approach Vol, veh/h					583			2287				
Approach Delay, s/veh					38.5			2387.4				
Approach LOS					D			F				

Timer	
Assigned Phs	4 6
Phs Duration (G+Y+Rc), s	23.6 60.0
Change Period (Y+Rc), s	4.9 4.9
Max Green Setting (Gmax), s	35.1 55.1
Max Q Clear Time (g_c+I1), s	17.4 57.1
Green Ext Time (p_c), s	1.2 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	1910.2
HCM 2010 LOS	F

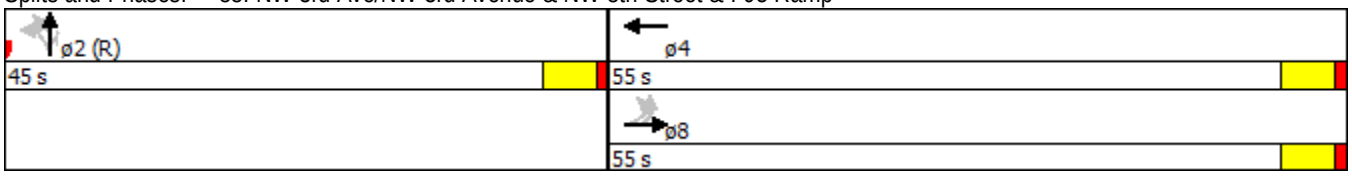
Notes

Lane Group	EBL2	EBL	EBT	WBT	NBL2	NBL	NBT	NBR
Lane Configurations								
Volume (vph)	95	98	876	210	40	376	172	78
Turn Type	Perm	Perm	NA	NA	Perm	Perm	NA	Perm
Protected Phases			8	4			2	
Permitted Phases	8	8			2	2		2
Detector Phase	8	8	8	4	2	2	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	55.0	55.0	55.0	55.0	45.0	45.0	45.0	45.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 12 (12%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 70
Control Type: Pretimed

Splits and Phases: 88: NW 3rd Ave/NW 3rd Avenue & NW 8th Street & I-95 Ramp



Movement	EBL2	EBL	EBT	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations										
Volume (vph)	95	98	876	210	160	6	40	376	172	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0			5.0	5.0	5.0	5.0
Lane Util. Factor		1.00	1.00	1.00			1.00	1.00	1.00	1.00
Frpb, ped/bikes		1.00	1.00	0.97			1.00	1.00	1.00	0.97
Flpb, ped/bikes		0.98	1.00	1.00			1.00	0.97	1.00	1.00
Frt		1.00	1.00	0.94			1.00	1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00			0.95	0.95	1.00	1.00
Satd. Flow (prot)		1677	1810	1643			1719	1668	1810	1485
Flt Permitted		0.43	1.00	1.00			0.95	0.95	1.00	1.00
Satd. Flow (perm)		758	1810	1643			1719	1668	1810	1485
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	101	104	932	223	170	6	43	400	183	83
RTOR Reduction (vph)	0	0	0	1	0	0	0	0	0	50
Lane Group Flow (vph)	0	205	932	399	0	0	43	400	183	33
Confl. Peds. (#/hr)	10	10			10	10		10		5
Turn Type	Perm	Perm	NA	NA			Perm	Perm	NA	Perm
Protected Phases			8	4					2	
Permitted Phases	8	8					2	2		2
Actuated Green, G (s)		50.0	50.0	50.0			40.0	40.0	40.0	40.0
Effective Green, g (s)		50.0	50.0	50.0			40.0	40.0	40.0	40.0
Actuated g/C Ratio		0.50	0.50	0.50			0.40	0.40	0.40	0.40
Clearance Time (s)		5.0	5.0	5.0			5.0	5.0	5.0	5.0
Lane Grp Cap (vph)		379	905	821			687	667	724	594
v/s Ratio Prot			c0.52	0.24					0.10	
v/s Ratio Perm		0.27					0.03	c0.24		0.02
v/c Ratio		0.54	1.03	0.49			0.06	0.60	0.25	0.06
Uniform Delay, d1		17.1	25.0	16.5			18.5	23.7	20.0	18.4
Progression Factor		0.95	0.91	0.69			1.20	1.00	1.10	1.82
Incremental Delay, d2		1.6	24.4	1.9			0.2	3.8	0.8	0.2
Delay (s)		17.9	47.3	13.3			22.4	27.5	22.8	33.6
Level of Service		B	D	B			C	C	C	C
Approach Delay (s)			42.0	13.3					26.7	
Approach LOS			D	B					C	

Intersection Summary

HCM 2000 Control Delay	32.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	75.3%	ICU Level of Service	D
Analysis Period (min)	15		

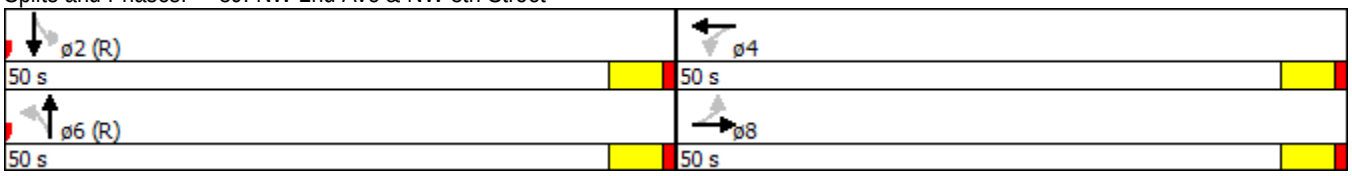
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	13	825	20	231	43	117	63	249
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 23 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 75
Control Type: Pretimed

Splits and Phases: 89: NW 2nd Ave & NW 8th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	825	123	20	231	22	43	117	133	63	249	97
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	181.0	190.0	190.0	181.0	190.0	190.0	181.0	190.0	190.0	181.0	190.0
Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cap, veh/h	41	686	101	57	546	50	94	223	229	115	432	157
Arrive On Green	0.90	0.90	0.90	0.45	0.45	0.45	0.15	0.15	0.15	0.45	0.45	0.45
Sat Flow, veh/h	9	1523	225	41	1214	111	117	496	508	163	960	349
Grp Volume(v), veh/h	991	0	0	282	0	0	302	0	0	422	0	0
Grp Sat Flow(s),veh/h/ln	1758	0	0	1367	0	0	1121	0	0	1472	0	0
Q Serve(g_s), s	18.4	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	45.0	0.0	0.0	10.3	0.0	0.0	25.6	0.0	0.0	23.3	0.0	0.0
Prop In Lane	0.01		0.13	0.07		0.08	0.15		0.45	0.15		0.24
Lane Grp Cap(c), veh/h	828	0	0	654	0	0	546	0	0	704	0	0
V/C Ratio(X)	1.20	0.00	0.00	0.43	0.00	0.00	0.55	0.00	0.00	0.60	0.00	0.00
Avail Cap(c_a), veh/h	828	0	0	654	0	0	546	0	0	704	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.9	0.0	0.0	18.0	0.0	0.0	33.6	0.0	0.0	20.6	0.0	0.0
Incr Delay (d2), s/veh	100.5	0.0	0.0	2.1	0.0	0.0	4.0	0.0	0.0	3.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	25.3	0.0	0.0	4.8	0.0	0.0	8.2	0.0	0.0	8.6	0.0	0.0
Lane Grp Delay (d), s/veh	106.4	0.0	0.0	20.0	0.0	0.0	37.6	0.0	0.0	24.4	0.0	0.0
Lane Grp LOS	F			C			D			C		
Approach Vol, veh/h		991			282			302			422	
Approach Delay, s/veh		106.4			20.0			37.6			24.4	
Approach LOS		F			C			D			C	

Timer												
Assigned Phs		8			4			6			2	
Phs Duration (G+Y+Rc), s		50.0			50.0			50.0			50.0	
Change Period (Y+Rc), s		5.0			5.0			5.0			5.0	
Max Green Setting (Gmax), s		45.0			45.0			45.0			45.0	
Max Q Clear Time (g_c+I1), s		47.0			12.3			27.6			25.3	
Green Ext Time (p_c), s		0.0			8.0			1.7			1.7	

Intersection Summary												
HCM 2010 Ctrl Delay			66.5									
HCM 2010 LOS			E									

Notes

Intersection

Intersection Delay, s/veh 6.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	722	195	42	227	82	59
Conflicting Peds, #/hr	0	12	12	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	802	217	47	252	91	66

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1020	0	1258	924
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	346	-
Follow-up Headway	-	-	2.245	-	3.545	3.345
Pot Capacity-1 Maneuver	-	-	669	-	186	322
Stage 1	-	-	-	-	387	-
Stage 2	-	-	-	-	710	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	662	-	169	319
Mov Capacity-2 Maneuver	-	-	-	-	169	-
Stage 1	-	-	-	-	387	-
Stage 2	-	-	-	-	645	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	60
HCM LOS			F

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	210	-	-	662	-
HCM Lane V/C Ratio	0.746	-	-	0.07	-
HCM Control Delay (s)	60	-	-	10.85	0
HCM Lane LOS	F			B	A
HCM 95th %tile Q(veh)	5.025	-	-	0.227	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	19.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	72	328	409	77	185	19	34	64	48	7	91	54
Conflicting Peds, #/hr	6	0	19	19	0	6	15	0	6	6	0	15
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	78	357	445	84	201	21	37	70	52	8	99	59

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	237	0	0	816	0	0	1223	1154	613	1205	1367	245
Stage 1	-	-	-	-	-	-	750	750	-	394	394	-
Stage 2	-	-	-	-	-	-	473	404	-	811	973	-
Follow-up Headway	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Capacity-1 Maneuver	1313	-	-	799	-	-	154	195	487	158	145	786
Stage 1	-	-	-	-	-	-	399	414	-	625	600	-
Stage 2	-	-	-	-	-	-	566	594	-	369	327	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1292	-	-	786	-	-	# 25	147	473	72	109	764
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 25	147	-	72	109	-
Stage 1	-	-	-	-	-	-	347	360	-	544	520	-
Stage 2	-	-	-	-	-	-	366	515	-	230	284	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	2.8	120	50
HCM LOS			F	F

Minor Lane / Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	25	65	251	1292	-	-	786	-	-	72	106
HCM Lane V/C Ratio	0.986	0.725	0.346	0.061	-	-	0.106	-	-	0.07	0.49
HCM Control Delay (s)	$ 398.5	146.4	26.8	7.966	0	-	10.125	0	-	58.8	68
HCM Lane LOS	F	F	D	A	A		B	A		F	F
HCM 95th %tile Q(veh)	3.017	3.23	1.483	0.193	-	-	0.356	-	-	0.222	2.183

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	12	22	262	0	0	401
Conflicting Peds, #/hr	10	5	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	14	26	305	0	0	466

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	781	325	0	0	315	0
Stage 1	315	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Follow-up Headway	3.545	3.345	-	-	2.245	-
Pot Capacity-1 Maneuver	359	709	-	-	1228	-
Stage 1	733	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	353	697	-	-	1218	-
Mov Capacity-2 Maneuver	353	-	-	-	-	-
Stage 1	727	-	-	-	-	-
Stage 2	620	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	0
HCM LOS	B		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	519	1218	-
HCM Lane V/C Ratio	-	-	0.076	-	-
HCM Control Delay (s)	-	-	12.5	0	-
HCM Lane LOS			B	A	
HCM 95th %tile Q(veh)	-	-	0.246	0	-

Notes

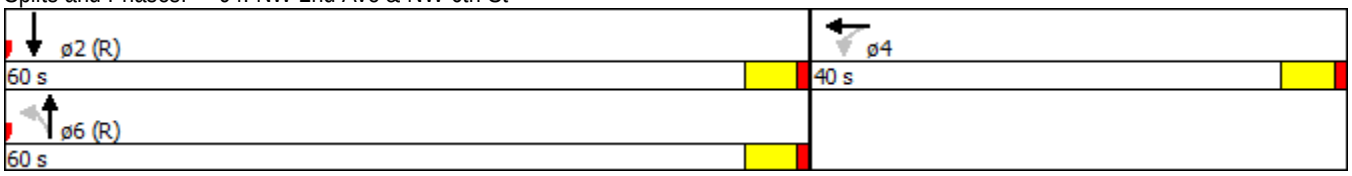
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	246	82	229	311
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	15.0	15.0	15.0
Minimum Split (s)	27.0	21.0	21.0	21.0
Total Split (s)	40.0	60.0	60.0	60.0
Total Split (%)	40.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 86 (86%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 94: NW 2nd Ave & NW 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	134	246	51	82	229	0	0	311	90
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				190.0	181.0	190.0	190.0	181.0	0.0	0.0	181.0	190.0
Lanes				0	2	0	0	1	0	0	1	0
Cap, veh/h				363	705	152	173	458	0	0	740	215
Arrive On Green				0.35	0.35	0.35	0.18	0.18	0.00	0.00	0.18	0.18
Sat Flow, veh/h				1036	2013	434	231	833	0	0	1346	391
Grp Volume(v), veh/h				239	0	215	327	0	0	0	0	422
Grp Sat Flow(s),veh/h/ln				1758	0	1726	1064	0	0	0	0	1737
Q Serve(g_s), s				10.2	0.0	9.2	14.1	0.0	0.0	0.0	0.0	21.6
Cycle Q Clear(g_c), s				10.2	0.0	9.2	35.8	0.0	0.0	0.0	0.0	21.6
Prop In Lane				0.59		0.25	0.26		0.00	0.00		0.23
Lane Grp Cap(c), veh/h				615	0	604	631	0	0	0	0	955
V/C Ratio(X)				0.39	0.00	0.36	0.52	0.00	0.00	0.00	0.00	0.44
Avail Cap(c_a), veh/h				615	0	604	631	0	0	0	0	955
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				24.5	0.0	24.1	35.1	0.0	0.0	0.0	0.0	27.3
Incr Delay (d2), s/veh				1.8	0.0	1.6	3.0	0.0	0.0	0.0	0.0	1.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				4.8	0.0	4.2	8.8	0.0	0.0	0.0	0.0	10.5
Lane Grp Delay (d), s/veh				26.3	0.0	25.8	38.2	0.0	0.0	0.0	0.0	28.7
Lane Grp LOS				C		C	D					C
Approach Vol, veh/h					454			327			422	
Approach Delay, s/veh					26.0			38.2			28.7	
Approach LOS					C			D			C	

Timer	
Assigned Phs	4 6 2
Phs Duration (G+Y+Rc), s	40.0 60.0 60.0
Change Period (Y+Rc), s	5.0 5.0 5.0
Max Green Setting (Gmax), s	35.0 55.0 55.0
Max Q Clear Time (g_c+I1), s	12.2 37.8 23.6
Green Ext Time (p_c), s	2.3 1.6 1.7

Intersection Summary	
HCM 2010 Ctrl Delay	30.3
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	51	297	143	22	119	0	0	37	103
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	0	0	53	306	147	23	123	0	0	38	106
Pedestrians		12			34			12			28	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			3			1			2	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		356			1014							
pX, platoon unblocked												
vC, conflicting volume	482			12			408	599	46	608	525	267
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	482			12			408	599	46	608	525	267
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			97			94	68	100	100	91	85
cM capacity (veh/h)	1032			1568			388	381	966	253	420	705

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	206	301	145	144
Volume Left	53	0	23	0
Volume Right	0	147	0	106
cSH	1568	1700	382	598
Volume to Capacity	0.03	0.18	0.38	0.24
Queue Length 95th (ft)	3	0	44	23
Control Delay (s)	2.1	0.0	20.1	12.9
Lane LOS	A		C	B
Approach Delay (s)	0.8		20.1	12.9
Approach LOS			C	B

Intersection Summary			
Average Delay	6.6		
Intersection Capacity Utilization	50.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	96	347	20	312	147	0	0	235	338
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	0	0	109	394	23	355	167	0	0	267	384
Pedestrians		18			13			6			11	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			1			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		858			512							
pX, platoon unblocked	0.99						0.99	0.99		0.99	0.99	0.99
vC, conflicting volume	428			6			957	652	19	731	641	238
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	401			6			935	627	19	707	616	208
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			93			0	53	100	100	26	50
cM capacity (veh/h)	1111			1584			40	356	1028	183	362	773

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	306	220	355	84	84	178	473
Volume Left	109	0	355	0	0	0	0
Volume Right	0	23	0	0	0	0	384
cSH	1584	1700	40	356	356	362	637
Volume to Capacity	0.07	0.13	8.82	0.23	0.23	0.49	0.74
Queue Length 95th (ft)	6	0	Err	22	22	65	164
Control Delay (s)	3.0	0.0	Err	18.2	18.2	24.2	25.2
Lane LOS	A		F	C	C	C	D
Approach Delay (s)	1.8		6802.5			24.9	
Approach LOS			F			C	

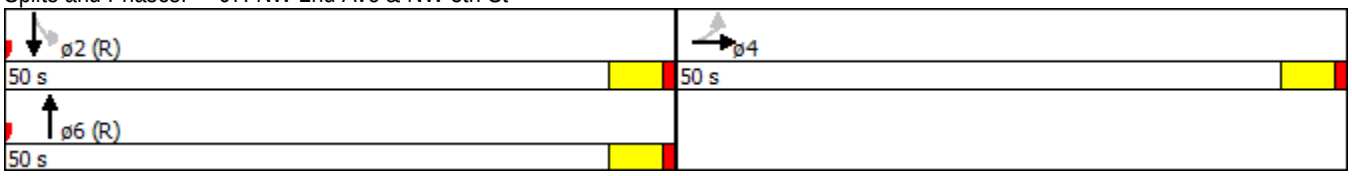
Intersection Summary			
Average Delay	2098.6		
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	EBT	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	1550	283	42	377
Turn Type	NA	NA	Perm	NA
Protected Phases	4	6		2
Permitted Phases			2	
Detector Phase	4	6	2	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	21.0	21.0	21.0
Total Split (s)	50.0	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0
Total Lost Time (s)	5.0	5.0		5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 25 (25%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 90
Control Type: Pretimed

Splits and Phases: 97: NW 2nd Ave & NW 5th St

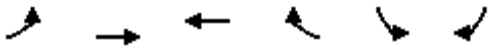


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	45	1550	252	0	0	0	0	283	255	42	377	0
Number	7	4	14				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.99	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	171.0	162.9	171.0				0.0	162.9	171.0	171.0	162.9	0.0
Lanes	0	3	0				0	1	0	0	1	0
Cap, veh/h	49	1786	299				0	354	318	81	613	0
Arrive On Green	0.45	0.45	0.45				0.00	0.90	0.90	0.15	0.15	0.00
Sat Flow, veh/h	109	3970	664				0	786	708	93	1361	0
Grp Volume(v), veh/h	713	650	602				0	0	572	446	0	0
Grp Sat Flow(s),veh/h/ln	1623	1629	1492				0	0	1493	1454	0	0
Q Serve(g_s), s	43.1	36.6	37.2				0.0	0.0	16.4	12.6	0.0	0.0
Cycle Q Clear(g_c), s	43.1	36.6	37.2				0.0	0.0	16.4	29.0	0.0	0.0
Prop In Lane	0.07		0.45				0.00		0.47	0.10		0.00
Lane Grp Cap(c), veh/h	730	733	671				0	0	672	694	0	0
V/C Ratio(X)	0.98	0.89	0.90				0.00	0.00	0.85	0.64	0.00	0.00
Avail Cap(c_a), veh/h	730	733	671				0	0	672	694	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.0	25.2	25.4				0.0	0.0	3.6	35.3	0.0	0.0
Incr Delay (d2), s/veh	27.9	15.0	17.0				0.0	0.0	12.9	4.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	22.5	17.3	16.5				0.0	0.0	3.9	12.3	0.0	0.0
Lane Grp Delay (d), s/veh	54.8	40.1	42.4				0.0	0.0	16.4	39.8	0.0	0.0
Lane Grp LOS	D	D	D						B	D		
Approach Vol, veh/h		1965						572			446	
Approach Delay, s/veh		46.2						16.4			39.8	
Approach LOS		D						B			D	

Timer												
Assigned Phs		4						6			2	
Phs Duration (G+Y+Rc), s		50.0						50.0			50.0	
Change Period (Y+Rc), s		5.0						5.0			5.0	
Max Green Setting (Gmax), s		45.0						45.0			45.0	
Max Q Clear Time (g_c+I1), s		45.1						18.4			31.0	
Green Ext Time (p_c), s		0.0						2.6			2.4	

Intersection Summary												
HCM 2010 Ctrl Delay			39.5									
HCM 2010 LOS			D									

Notes



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	138	1701	0	0	80	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)	150	1849	0	0	87	0
Pedestrians		2	134		11	
Lane Width (ft)		12.0	0.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		345	501			
pX, platoon unblocked					0.60	
vC, conflicting volume	11				1061	13
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	11				0	13
tC, single (s)	4.2				6.9	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	90				84	100
cM capacity (veh/h)	1571				542	1043

Direction, Lane #	EB 1	EB 2	EB 3	SB 1
Volume Total	520	740	740	87
Volume Left	150	0	0	87
Volume Right	0	0	0	0
cSH	1571	1700	1700	542
Volume to Capacity	0.10	0.44	0.44	0.16
Queue Length 95th (ft)	8	0	0	14
Control Delay (s)	2.8	0.0	0.0	12.9
Lane LOS	A			B
Approach Delay (s)	0.7			12.9
Approach LOS				B

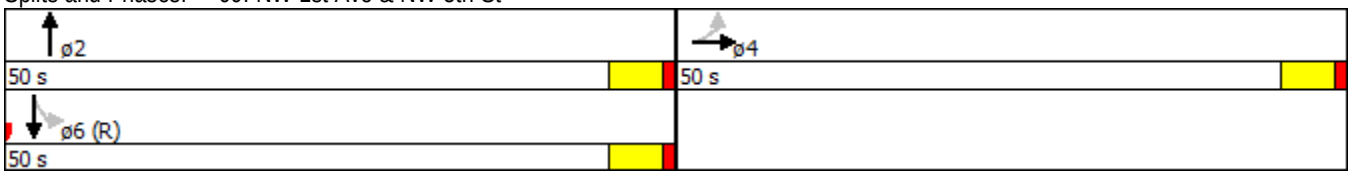
Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	1258	230	33	321
Turn Type	NA	NA	Perm	NA
Protected Phases	4	2		6
Permitted Phases			6	6
Detector Phase	4	2	6	6
Switch Phase				
Minimum Initial (s)	18.0	7.0	7.0	7.0
Minimum Split (s)	23.0	21.0	23.0	23.0
Total Split (s)	50.0	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 97 (97%), Referenced to phase 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 99: NW 1st Ave & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	187	1258	283	0	0	0	0	230	113	33	321	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.98	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	171.0	162.9	171.0				0.0	162.9	171.0	162.9	162.9	0.0
Lanes	0	3	0				0	2	0	1	2	0
Cap, veh/h	216	1548	358				0	934	443	397	1466	0
Arrive On Green	0.15	0.15	0.15				0.00	0.45	0.45	0.45	0.45	0.00
Sat Flow, veh/h	480	3439	795				0	2075	984	875	3257	0
Grp Volume(v), veh/h	679	626	574				0	194	179	36	349	0
Grp Sat Flow(s),veh/h/ln	1605	1629	1481				0	1629	1430	875	1629	0
Q Serve(g_s), s	41.8	37.5	37.8				0.0	7.4	7.9	2.7	6.6	0.0
Cycle Q Clear(g_c), s	41.8	37.5	37.8				0.0	7.4	7.9	10.6	6.6	0.0
Prop In Lane	0.30		0.54				0.00		0.69	1.00		0.00
Lane Grp Cap(c), veh/h	722	733	667				0	733	644	397	1466	0
V/C Ratio(X)	0.94	0.85	0.86				0.00	0.26	0.28	0.09	0.24	0.00
Avail Cap(c_a), veh/h	722	733	667				0	733	644	397	1466	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.2	39.4	39.5				0.0	17.2	17.3	20.6	16.9	0.0
Incr Delay (d2), s/veh	21.6	12.1	13.7				0.0	0.9	1.1	0.5	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	22.4	18.9	17.6				0.0	3.1	2.9	0.6	2.6	0.0
Lane Grp Delay (d), s/veh	62.9	51.5	53.2				0.0	18.1	18.4	21.1	17.3	0.0
Lane Grp LOS	E	D	D					B	B	C	B	
Approach Vol, veh/h		1878						373			385	
Approach Delay, s/veh		56.1						18.2			17.7	
Approach LOS		E						B			B	

Timer

Assigned Phs		4						2			6	
Phs Duration (G+Y+Rc), s		50.0						50.0			50.0	
Change Period (Y+Rc), s		5.0						5.0			5.0	
Max Green Setting (Gmax), s		45.0						45.0			45.0	
Max Q Clear Time (g_c+I1), s		43.8						9.9			12.6	
Green Ext Time (p_c), s		0.8						4.3			4.3	

Intersection Summary

HCM 2010 Ctrl Delay			45.1									
HCM 2010 LOS			D									

Notes

Intersection	
Intersection Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	10	10	522	91	121	493
Conflicting Peds, #/hr	5	16	0	38	38	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	11	11	587	102	136	554

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1480	692	0	0	705	0
Stage 1	654	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Follow-up Headway	3.545	3.345	-	-	2.245	-
Pot Capacity-1 Maneuver	136	439	-	-	879	-
Stage 1	512	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	109	419	-	-	851	-
Mov Capacity-2 Maneuver	109	-	-	-	-	-
Stage 1	505	-	-	-	-	-
Stage 2	346	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.9	0	2
HCM LOS	D		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	173	851	-
HCM Lane V/C Ratio	-	-	0.13	0.16	-
HCM Control Delay (s)	-	-	28.9	10.033	-
HCM Lane LOS			D	B	
HCM 95th %tile Q(veh)	-	-	0.438	0.567	-

Notes

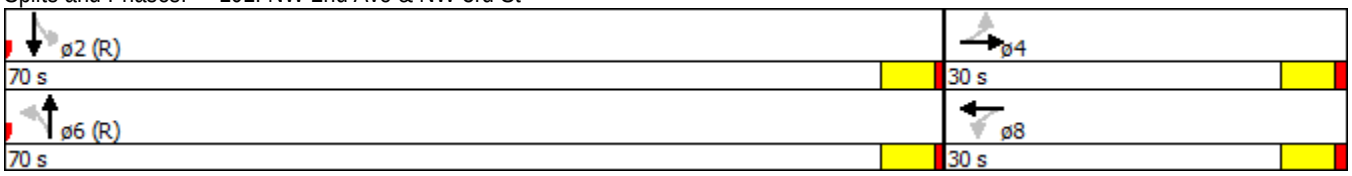
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	50	463	86	205	82	468	100	339
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		6		2
Permitted Phases	4		8		6		2	
Detector Phase	4	4	8	8	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	30.0	30.0	30.0	31.8	31.8	31.8	31.8
Total Split (s)	30.0	30.0	30.0	30.0	70.0	70.0	70.0	70.0
Total Split (%)	30.0%	30.0%	30.0%	30.0%	70.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.8	0.8	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.8	4.8	4.8	4.8
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 31 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Pretimed

Splits and Phases: 101: NW 2nd Ave & NW 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	463	68	86	205	78	82	468	243	100	339	66
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.93	1.00		0.96	0.98		0.98	0.99		0.97
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	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0
Lanes	1	1	0	1	2	0	1	1	0	1	1	0
Cap, veh/h	225	343	51	72	563	205	609	655	340	474	861	166
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	920	1373	203	740	2250	820	824	1005	522	617	1320	255
Grp Volume(v), veh/h	53	0	559	91	154	144	86	0	749	105	0	426
Grp Sat Flow(s),veh/h/ln	920	0	1576	740	1629	1442	824	0	1526	617	0	1575
Q Serve(g_s), s	5.1	0.0	25.0	0.0	7.8	8.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	13.4	0.0	25.0	25.0	7.8	8.3	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.57	1.00		0.34	1.00		0.16
Lane Grp Cap(c), veh/h	225	0	394	72	407	360	609	0	995	474	0	1027
V/C Ratio(X)	0.24	0.00	1.42	1.26	0.38	0.40	0.14	0.00	0.75	0.22	0.00	0.41
Avail Cap(c_a), veh/h	225	0	394	72	407	360	609	0	995	474	0	1027
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.8	0.0	37.5	50.0	31.1	31.2	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.0	203.0	192.6	2.7	3.3	0.5	0.0	5.3	1.1	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.3	0.0	32.1	5.7	3.5	3.3	0.1	0.0	1.5	0.1	0.0	0.4
Lane Grp Delay (d), s/veh	39.3	0.0	240.5	242.6	33.7	34.5	0.5	0.0	5.3	1.1	0.0	1.2
Lane Grp LOS	D		F	F	C	C	A		A	A		A
Approach Vol, veh/h		612			389			835			531	
Approach Delay, s/veh		223.0			82.9			4.8			1.2	
Approach LOS		F			F			A			A	

Timer												
Assigned Phs		4			8			6			2	
Phs Duration (G+Y+Rc), s		30.0			30.0			70.0			70.0	
Change Period (Y+Rc), s		5.0			5.0			4.8			4.8	
Max Green Setting (Gmax), s		25.0			25.0			65.2			65.2	
Max Q Clear Time (g_c+I1), s		27.0			27.0			2.0			2.0	
Green Ext Time (p_c), s		0.0			0.0			3.3			3.3	

Intersection Summary												
HCM 2010 Ctrl Delay			73.2									
HCM 2010 LOS			E									

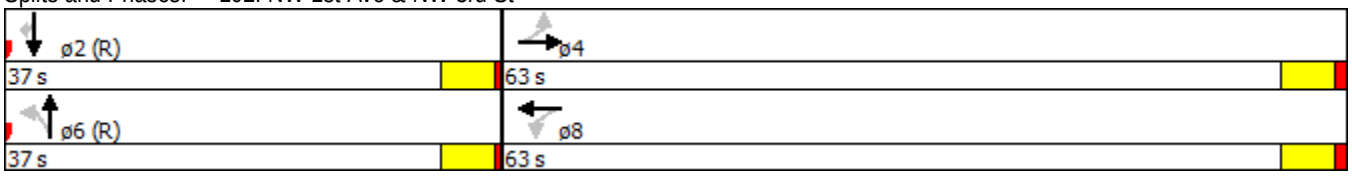
Notes

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Volume (vph)	120	0	68	226	181	152	368	280
Turn Type	Perm	NA	Perm	NA	Perm	NA	NA	Perm
Protected Phases		4		8		6	2	
Permitted Phases	4		8		6			2
Detector Phase	4	4	8	8	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	29.0	29.0	26.0	26.0	25.6	25.6	25.6	25.6
Total Split (s)	63.0	63.0	63.0	63.0	37.0	37.0	37.0	37.0
Total Split (%)	63.0%	63.0%	63.0%	63.0%	37.0%	37.0%	37.0%	37.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.6	0.6	0.6	0.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	4.6	4.6	4.6	4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 72 (72%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Pretimed

Splits and Phases: 102: NW 1st Ave & NW 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	120	0	473	68	226	37	181	152	0	0	368	280
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.98	0.96		1.00	1.00		0.85
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	171.0	162.9	171.0	162.9	162.9	171.0	162.9	162.9	0.0	0.0	162.9	162.9
Lanes	0	1	0	1	2	0	1	1	0	0	1	1
Cap, veh/h	173	21	592	244	1586	253	139	528	0	0	528	380
Arrive On Green	0.58	0.00	0.58	0.58	0.58	0.58	0.32	0.32	0.00	0.00	0.11	0.11
Sat Flow, veh/h	223	35	1020	795	2734	436	650	1629	0	0	1629	1173
Grp Volume(v), veh/h	599	0	0	69	134	131	183	154	0	0	372	283
Grp Sat Flow(s),veh/h/ln	1279	0	0	795	1629	1542	650	1629	0	0	1629	1173
Q Serve(g_s), s	29.2	0.0	0.0	7.5	3.8	3.9	10.3	7.1	0.0	0.0	22.1	23.4
Cycle Q Clear(g_c), s	36.4	0.0	0.0	43.9	3.8	3.9	32.4	7.1	0.0	0.0	22.1	23.4
Prop In Lane	0.20		0.80	1.00		0.28	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	785	0	0	244	945	894	139	528	0	0	528	380
V/C Ratio(X)	0.76	0.00	0.00	0.28	0.14	0.15	1.31	0.29	0.00	0.00	0.71	0.74
Avail Cap(c_a), veh/h	785	0	0	244	945	894	139	528	0	0	528	380
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	0.0	33.7	9.6	9.6	47.5	25.2	0.0	0.0	40.0	40.6
Incr Delay (d2), s/veh	6.9	0.0	0.0	2.9	0.3	0.3	183.4	1.4	0.0	0.0	7.7	12.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	12.2	0.0	0.0	1.7	1.5	1.5	10.6	3.1	0.0	0.0	10.9	8.8
Lane Grp Delay (d), s/veh	23.1	0.0	0.0	36.6	9.9	10.0	230.9	26.6	0.0	0.0	47.7	53.1
Lane Grp LOS	C			D	A	A	F	C			D	D
Approach Vol, veh/h		599			334			337			655	
Approach Delay, s/veh		23.1			15.4			137.5			50.1	
Approach LOS		C			B			F			D	

Timer												
Assigned Phs		4			8			6			2	
Phs Duration (G+Y+Rc), s		63.0			63.0			37.0			37.0	
Change Period (Y+Rc), s		5.0			5.0			4.6			4.6	
Max Green Setting (Gmax), s		58.0			58.0			32.4			32.4	
Max Q Clear Time (g_c+I1), s		38.4			45.9			34.4			25.4	
Green Ext Time (p_c), s		5.2			4.2			0.0			1.1	

Intersection Summary												
HCM 2010 Ctrl Delay			51.0									
HCM 2010 LOS			D									

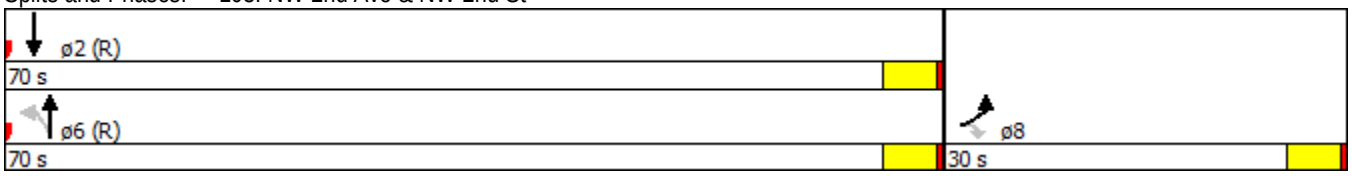
Notes

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	93	205	95	705	369
Turn Type	NA	Perm	Perm	NA	NA
Protected Phases	8			6	2
Permitted Phases		8	6		
Detector Phase	8	8	6	6	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	22.0	22.0	22.6	22.6	22.6
Total Split (s)	30.0	30.0	70.0	70.0	70.0
Total Split (%)	30.0%	30.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.6	0.6	0.6	0.6	0.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	4.6		4.6	4.6
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 24 (24%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 103: NW 2nd Ave & NW 2nd St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	93	205	95	705	369	79
Number	3	18	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	171.0
Lanes	1	1	0	2	1	0
Cap, veh/h	394	352	236	1642	849	182
Arrive On Green	0.25	0.25	0.87	0.87	1.00	1.00
Sat Flow, veh/h	1551	1384	293	2511	1299	278
Grp Volume(v), veh/h	99	218	405	446	0	477
Grp Sat Flow(s),veh/h/ln	1551	1384	1322	1482	0	1577
Q Serve(g_s), s	5.1	13.9	0.0	6.5	0.0	0.0
Cycle Q Clear(g_c), s	5.1	13.9	4.8	6.5	0.0	0.0
Prop In Lane	1.00	1.00	0.25			0.18
Lane Grp Cap(c), veh/h	394	352	909	969	0	1031
V/C Ratio(X)	0.25	0.62	0.44	0.46	0.00	0.46
Avail Cap(c_a), veh/h	394	352	909	969	0	1031
HCM Platoon Ratio	1.00	1.00	1.33	1.33	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.7	33.0	2.6	2.7	0.0	0.0
Incr Delay (d2), s/veh	1.5	8.0	1.6	1.6	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	2.1	5.6	1.7	1.9	0.0	0.4
Lane Grp Delay (d), s/veh	31.2	41.0	4.1	4.3	0.0	1.5
Lane Grp LOS	C	D	A	A		A
Approach Vol, veh/h	317			851	477	
Approach Delay, s/veh	38.0			4.2	1.5	
Approach LOS	D			A	A	

Timer						
Assigned Phs				6	2	
Phs Duration (G+Y+Rc), s				70.0	70.0	
Change Period (Y+Rc), s				4.6	4.6	
Max Green Setting (Gmax), s				65.4	65.4	
Max Q Clear Time (g_c+I1), s				8.5	2.0	
Green Ext Time (p_c), s				3.3	3.3	

Intersection Summary						
HCM 2010 Ctrl Delay			9.9			
HCM 2010 LOS			A			

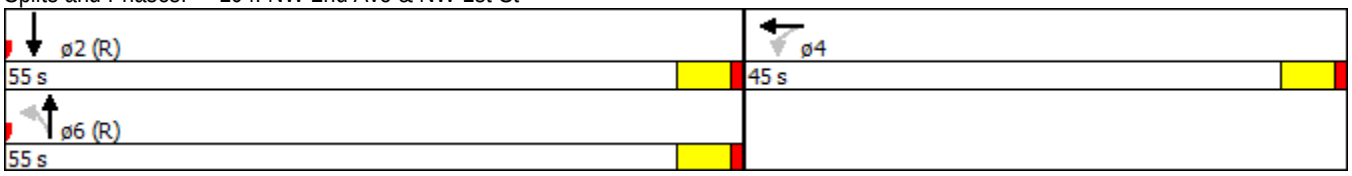
Notes

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	214	61	738	621
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	25.0	25.0	25.0
Total Split (s)	45.0	55.0	55.0	55.0
Total Split (%)	45.0%	55.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 2 (2%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Pretimed

Splits and Phases: 104: NW 2nd Ave & NW 1st St



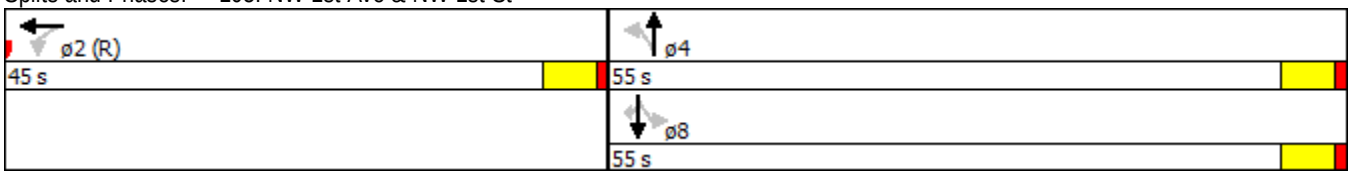
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	67	214	81	61	738	0	0	621	62
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.88	1.00		1.00	1.00		0.98
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76
Adj Sat Flow veh/h/ln				171.0	162.9	171.0	171.0	162.9	0.0	0.0	162.9	171.0
Lanes				0	3	0	0	2	0	0	1	0
Cap, veh/h				324	1099	387	72	741	0	0	552	55
Arrive On Green				0.13	0.13	0.13	0.50	0.50	0.00	0.00	1.00	1.00
Sat Flow, veh/h				811	2748	967	0	1482	0	0	1105	111
Grp Volume(v), veh/h				137	126	114	64	769	0	0	0	712
Grp Sat Flow(s),veh/h/ln				1588	1629	1309	0	1482	0	0	0	1216
Q Serve(g_s), s				7.7	6.9	7.8	0.0	50.0	0.0	0.0	0.0	50.0
Cycle Q Clear(g_c), s				7.7	6.9	7.8	50.0	50.0	0.0	0.0	0.0	50.0
Prop In Lane				0.51		0.74	1.00		0.00	0.00		0.09
Lane Grp Cap(c), veh/h				635	651	524	72	741	0	0	0	608
V/C Ratio(X)				0.22	0.19	0.22	0.89	1.04	0.00	0.00	0.00	1.17
Avail Cap(c_a), veh/h				635	651	524	72	741	0	0	0	608
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				29.4	29.0	29.4	50.0	25.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				0.8	0.7	1.0	78.1	43.2	0.0	0.0	0.0	93.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				3.4	3.1	2.9	3.2	26.6	0.0	0.0	0.0	15.8
Lane Grp Delay (d), s/veh				30.2	29.7	30.4	128.1	68.2	0.0	0.0	0.0	93.7
Lane Grp LOS				C	C	C	F	F				F
Approach Vol, veh/h					377			833			712	
Approach Delay, s/veh					30.1			72.8			93.7	
Approach LOS					C			E			F	
Timer												
Assigned Phs					4			6			2	
Phs Duration (G+Y+Rc), s					45.0			55.0			55.0	
Change Period (Y+Rc), s					5.0			5.0			5.0	
Max Green Setting (Gmax), s					40.0			50.0			50.0	
Max Q Clear Time (g_c+I1), s					9.8			52.0			52.0	
Green Ext Time (p_c), s					1.5			0.0			0.0	
Intersection Summary												
HCM 2010 Ctrl Delay			72.2									
HCM 2010 LOS			E									
Notes												

Lane Group	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations						
Volume (vph)	213	51	379	48	184	91
Turn Type	NA	Perm	NA	Perm	NA	Perm
Protected Phases	2		4		8	
Permitted Phases		4		8		8
Detector Phase	2	4	4	8	8	8
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	45.0	55.0	55.0	55.0	55.0	55.0
Total Split (%)	45.0%	55.0%	55.0%	55.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 20 (20%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 105: NW 1st Ave & NW 1st St



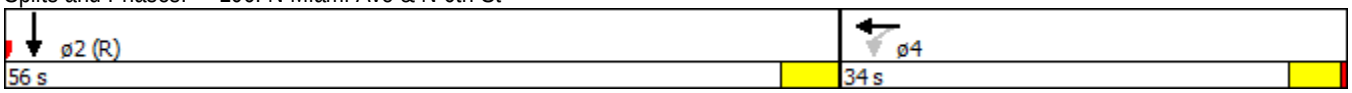
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	56	213	136	51	379	13	48	184	91
Number				5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.80	0.99		0.94	0.98		0.97
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	162.9	171.0	171.0	162.9	171.0	171.0	162.9	162.9
Lanes				0	2	0	0	1	0	0	2	1
Cap, veh/h				153	586	377	101	679	22	251	981	669
Arrive On Green				0.40	0.40	0.40	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h				383	1466	943	123	1358	45	394	1962	1338
Grp Volume(v), veh/h				252	0	183	477	0	0	106	144	98
Grp Sat Flow(s),veh/h/ln				1609	0	1183	1525	0	0	874	1482	1338
Q Serve(g_s), s				11.1	0.0	11.0	7.5	0.0	0.0	0.0	5.4	4.0
Cycle Q Clear(g_c), s				11.1	0.0	11.0	21.8	0.0	0.0	8.1	5.4	4.0
Prop In Lane				0.24		0.80	0.12		0.03	0.49		1.00
Lane Grp Cap(c), veh/h				644	0	473	803	0	0	491	741	669
V/C Ratio(X)				0.39	0.00	0.39	0.59	0.00	0.00	0.22	0.19	0.15
Avail Cap(c_a), veh/h				644	0	473	803	0	0	491	741	669
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				21.3	0.0	21.3	17.8	0.0	0.0	13.8	13.8	13.5
Incr Delay (d2), s/veh				1.8	0.0	2.4	3.2	0.0	0.0	1.0	0.6	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				4.7	0.0	3.5	8.8	0.0	0.0	1.5	2.0	1.3
Lane Grp Delay (d), s/veh				23.1	0.0	23.7	21.0	0.0	0.0	14.8	14.4	13.9
Lane Grp LOS				C		C	C			B	B	B
Approach Vol, veh/h					435			477			348	
Approach Delay, s/veh					23.4			21.0			14.4	
Approach LOS					C			C			B	
Timer												
Assigned Phs					2			4			8	
Phs Duration (G+Y+Rc), s					45.0			55.0			55.0	
Change Period (Y+Rc), s					5.0			5.0			5.0	
Max Green Setting (Gmax), s					40.0			50.0			50.0	
Max Q Clear Time (g_c+I1), s					13.1			23.8			10.1	
Green Ext Time (p_c), s					2.0			3.3			3.4	
Intersection Summary												
HCM 2010 Ctrl Delay			20.0									
HCM 2010 LOS			C									
Notes												

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	261	1321
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	4.0	7.0
Minimum Split (s)	20.0	22.0
Total Split (s)	34.0	56.0
Total Split (%)	37.8%	62.2%
Yellow Time (s)	3.5	4.0
All-Red Time (s)	0.5	0.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.0	4.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 10 (11%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 106: N Miami Ave & N 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	95	261	0	0	0	0	0	1321	182
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.99
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				190.0	181.0	0.0				0.0	181.0	190.0
Lanes				0	2	0				0	3	0
Cap, veh/h				80	549	0				0	2697	371
Arrive On Green				0.33	0.33	0.00				0.00	0.58	0.58
Sat Flow, veh/h				0	1647	0				0	4669	643
Grp Volume(v), veh/h				104	287	0				0	1125	527
Grp Sat Flow(s),veh/h/ln				0	1647	0				0	1810	1692
Q Serve(g_s), s				0.0	12.7	0.0				0.0	17.1	17.2
Cycle Q Clear(g_c), s				30.0	12.7	0.0				0.0	17.1	17.2
Prop In Lane				1.00		0.00				0.00		0.38
Lane Grp Cap(c), veh/h				80	549	0				0	2091	978
V/C Ratio(X)				1.30	0.52	0.00				0.00	0.54	0.54
Avail Cap(c_a), veh/h				80	549	0				0	2091	978
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				45.0	24.2	0.0				0.0	11.6	11.6
Incr Delay (d2), s/veh				200.6	3.5	0.0				0.0	1.0	2.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				6.3	5.6	0.0				0.0	7.2	7.2
Lane Grp Delay (d), s/veh				245.6	27.8	0.0				0.0	12.6	13.8
Lane Grp LOS				F	C						B	B
Approach Vol, veh/h					391						1652	
Approach Delay, s/veh					85.7						13.0	
Approach LOS					F						B	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	34.0	56.0
Change Period (Y+Rc), s	4.0	4.0
Max Green Setting (Gmax), s	30.0	52.0
Max Q Clear Time (g_c+I1), s	32.0	19.2
Green Ext Time (p_c), s	0.0	5.4

Intersection Summary	
HCM 2010 Ctrl Delay	26.9
HCM 2010 LOS	C

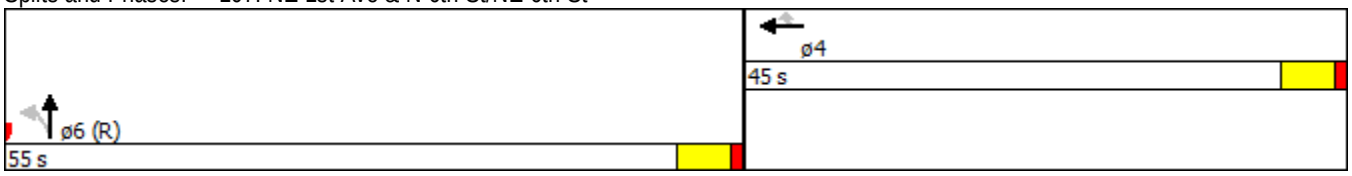
Notes

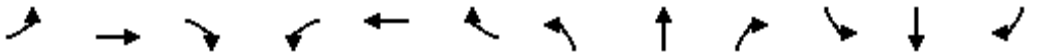
Lane Group	WBT	WBR	NBT
Lane Configurations			
Volume (vph)	300	587	637
Turn Type	NA	Perm	NA
Protected Phases	4		6
Permitted Phases		4	
Detector Phase	4	4	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0
Total Split (s)	45.0	45.0	55.0
Total Split (%)	45.0%	45.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 19 (19%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 107: NE 1st Ave & N 6th St/NE 6th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	300	587	108	637	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.0	5.0		5.0				
Lane Util. Factor					0.91	0.91		0.91				
Frpb, ped/bikes					0.99	0.99		1.00				
Flpb, ped/bikes					1.00	1.00		1.00				
Frt					0.93	0.85		1.00				
Flt Protected					1.00	1.00		0.99				
Satd. Flow (prot)					3028	1380		4423				
Flt Permitted					1.00	1.00		0.99				
Satd. Flow (perm)					3028	1380		4423				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	0	323	631	116	685	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	107	107	0	24	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	532	208	0	778	0	0	0	0
Confl. Peds. (#/hr)	1		6	6		1	13		3	3		13
Bus Blockages (#/hr)	0	0	0	0	0	0	0	71	0	0	0	0
Turn Type					NA	Perm	Perm	NA				
Protected Phases					4			6				
Permitted Phases						4	6					
Actuated Green, G (s)					40.0	40.0		50.0				
Effective Green, g (s)					40.0	40.0		50.0				
Actuated g/C Ratio					0.40	0.40		0.50				
Clearance Time (s)					5.0	5.0		5.0				
Lane Grp Cap (vph)					1211	552		2211				
v/s Ratio Prot					c0.18							
v/s Ratio Perm						0.15		0.18				
v/c Ratio					0.44	0.38		0.35				
Uniform Delay, d1					21.8	21.2		15.2				
Progression Factor					0.72	0.64		1.00				
Incremental Delay, d2					1.1	1.9		0.4				
Delay (s)					16.9	15.5		15.6				
Level of Service					B	B		B				
Approach Delay (s)		0.0			16.4			15.6			0.0	
Approach LOS		A			B			B			A	

Intersection Summary

HCM 2000 Control Delay	16.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	47.2%	ICU Level of Service	A
Analysis Period (min)	15		

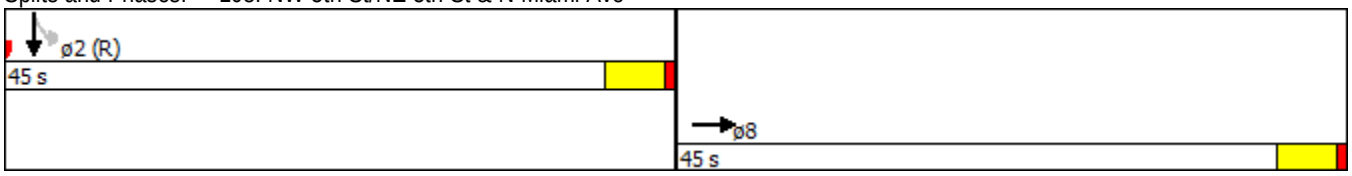
c Critical Lane Group

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	1285	945
Turn Type	NA	NA
Protected Phases	8	2
Permitted Phases		
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.8	22.8
Total Split (s)	45.0	45.0
Total Split (%)	50.0%	50.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.8	0.8
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.8	4.8
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 3 (3%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 108: NW 5th St/NE 5th St & N Miami Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1285	172	0	0	0	0	0	0	428	945	0
Number	3	8	18							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	181.0	190.0							190.0	181.0	0.0
Lanes	0	3	0							0	3	0
Cap, veh/h	0	2092	280							80	1471	0
Arrive On Green	0.00	0.45	0.45							0.15	0.15	0.00
Sat Flow, veh/h	0	4684	626							0	3293	0
Grp Volume(v), veh/h	0	1154	540							498	1099	0
Grp Sat Flow(s),veh/h/ln	0	1810	1691							0	1647	0
Q Serve(g_s), s	0.0	23.3	23.4							0.0	28.8	0.0
Cycle Q Clear(g_c), s	0.0	23.3	23.4							40.2	28.8	0.0
Prop In Lane	0.00		0.37							1.00		0.00
Lane Grp Cap(c), veh/h	0	1617	755							80	1471	0
V/C Ratio(X)	0.00	0.71	0.72							6.22	0.75	0.00
Avail Cap(c_a), veh/h	0	1617	755							80	1471	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	20.2	20.2							58.5	33.5	0.0
Incr Delay (d2), s/veh	0.0	2.7	5.7							2377.8	3.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	10.7	10.7							54.8	13.5	0.0
Lane Grp Delay (d), s/veh	0.0	22.9	26.0							2436.2	37.0	0.0
Lane Grp LOS		C	C							F	D	
Approach Vol, veh/h		1694									1597	
Approach Delay, s/veh		23.9									785.2	
Approach LOS		C									F	

Timer	
Assigned Phs	8	2
Phs Duration (G+Y+Rc), s	45.0	45.0
Change Period (Y+Rc), s	4.8	4.8
Max Green Setting (Gmax), s	40.2	40.2
Max Q Clear Time (g_c+I1), s	25.4	42.2
Green Ext Time (p_c), s	4.8	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	393.3
HCM 2010 LOS	F

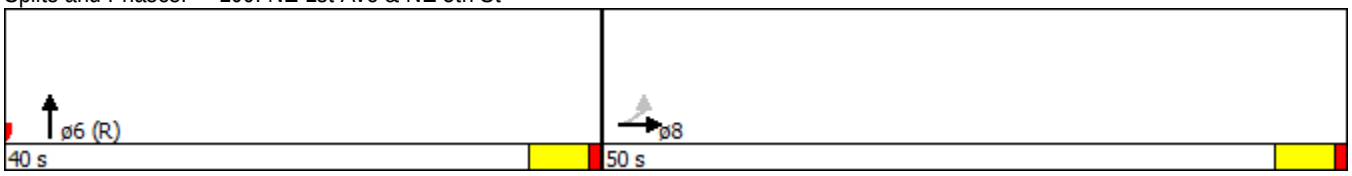
Notes

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	1406	487
Turn Type	NA	NA
Protected Phases	8	6
Permitted Phases		
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	50.0	40.0
Total Split (%)	55.6%	44.4%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 26 (29%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 109: NE 1st Ave & NE 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑↑↱				
Volume (veh/h)	234	1406	0	0	0	0	0	487	202	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	190.0	181.0	0.0				0.0	181.0	190.0			
Lanes	0	3	0				0	3	0			
Cap, veh/h	80	1650	0				0	1430	576			
Arrive On Green	0.17	0.17	0.00				0.00	0.13	0.13			
Sat Flow, veh/h	0	3293	0				0	3668	1477			
Grp Volume(v), veh/h	275	1654	0				0	565	246			
Grp Sat Flow(s),veh/h/ln	0	1647	0				0	1810	1526			
Q Serve(g_s), s	0.0	45.1	0.0				0.0	12.9	13.3			
Cycle Q Clear(g_c), s	45.1	45.1	0.0				0.0	12.9	13.3			
Prop In Lane	1.00		0.00				0.00		0.97			
Lane Grp Cap(c), veh/h	80	1650	0				0	1411	595			
V/C Ratio(X)	3.44	1.00	0.00				0.00	0.40	0.41			
Avail Cap(c_a), veh/h	80	1650	0				0	1411	595			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	0.33	0.33			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	60.1	37.6	0.0				0.0	29.5	29.7			
Incr Delay (d2), s/veh	1127.7	22.7	0.0				0.0	0.8	2.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	27.0	25.2	0.0				0.0	6.5	5.8			
Lane Grp Delay (d), s/veh	1187.8	60.2	0.0				0.0	30.4	31.8			
Lane Grp LOS	F	F						C	C			
Approach Vol, veh/h		1929						811				
Approach Delay, s/veh		221.0						30.8				
Approach LOS		F						C				

Timer	
Assigned Phs	8	6
Phs Duration (G+Y+Rc), s	50.0	40.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	45.1	35.1
Max Q Clear Time (g_c+I1), s	47.1	15.3
Green Ext Time (p_c), s	0.0	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	164.7
HCM 2010 LOS	F

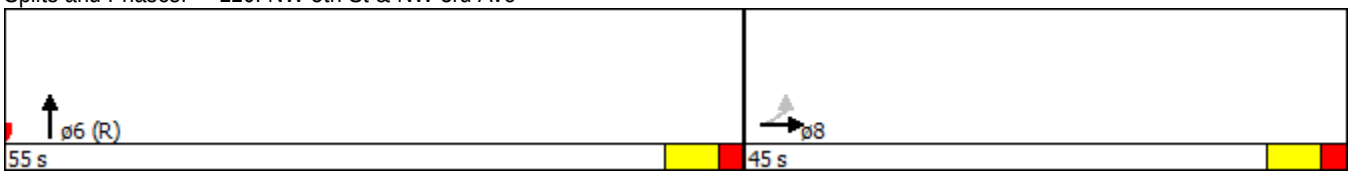
Notes

Lane Group	EBL	EBT	NBT
Lane Configurations			
Volume (vph)	93	1540	532
Turn Type	Perm	NA	NA
Protected Phases		8	6
Permitted Phases	8		
Detector Phase	8	8	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	26.1	26.1	26.5
Total Split (s)	45.0	45.0	55.0
Total Split (%)	45.0%	45.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.1	2.1	1.9
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	5.9
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 17 (17%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 110: NW 5th St & NW 3rd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	93	1540	0	0	0	0	0	532	448	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	181.0	181.0	0.0				0.0	181.0	190.0			
Lanes	1	3	0				0	3	0			
Cap, veh/h	72	2112	0				0	1777	749			
Arrive On Green	0.13	0.13	0.00				0.00	0.16	0.16			
Sat Flow, veh/h	1723	5429	0				0	3619	1526			
Grp Volume(v), veh/h	104	1730	0				0	598	503			
Grp Sat Flow(s),veh/h/ln	1723	1810	0				0	1810	1526			
Q Serve(g_s), s	0.0	31.0	0.0				0.0	14.6	31.0			
Cycle Q Clear(g_c), s	38.9	31.0	0.0				0.0	14.6	31.0			
Prop In Lane	1.00		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	72	2112	0				0	1777	749			
V/C Ratio(X)	1.44	0.82	0.00				0.00	0.34	0.67			
Avail Cap(c_a), veh/h	72	2112	0				0	1777	749			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	0.33	0.33			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	63.0	40.2	0.0				0.0	27.5	34.3			
Incr Delay (d2), s/veh	262.0	3.7	0.0				0.0	0.5	4.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	7.2	16.1	0.0				0.0	7.3	13.8			
Lane Grp Delay (d), s/veh	325.0	43.9	0.0				0.0	28.0	39.1			
Lane Grp LOS	F	D						C	D			
Approach Vol, veh/h		1834						1101				
Approach Delay, s/veh		59.8						33.0				
Approach LOS		E						C				

Timer	
Assigned Phs	8	6
Phs Duration (G+Y+Rc), s	45.0	55.0
Change Period (Y+Rc), s	6.1	5.9
Max Green Setting (Gmax), s	38.9	49.1
Max Q Clear Time (g_c+I1), s	40.9	33.0
Green Ext Time (p_c), s	0.0	3.0

Intersection Summary	
HCM 2010 Ctrl Delay	49.8
HCM 2010 LOS	D

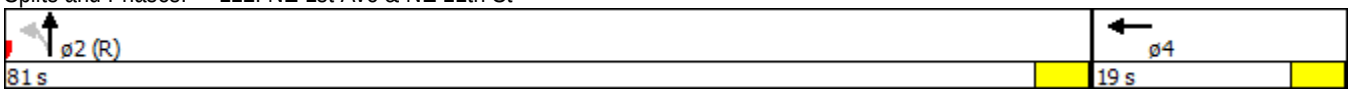
Notes

Lane Group	WBT	NBT
Lane Configurations		
Volume (vph)	65	1423
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	19.0	22.4
Total Split (s)	19.0	81.0
Total Split (%)	19.0%	81.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.3	0.4
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.3	4.4
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 19 (19%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 112: NE 1st Ave & NE 11th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	65	269	45	1423	0	0	0	0
Number				7	4	14	5	2	12			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00			
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln				0.0	181.0	190.0	190.0	181.0	0.0			
Lanes				0	2	0	0	3	0			
Cap, veh/h				0	266	225	72	2523	0			
Arrive On Green				0.00	0.15	0.15	0.25	0.25	0.00			
Sat Flow, veh/h				0	1810	1528	0	3293	0			
Grp Volume(v), veh/h				0	70	289	48	1530	0			
Grp Sat Flow(s),veh/h/ln				0	1810	1528	0	1647	0			
Q Serve(g_s), s				0.0	3.4	14.7	0.0	41.0	0.0			
Cycle Q Clear(g_c), s				0.0	3.4	14.7	76.6	41.0	0.0			
Prop In Lane				0.00		1.00	1.00		0.00			
Lane Grp Cap(c), veh/h				0	266	225	72	2523	0			
V/C Ratio(X)				0.00	0.26	1.29	0.67	0.61	0.00			
Avail Cap(c_a), veh/h				0	266	225	72	2523	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	37.8	42.7	75.7	24.1	0.0			
Incr Delay (d2), s/veh				0.0	2.4	158.4	39.6	1.1	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln				0.0	1.8	15.6	2.1	19.0	0.0			
Lane Grp Delay (d), s/veh				0.0	40.2	201.1	115.2	25.2	0.0			
Lane Grp LOS					D	F	F	C				
Approach Vol, veh/h					359			1578				
Approach Delay, s/veh					169.7			27.9				
Approach LOS					F			C				

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	19.0 81.0
Change Period (Y+Rc), s	4.3 4.4
Max Green Setting (Gmax), s	14.7 76.6
Max Q Clear Time (g_c+I1), s	16.7 78.6
Green Ext Time (p_c), s	0.0 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	54.2
HCM 2010 LOS	D

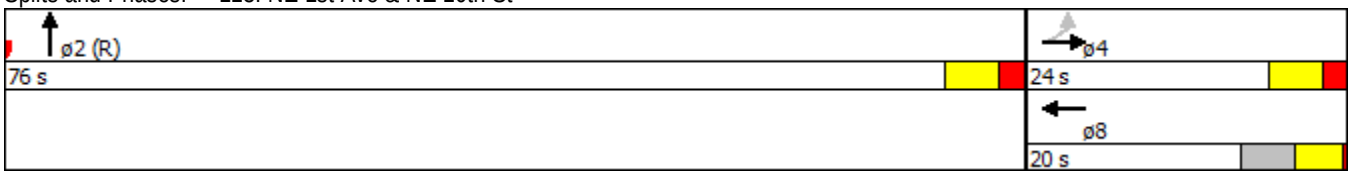
Notes

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Volume (vph)	208	133	0	1012
Turn Type	Perm	NA	NA	NA
Protected Phases		4	8	2
Permitted Phases	4			
Detector Phase	4	4	8	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	4.0	7.0
Minimum Split (s)	22.3	22.3	20.0	22.4
Total Split (s)	24.0	24.0	20.0	76.0
Total Split (%)	24.0%	24.0%	20.0%	76.0%
Yellow Time (s)	4.0	4.0	3.5	4.0
All-Red Time (s)	2.0	2.0	0.5	2.0
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.0	4.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 66 (66%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 113: NE 1st Ave & NE 10th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	208	133	0	0	0	329	0	1012	113	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	190.0	181.0	0.0	0.0	181.0	190.0	0.0	181.0	190.0			
Lanes	0	2	0	0	1	0	0	3	0			
Cap, veh/h	72	296	0	0	0	268	0	3359	374			
Arrive On Green	0.18	0.18	0.00	0.00	0.00	0.18	0.00	0.23	0.23			
Sat Flow, veh/h	0	1647	0	0	0	1491	0	4799	535			
Grp Volume(v), veh/h	229	146	0	0	0	362	0	838	398			
Grp Sat Flow(s),veh/h/ln	0	1647	0	0	0	1491	0	1810	1715			
Q Serve(g_s), s	0.0	8.0	0.0	0.0	0.0	18.0	0.0	19.3	19.3			
Cycle Q Clear(g_c), s	18.0	8.0	0.0	0.0	0.0	18.0	0.0	19.3	19.3			
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.31			
Lane Grp Cap(c), veh/h	72	296	0	0	0	268	0	2533	1200			
V/C Ratio(X)	3.18	0.49	0.00	0.00	0.00	1.35	0.00	0.33	0.33			
Avail Cap(c_a), veh/h	72	296	0	0	0	268	0	2533	1200			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00			
Uniform Delay (d), s/veh	50.0	36.9	0.0	0.0	0.0	41.0	0.0	19.0	19.0			
Incr Delay (d2), s/veh	1016.5	5.8	0.0	0.0	0.0	179.6	0.0	0.4	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	22.2	3.8	0.0	0.0	0.0	20.2	0.0	9.5	9.1			
Lane Grp Delay (d), s/veh	1066.5	42.6	0.0	0.0	0.0	220.6	0.0	19.3	19.7			
Lane Grp LOS	F	D				F		B	B			
Approach Vol, veh/h		375			362			1236				
Approach Delay, s/veh		667.8			220.6			19.4				
Approach LOS		F			F			B				

Timer												
Assigned Phs		4			8			2				
Phs Duration (G+Y+Rc), s		24.0			24.0			76.0				
Change Period (Y+Rc), s		6.0			6.0			6.0				
Max Green Setting (Gmax), s		18.0			16.0			70.0				
Max Q Clear Time (g_c+I1), s		20.0			20.0			21.3				
Green Ext Time (p_c), s		0.0			0.0			0.0				

Intersection Summary												
HCM 2010 Ctrl Delay			179.6									
HCM 2010 LOS			F									

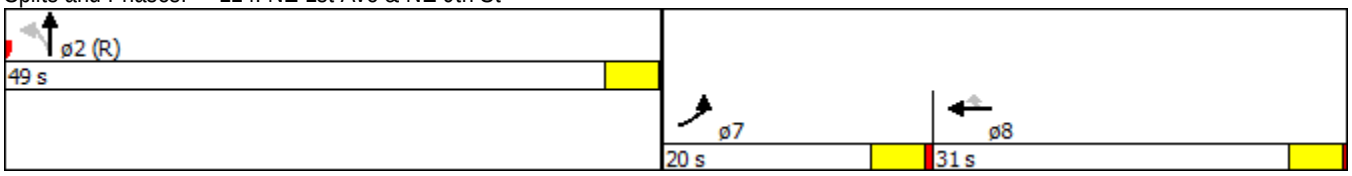
Notes

Lane Group	EBL	WBT	WBR	NBT
Lane Configurations				
Volume (vph)	48	55	122	943
Turn Type	Prot	NA	Perm	NA
Protected Phases	7	8		2
Permitted Phases			8	
Detector Phase	7	8	8	2
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	4.0
Minimum Split (s)	8.5	18.5	18.5	18.4
Total Split (s)	20.0	31.0	31.0	49.0
Total Split (%)	20.0%	31.0%	31.0%	49.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.4
Lead/Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 34 (34%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 114: NE 1st Ave & NE 9th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	48	0	0	0	55	122	61	943	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5				4.5	4.5		4.4				
Lane Util. Factor	1.00				0.95	0.95		0.91				
Frpb, ped/bikes	1.00				0.98	0.96		1.00				
Flpb, ped/bikes	1.00				1.00	1.00		1.00				
Frt	1.00				0.94	0.85		1.00				
Flt Protected	0.95				1.00	1.00		1.00				
Satd. Flow (prot)	1719				1588	1404		4923				
Flt Permitted	0.95				1.00	1.00		1.00				
Satd. Flow (perm)	1719				1588	1404		4923				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	51	0	0	0	58	128	64	993	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	25	65	0	0	0	0	0	0
Lane Group Flow (vph)	51	0	0	0	73	23	0	1057	0	0	0	0
Confl. Peds. (#/hr)	13		7	7		13	2		4	4		2
Turn Type	Prot				NA	Perm	Perm	NA				
Protected Phases	7				8			2				
Permitted Phases						8	2					
Actuated Green, G (s)	15.5				26.5	26.5		44.6				
Effective Green, g (s)	15.5				26.5	26.5		44.6				
Actuated g/C Ratio	0.16				0.26	0.26		0.45				
Clearance Time (s)	4.5				4.5	4.5		4.4				
Lane Grp Cap (vph)	266				420	372		2195				
v/s Ratio Prot	c0.03				c0.05							
v/s Ratio Perm						0.02		0.21				
v/c Ratio	0.19				0.17	0.06		0.48				
Uniform Delay, d1	36.8				28.3	27.5		19.5				
Progression Factor	1.00				1.00	1.00		0.66				
Incremental Delay, d2	1.6				0.9	0.3		0.6				
Delay (s)	38.4				29.2	27.8		13.5				
Level of Service	D				C	C		B				
Approach Delay (s)		38.4			28.5			13.5			0.0	
Approach LOS		D			C			B			A	

Intersection Summary

HCM 2000 Control Delay	16.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.4
Intersection Capacity Utilization	45.6%	ICU Level of Service	A
Analysis Period (min)	15		

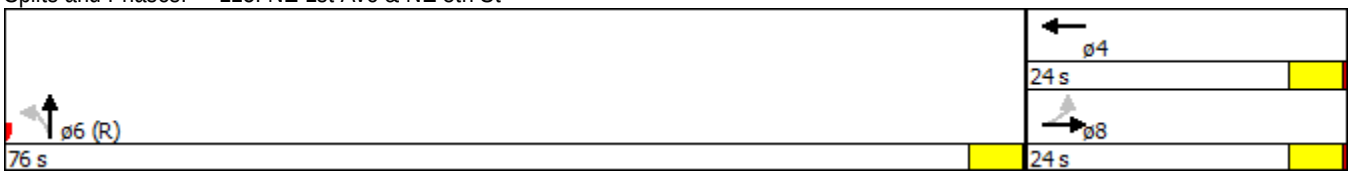
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations					
Volume (vph)	203	339	185	175	751
Turn Type	Perm	NA	NA	NA	NA
Protected Phases		8	4		6
Permitted Phases	8				
Detector Phase	8	8	4		6
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0		7.0
Minimum Split (s)	22.5	22.5	22.5		22.3
Total Split (s)	24.0	24.0	24.0		76.0
Total Split (%)	24.0%	24.0%	24.0%		76.0%
Yellow Time (s)	4.0	4.0	4.0		4.0
All-Red Time (s)	0.5	0.5	0.5		0.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.3
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max		Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 56 (56%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 115: NE 1st Ave & NE 8th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	203	339	0	0	185	175	47	751	49	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5	4.0		4.3				
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91				
Frpb, ped/bikes	1.00	1.00			1.00	1.00		1.00				
Flpb, ped/bikes	0.99	1.00			1.00	1.00		1.00				
Frt	1.00	1.00			1.00	0.85		0.99				
Flt Protected	0.95	1.00			1.00	1.00		1.00				
Satd. Flow (prot)	1537	1629			1629	1384		4385				
Flt Permitted	0.46	1.00			1.00	1.00		1.00				
Satd. Flow (perm)	749	1629			1629	1384		4385				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	214	357	0	0	195	184	49	791	52	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	184	0	7	0	0	0	0
Lane Group Flow (vph)	214	357	0	0	195	0	0	885	0	0	0	0
Confl. Peds. (#/hr)	5		5	5		5	3		3	3		3
Confl. Bikes (#/hr)			5			1						2
Parking (#/hr)			0				0		0			
Turn Type	Perm	NA			NA	NA	Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Actuated Green, G (s)	19.5	19.5			19.5	0.0		71.7				
Effective Green, g (s)	19.5	19.5			19.5	0.0		71.7				
Actuated g/C Ratio	0.20	0.20			0.20	0.00		0.72				
Clearance Time (s)	4.5	4.5			4.5			4.3				
Lane Grp Cap (vph)	146	317			317	0		3144				
v/s Ratio Prot		0.22			0.12							
v/s Ratio Perm	c0.29							0.20				
v/c Ratio	1.47	1.13			0.62	0.00		0.28				
Uniform Delay, d1	40.2	40.2			36.8	50.0		5.0				
Progression Factor	1.00	1.00			0.74	1.00		1.58				
Incremental Delay, d2	243.0	89.1			7.8	0.0		0.2				
Delay (s)	283.3	129.3			35.1	50.0		8.2				
Level of Service	F	F			D	D		A				
Approach Delay (s)		187.0			42.3			8.2			0.0	
Approach LOS		F			D			A			A	

Intersection Summary

HCM 2000 Control Delay	70.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.8
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		

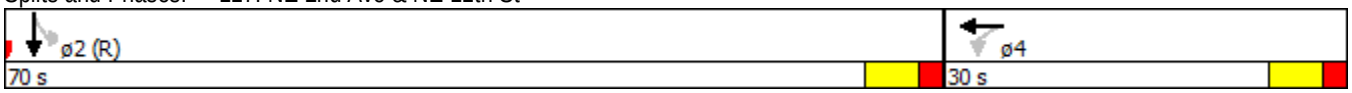
c Critical Lane Group

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	119	1187
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	24.0	24.0
Total Split (s)	30.0	70.0
Total Split (%)	30.0%	70.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 96 (96%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 117: NE 2nd Ave & NE 11th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	30	119	0	0	0	0	145	1187	120
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.99
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				190.0	181.0	0.0				190.0	181.0	190.0
Lanes				0	2	0				0	3	0
Cap, veh/h				72	395	0				72	1883	190
Arrive On Green				0.24	0.24	0.00				0.64	0.64	0.64
Sat Flow, veh/h				0	1647	0				0	2942	297
Grp Volume(v), veh/h				31	124	0				151	692	669
Grp Sat Flow(s),veh/h/ln				0	1647	0				0	1647	1592
Q Serve(g_s), s				0.0	6.2	0.0				0.0	26.1	26.1
Cycle Q Clear(g_c), s				24.0	6.2	0.0				64.0	26.1	26.1
Prop In Lane				1.00		0.00				1.00		0.19
Lane Grp Cap(c), veh/h				72	395	0				72	1054	1019
V/C Ratio(X)				0.43	0.31	0.00				2.10	0.66	0.66
Avail Cap(c_a), veh/h				72	395	0				72	1054	1019
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh				50.0	31.2	0.0				50.0	11.2	11.2
Incr Delay (d2), s/veh				17.7	2.1	0.0				537.6	3.2	3.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				1.1	2.8	0.0				12.6	10.5	10.2
Lane Grp Delay (d), s/veh				67.7	33.3	0.0				587.6	14.4	14.5
Lane Grp LOS				E	C					F	B	B
Approach Vol, veh/h					155						1512	
Approach Delay, s/veh					40.2						71.7	
Approach LOS					D						E	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	30.0 70.0
Change Period (Y+Rc), s	6.0 6.0
Max Green Setting (Gmax), s	24.0 64.0
Max Q Clear Time (g_c+I1), s	26.0 66.0
Green Ext Time (p_c), s	0.0 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	68.7
HCM 2010 LOS	E

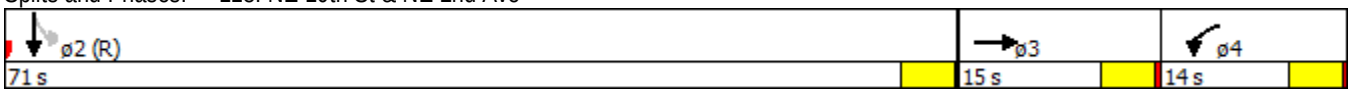
Notes

Lane Group	EBT	WBT	SBT	ø4
Lane Configurations				
Volume (vph)	141	49	1016	
Turn Type	NA	NA	NA	
Protected Phases	3		2	4
Permitted Phases				
Detector Phase	3		2	
Switch Phase				
Minimum Initial (s)	7.0		7.0	7.0
Minimum Split (s)	15.0		22.3	14.0
Total Split (s)	15.0		71.0	14.0
Total Split (%)	15.0%		71.0%	14%
Yellow Time (s)	4.0		4.0	4.0
All-Red Time (s)	0.5		0.3	0.5
Lost Time Adjust (s)	0.0		0.0	
Total Lost Time (s)	4.5		4.3	
Lead/Lag	Lead			Lag
Lead-Lag Optimize?	Yes			Yes
Recall Mode	Max		Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 24 (24%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 118: NE 10th St & NE 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	141	113	159	49	0	0	0	0	116	1016	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.0						4.3	
Lane Util. Factor		0.95			1.00						0.91	
Frpb, ped/bikes		0.99			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.93			1.00						0.99	
Flt Protected		1.00			0.96						1.00	
Satd. Flow (prot)		2800			1539						4279	
Flt Permitted		1.00			0.96						1.00	
Satd. Flow (perm)		2800			1539						4279	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	152	122	171	53	0	0	0	0	125	1092	108
RTOR Reduction (vph)	0	109	0	0	0	0	0	0	0	0	10	0
Lane Group Flow (vph)	0	165	0	0	224	0	0	0	0	0	1315	0
Confl. Peds. (#/hr)	6		5	5		6	3					3
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Parking (#/hr)	0		0									0
Turn Type		NA		Prot	NA					Perm	NA	
Protected Phases		3		4							2	
Permitted Phases										2		
Actuated Green, G (s)		10.5			9.5						66.7	
Effective Green, g (s)		10.5			9.5						66.7	
Actuated g/C Ratio		0.10			0.10						0.67	
Clearance Time (s)		4.5									4.3	
Lane Grp Cap (vph)		294			146						2854	
v/s Ratio Prot		c0.06			0.15							
v/s Ratio Perm											0.31	
v/c Ratio		0.56			1.53						0.46	
Uniform Delay, d1		42.6			45.2						8.0	
Progression Factor		0.82			1.00						1.57	
Incremental Delay, d2		5.7			271.7						0.5	
Delay (s)		40.7			317.0						13.0	
Level of Service		D			F						B	
Approach Delay (s)		40.7			317.0			0.0			13.0	
Approach LOS		D			F			A			B	

Intersection Summary

HCM 2000 Control Delay	54.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	59.5%	ICU Level of Service	B
Analysis Period (min)	15		

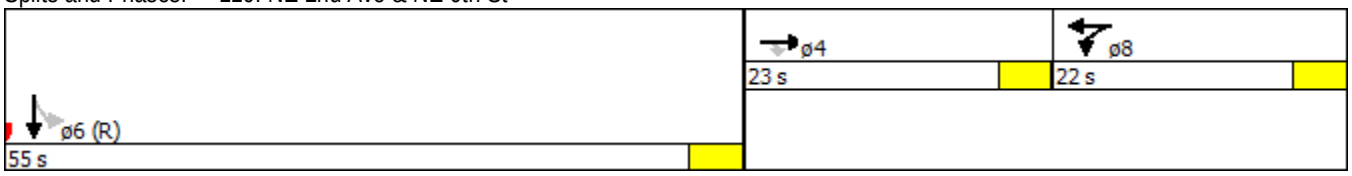
c Critical Lane Group

Lane Group	EBT	EBR	WBT	SBT
Lane Configurations				
Volume (vph)	28	77	16	1211
Turn Type	NA	Perm	NA	NA
Protected Phases	4		8	6
Permitted Phases		4		
Detector Phase	4	4	8	6
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	4.0
Minimum Split (s)	20.5	20.5	20.5	20.5
Total Split (s)	23.0	23.0	22.0	55.0
Total Split (%)	23.0%	23.0%	22.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.1	0.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.1	4.1	4.1	4.1
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 39 (39%), Referenced to phase 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 119: NE 2nd Ave & NE 9th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	28	77	43	16	0	0	0	0	23	1211	107
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.98
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	181.0	181.0	190.0	181.0	0.0				190.0	181.0	190.0
Lanes	0	1	1	0	1	0				0	3	0
Cap, veh/h	0	438	370	311	112	0				56	3141	287
Arrive On Green	0.00	0.24	0.24	0.24	0.24	0.00				0.22	0.22	0.22
Sat Flow, veh/h	0	1810	1529	1282	464	0				86	4813	439
Grp Volume(v), veh/h	0	30	84	64	0	0				524	478	455
Grp Sat Flow(s),veh/h/ln	0	1810	1529	1745	0	0				1805	1810	1724
Q Serve(g_s), s	0.0	1.0	3.4	2.2	0.0	0.0				19.6	17.7	17.7
Cycle Q Clear(g_c), s	0.0	1.0	3.4	2.2	0.0	0.0				19.6	17.7	17.7
Prop In Lane	0.00		1.00	0.73		0.00				0.05		0.25
Lane Grp Cap(c), veh/h	0	438	370	423	0	0				1178	1181	1125
V/C Ratio(X)	0.00	0.07	0.23	0.15	0.00	0.00				0.44	0.40	0.40
Avail Cap(c_a), veh/h	0	438	370	423	0	0				1178	1181	1125
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	22.8	23.7	23.2	0.0	0.0				18.3	17.6	17.6
Incr Delay (d2), s/veh	0.0	0.3	1.4	0.8	0.0	0.0				1.2	1.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.5	1.5	1.1	0.0	0.0				10.2	9.2	8.8
Lane Grp Delay (d), s/veh	0.0	23.1	25.1	24.0	0.0	0.0				19.6	18.6	18.7
Lane Grp LOS		C	C	C						B	B	B
Approach Vol, veh/h		114			64						1457	
Approach Delay, s/veh		24.6			24.0						19.0	
Approach LOS		C			C						B	

Timer												
Assigned Phs		4			8						6	
Phs Duration (G+Y+Rc), s		23.0			23.0						55.0	
Change Period (Y+Rc), s		4.1			4.1						4.1	
Max Green Setting (Gmax), s		18.9			17.9						50.9	
Max Q Clear Time (g_c+I1), s		5.4			4.2						21.6	
Green Ext Time (p_c), s		0.5			0.5						3.7	

Intersection Summary												
HCM 2010 Ctrl Delay			19.6									
HCM 2010 LOS			B									

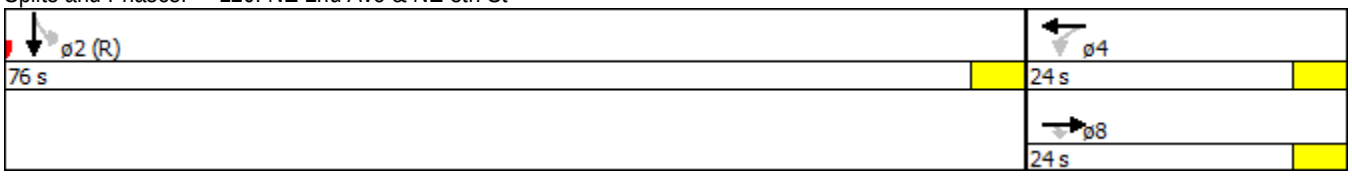
Notes

Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations					
Volume (vph)	211	141	37	242	1135
Turn Type	NA	Perm	Perm	NA	NA
Protected Phases	8			4	2
Permitted Phases		8	4		
Detector Phase	8	8	4	4	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	16.0
Minimum Split (s)	22.1	22.1	22.1	22.1	20.5
Total Split (s)	24.0	24.0	24.0	24.0	76.0
Total Split (%)	24.0%	24.0%	24.0%	24.0%	76.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.1	0.1	0.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.1	4.1		4.1	4.1
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 55 (55%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 120: NE 2nd Ave & NE 8th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	211	141	37	242	0	0	0	0	38	1135	84
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	159.8	159.8	171.0	159.8	0.0				171.0	159.8	171.0
Lanes	0	1	1	0	1	0				0	3	0
Cap, veh/h	0	486	412	150	424	0				62	1965	150
Arrive On Green	0.00	0.30	0.30	0.30	0.30	0.00				0.15	0.15	0.15
Sat Flow, veh/h	0	1598	1357	108	1395	0				134	4269	325
Grp Volume(v), veh/h	0	234	157	310	0	0				500	457	440
Grp Sat Flow(s),veh/h/ln	0	1598	1357	1503	0	0				1591	1598	1538
Q Serve(g_s), s	0.0	4.2	3.2	1.5	0.0	0.0				10.3	9.3	9.3
Cycle Q Clear(g_c), s	0.0	4.2	3.2	6.0	0.0	0.0				10.3	9.3	9.3
Prop In Lane	0.00		1.00	0.13		0.00				0.08		0.21
Lane Grp Cap(c), veh/h	0	486	412	574	0	0				732	736	708
V/C Ratio(X)	0.00	0.48	0.38	0.54	0.00	0.00				0.68	0.62	0.62
Avail Cap(c_a), veh/h	0	915	777	958	0	0				3291	3305	3181
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.09	0.09	0.89	0.00	0.00				0.84	0.84	0.84
Uniform Delay (d), s/veh	0.0	9.9	9.5	10.5	0.0	0.0				12.3	11.9	11.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.5	0.0	0.0				4.3	3.3	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	1.4	0.9	2.0	0.0	0.0				5.1	4.5	4.4
Lane Grp Delay (d), s/veh	0.0	9.9	9.6	11.0	0.0	0.0				16.7	15.2	15.4
Lane Grp LOS		A	A	B						B	B	B
Approach Vol, veh/h		391			310						1396	
Approach Delay, s/veh		9.8			11.0						15.8	
Approach LOS		A			B						B	

Timer												
Assigned Phs		8			4						2	
Phs Duration (G+Y+Rc), s		14.7			14.7						20.1	
Change Period (Y+Rc), s		4.1			4.1						4.1	
Max Green Setting (Gmax), s		19.9			19.9						71.9	
Max Q Clear Time (g_c+I1), s		6.2			8.0						12.3	
Green Ext Time (p_c), s		2.7			2.5						3.5	

Intersection Summary												
HCM 2010 Ctrl Delay			14.0									
HCM 2010 LOS			B									

Notes

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	35	0	0	0	30	1142
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	39	0	0	0	34	1283
Pedestrians	10		5			6
Lane Width (ft)	0.0		0.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	0		0			1
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			363			351
pX, platoon unblocked	0.82					
vC, conflicting volume	510	16			10	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	16			10	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	100			98	
cM capacity (veh/h)	811	1044			1586	

Direction, Lane #	SB 1	SB 2	SB 3
Volume Total	290	513	513
Volume Left	34	0	0
Volume Right	0	0	0
cSH	1586	1700	1700
Volume to Capacity	0.02	0.30	0.30
Queue Length 95th (ft)	2	0	0
Control Delay (s)	1.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.2		
Approach LOS			

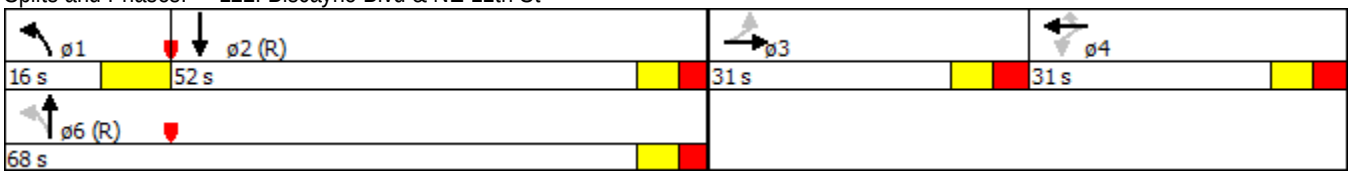
Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		

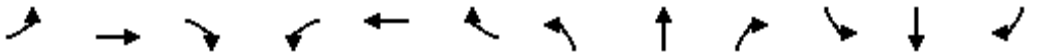
Lane Group	EBL	EBT	WBR	NBL	NBT	SBT
Lane Configurations						
Volume (vph)	51	13	27	79	1824	2853
Turn Type	Perm	NA	Perm	pm+pt	NA	NA
Protected Phases		3		1	6	2
Permitted Phases	3		4	6		
Detector Phase	3	3	4	1	6	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	5.0	16.0	16.0
Minimum Split (s)	30.5	30.5	30.5	12.3	22.8	22.8
Total Split (s)	31.0	31.0	31.0	16.0	68.0	52.0
Total Split (%)	23.8%	23.8%	23.8%	12.3%	52.3%	40.0%
Yellow Time (s)	4.0	4.0	4.0	6.8	4.0	4.0
All-Red Time (s)	3.5	3.5	3.5	0.0	2.8	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	6.8	6.8	6.8
Lead/Lag	Lead	Lead	Lag	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 122: Biscayne Blvd & NE 11th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	51	13	172	0	0	27	79	1824	7	0	2853	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5				7.5	6.8	6.8			6.8	
Lane Util. Factor	1.00	1.00				1.00	1.00	0.91			0.91	
Frpb, ped/bikes	1.00	0.98				0.97	1.00	1.00			1.00	
Flpb, ped/bikes	1.00	1.00				1.00	1.00	1.00			1.00	
Frt	1.00	0.86				0.85	1.00	1.00			1.00	
Flt Protected	0.95	1.00				1.00	0.95	1.00			1.00	
Satd. Flow (prot)	1719	1533				1492	1719	4937			4920	
Flt Permitted	0.17	1.00				1.00	0.06	1.00			1.00	
Satd. Flow (perm)	308	1533				1492	103	4937			4920	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	54	14	183	0	0	29	84	1940	7	0	3035	70
RTOR Reduction (vph)	0	150	0	0	0	27	0	0	0	0	2	0
Lane Group Flow (vph)	54	47	0	0	0	2	84	1947	0	0	3103	0
Confl. Peds. (#/hr)	11		3	3		11	12		18	18		12
Turn Type	Perm	NA		Perm		Perm	pm+pt	NA			NA	
Protected Phases		3			4		1	6			2	
Permitted Phases	3			4		4	6					
Actuated Green, G (s)	23.5	23.5				7.4	77.3	77.3			63.4	
Effective Green, g (s)	23.5	23.5				7.4	77.3	77.3			63.4	
Actuated g/C Ratio	0.18	0.18				0.06	0.59	0.59			0.49	
Clearance Time (s)	7.5	7.5				7.5	6.8	6.8			6.8	
Vehicle Extension (s)	2.5	2.5				2.5	2.0	1.0			1.0	
Lane Grp Cap (vph)	55	277				84	149	2935			2399	
v/s Ratio Prot		0.03					0.03	c0.39			c0.63	
v/s Ratio Perm	c0.18					c0.00	0.30					
v/c Ratio	0.98	0.17				0.02	0.56	0.66			1.29	
Uniform Delay, d1	53.0	45.0				57.9	28.9	17.6			33.3	
Progression Factor	1.00	1.00				1.00	1.68	0.78			1.00	
Incremental Delay, d2	114.3	0.2				0.1	2.3	0.9			135.4	
Delay (s)	167.3	45.2				57.9	50.8	14.8			168.7	
Level of Service	F	D				E	D	B			F	
Approach Delay (s)		71.5			57.9			16.2			168.7	
Approach LOS		E			E			B			F	

Intersection Summary

HCM 2000 Control Delay	106.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	28.6
Intersection Capacity Utilization	89.9%	ICU Level of Service	E
Analysis Period (min)	15		

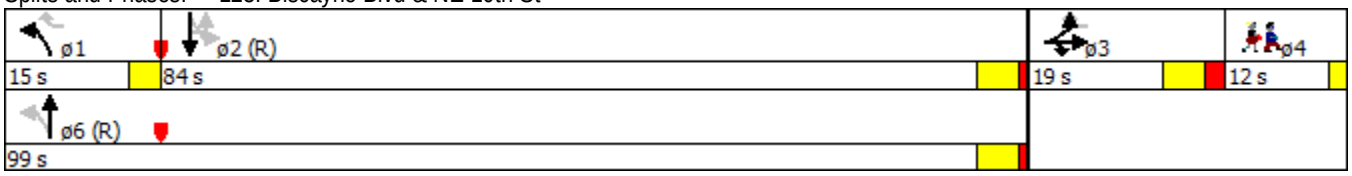
c Critical Lane Group

Lane Group	EBT	EBR	WBR	NBL	NBT	SBU	SBL	SBT	ø4
Lane Configurations									
Volume (vph)	22	196	25	31	1583	84	22	2721	
Turn Type	NA	custom	custom	pm+pt	NA	Perm	Perm	NA	
Protected Phases	3	3		1	6			2	4
Permitted Phases		3	1 3	6		2	2		
Detector Phase	3	3	1 3	1	6	2	2	2	
Switch Phase									
Minimum Initial (s)	7.0	7.0		5.0	17.0	17.0	17.0	17.0	1.0
Minimum Split (s)	19.0	19.0		9.0	22.0	22.0	22.0	22.0	12.0
Total Split (s)	19.0	19.0		15.0	99.0	84.0	84.0	84.0	12.0
Total Split (%)	14.6%	14.6%		11.5%	76.2%	64.6%	64.6%	64.6%	9%
Yellow Time (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0		0.0	1.0	1.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		3.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lead		Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None		None	C-Min	C-Min	C-Min	C-Min	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 123: Biscayne Blvd & NE 10th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (vph)	204	22	196	0	0	25	31	1583	7	84	22	2721
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0			3.0	3.0	5.0			5.0	5.0
Lane Util. Factor		1.00	1.00			1.00	1.00	0.91			1.00	0.91
Frpb, ped/bikes		1.00	1.00			0.98	1.00	1.00			1.00	1.00
Flpb, ped/bikes		1.00	1.00			1.00	1.00	1.00			1.00	1.00
Frt		1.00	0.85			0.86	1.00	1.00			1.00	0.99
Flt Protected		0.96	1.00			1.00	0.95	1.00			0.95	1.00
Satd. Flow (prot)		1558	1384			1386	1547	4443			1545	4401
Flt Permitted		0.96	1.00			1.00	0.04	1.00			0.13	1.00
Satd. Flow (perm)		1558	1384			1386	70	4443			205	4401
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	217	23	209	0	0	27	33	1684	7	89	23	2895
RTOR Reduction (vph)	0	0	188	0	0	23	0	0	0	0	0	4
Lane Group Flow (vph)	0	240	21	0	0	4	33	1691	0	0	112	3050
Confl. Peds. (#/hr)	2		3	3		2	29		19		19	
Confl. Bikes (#/hr)												
Parking (#/hr)												
Turn Type	custom	NA	custom			custom	pm+pt	NA		Perm	Perm	NA
Protected Phases	3	3	3				1	6				2
Permitted Phases	3		3			1 3	6			2	2	
Actuated Green, G (s)		13.0	13.0			17.4	98.0	98.0			90.6	90.6
Effective Green, g (s)		13.0	13.0			17.4	98.0	98.0			90.6	90.6
Actuated g/C Ratio		0.10	0.10			0.13	0.75	0.75			0.70	0.70
Clearance Time (s)		6.0	6.0				3.0	5.0			5.0	5.0
Vehicle Extension (s)		2.5	2.5				2.0	1.0			1.0	1.0
Lane Grp Cap (vph)		155	138			185	102	3349			142	3067
v/s Ratio Prot		c0.15	0.02				0.01	c0.38				c0.69
v/s Ratio Perm						0.00	0.23				0.55	
v/c Ratio		1.55	0.15			0.02	0.32	0.50			0.79	0.99
Uniform Delay, d1		58.5	53.5			48.9	21.9	6.4			13.3	19.5
Progression Factor		1.00	1.00			1.00	3.90	0.29			0.75	0.83
Incremental Delay, d2		276.1	0.4			0.0	0.6	0.5			4.1	3.8
Delay (s)		334.6	53.8			48.9	86.2	2.4			14.0	20.0
Level of Service		F	D			D	F	A			B	C
Approach Delay (s)		203.9			48.9			4.0				19.8
Approach LOS		F			D			A				B

Intersection Summary

HCM 2000 Control Delay	30.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	99.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



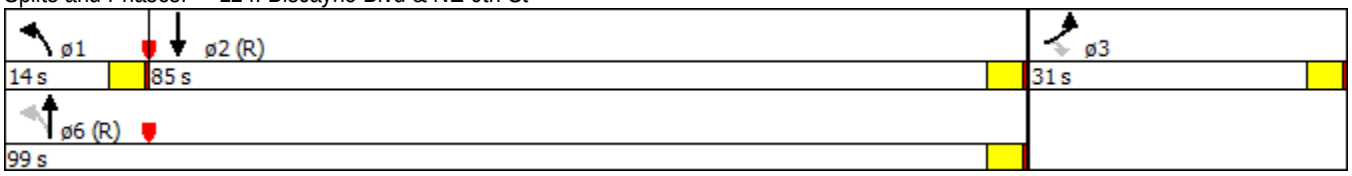
Movement	SBR
Lane Configurations	
Volume (vph)	149
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	159
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	29
Confl. Bikes (#/hr)	8
Parking (#/hr)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	62	35	8	1506	2909
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	3		1	6	2
Permitted Phases		3	6		
Detector Phase	3	3	1	6	2
Switch Phase					
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0
Total Split (s)	31.0	31.0	14.0	99.0	85.0
Total Split (%)	23.8%	23.8%	10.8%	76.2%	65.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 124: Biscayne Blvd & NE 9th St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	62	35	8	1506	2909	5
Number	3	18	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0
Lanes	1	1	1	3	3	0
Cap, veh/h	96	86	140	4716	4455	7
Arrive On Green	0.06	0.06	0.02	1.00	1.00	1.00
Sat Flow, veh/h	1723	1538	1723	5429	5418	9
Grp Volume(v), veh/h	66	37	9	1602	2067	1033
Grp Sat Flow(s),veh/h/ln	1723	1538	1723	1810	1810	1808
Q Serve(g_s), s	4.0	2.5	0.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.0	2.5	0.1	0.0	0.0	0.0
Prop In Lane	1.00	1.00	1.00			0.00
Lane Grp Cap(c), veh/h	96	86	140	4716	2976	1487
V/C Ratio(X)	0.69	0.43	0.06	0.34	0.69	0.70
Avail Cap(c_a), veh/h	438	391	287	4857	2976	1487
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.33	1.33
Upstream Filter(I)	1.00	1.00	0.84	0.84	0.19	0.19
Uniform Delay (d), s/veh	49.2	48.5	1.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	8.3	3.4	0.2	0.2	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	2.0	1.1	0.0	0.1	0.1	0.2
Lane Grp Delay (d), s/veh	57.5	51.9	1.4	0.2	0.3	0.5
Lane Grp LOS	E	D	A	A	A	A
Approach Vol, veh/h	103			1611	3100	
Approach Delay, s/veh	55.5			0.2	0.3	
Approach LOS	E			A	A	

Timer			
Assigned Phs	1	6	2
Phs Duration (G+Y+Rc), s	4.9	96.2	91.3
Change Period (Y+Rc), s	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	95.0	81.0
Max Q Clear Time (g_c+I1), s	2.1	2.0	2.0
Green Ext Time (p_c), s	0.0	90.2	77.0

Intersection Summary	
HCM 2010 Ctrl Delay	1.5
HCM 2010 LOS	A

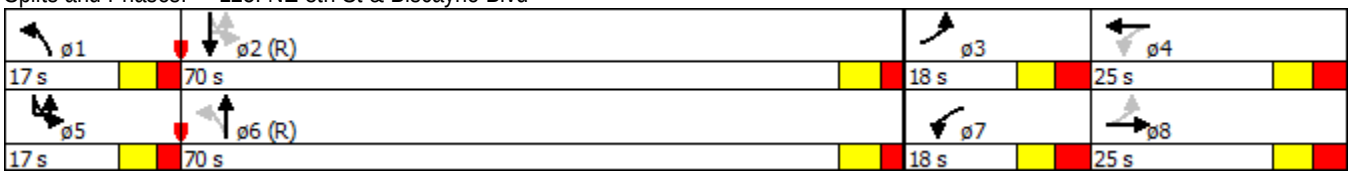
Notes

Lane Group	EBL	EBT	WBT	NBL	NBT	SBU	SBL	SBT	ø7
Lane Configurations									
Volume (vph)	85	106	64	52	1471	13	24	2778	
Turn Type	pm+pt	NA	NA	pm+pt	NA	pm+pt	pm+pt	NA	
Protected Phases	3	8	4	1	6	5	5	2	7
Permitted Phases	8			6	6	2	2		
Detector Phase	3	8	4	1	6	5	5	2	
Switch Phase									
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	12.1	23.4	23.4	11.0	27.3	11.0	11.0	27.3	12.1
Total Split (s)	18.0	25.0	25.0	17.0	70.0	17.0	17.0	70.0	18.0
Total Split (%)	13.8%	19.2%	19.2%	13.1%	53.8%	13.1%	13.1%	53.8%	14%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	3.7	3.7	4.0	3.7
All-Red Time (s)	3.4	3.4	3.4	2.3	2.3	2.3	2.3	2.3	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.1	7.4	7.4	6.0	6.3		6.0	6.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Min	None	None	C-Min	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 125: NE 8th St & Biscayne Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (veh/h)	85	106	82	0	64	4	52	1471	24	13	24	2778
Number	3	8	18	7	4	14	1	6	16		5	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.96	1.00		0.99		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
Adj Sat Flow veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	181.0	181.0	190.0		181.0	181.0
Lanes	1	1	0	1	1	0	1	3	0		1	3
Cap, veh/h	215	189	147	159	137	8	143	3174	51		232	2895
Arrive On Green	0.06	0.20	0.20	0.00	0.08	0.08	0.05	0.60	0.60		0.03	0.77
Sat Flow, veh/h	1723	939	729	1723	1691	97	1723	5327	86		1723	5031
Grp Volume(v), veh/h	93	0	206	0	0	74	57	1098	544		26	2183
Grp Sat Flow(s),veh/h/ln	1723	0	1668	1723	0	1788	1723	1810	1794		1723	1810
Q Serve(g_s), s	4.6	0.0	12.5	0.0	0.0	4.4	1.4	19.5	19.5		0.7	63.7
Cycle Q Clear(g_c), s	4.6	0.0	12.5	0.0	0.0	4.4	1.4	19.5	19.5		0.7	63.7
Prop In Lane	1.00		0.44	1.00		0.05	1.00		0.05		1.00	
Lane Grp Cap(c), veh/h	215	0	336	159	0	145	143	2156	1069		232	2083
V/C Ratio(X)	0.43	0.00	0.61	0.00	0.00	0.51	0.40	0.51	0.51		0.11	1.05
Avail Cap(c_a), veh/h	287	0	336	327	0	284	236	2156	1069		360	2083
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.33	1.33
Upstream Filter(I)	0.94	0.00	0.94	0.00	0.00	1.00	1.00	1.00	1.00		0.62	0.62
Uniform Delay (d), s/veh	32.6	0.0	40.3	0.0	0.0	48.8	27.0	13.0	13.0		10.4	13.0
Incr Delay (d2), s/veh	0.5	0.0	2.8	0.0	0.0	2.1	0.7	0.9	1.7		0.0	30.1
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
%ile Back of Q (50%), veh/ln	2.0	0.0	5.6	0.0	0.0	2.1	1.0	8.5	8.7		0.3	28.9
Lane Grp Delay (d), s/veh	33.1	0.0	43.0	0.0	0.0	50.8	27.7	13.8	14.7		10.4	43.1
Lane Grp LOS	C		D			D	C	B	B		B	F
Approach Vol, veh/h		299			74			1699				3191
Approach Delay, s/veh		39.9			50.8			14.6				47.4
Approach LOS		D			D			B				D

Timer												
Assigned Phs	3	8		7	4		1	6			5	2
Phs Duration (G+Y+Rc), s	13.3	29.7		0.0	16.4		11.0	72.2			8.8	70.0
Change Period (Y+Rc), s	7.1	7.4		7.1	7.4		6.0	6.3			6.0	6.3
Max Green Setting (Gmax), s	10.9	17.6		10.9	17.6		11.0	63.7			11.0	63.7
Max Q Clear Time (g_c+I1), s	6.6	14.5		0.0	6.4		3.4	21.5			2.7	65.7
Green Ext Time (p_c), s	0.0	0.4		0.0	0.3		0.0	31.1			0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	36.4
HCM 2010 LOS	D

Notes



Movement	SBR
Lane Configurations	
Volume (veh/h)	102
Number	12
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.99
Parking Bus Adj	0.90
Adj Sat Flow veh/h/ln	190.0
Lanes	0
Cap, veh/h	105
Arrive On Green	0.77
Sat Flow, veh/h	182
Grp Volume(v), veh/h	982
Grp Sat Flow(s),veh/h/ln	1594
Q Serve(g_s), s	63.7
Cycle Q Clear(g_c), s	63.7
Prop In Lane	0.11
Lane Grp Cap(c), veh/h	917
V/C Ratio(X)	1.07
Avail Cap(c_a), veh/h	917
HCM Platoon Ratio	1.33
Upstream Filter(I)	0.62
Uniform Delay (d), s/veh	13.0
Incr Delay (d2), s/veh	45.0
Initial Q Delay(d3),s/veh	0.0
%ile Back of Q (50%), veh/ln	29.3
Lane Grp Delay (d), s/veh	58.0
Lane Grp LOS	F
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	

Timer
Assigned Phs
Phs Duration (G+Y+Rc), s
Change Period (Y+Rc), s
Max Green Setting (Gmax), s
Max Q Clear Time (g_c+I1), s
Green Ext Time (p_c), s

Intersection Summary

Intersection	
Intersection Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	41	0	1549	2813	35
Conflicting Peds, #/hr	2	0	20	0	0	20
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	44	0	1648	2993	37

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3672	1537	3032	0	-	0
Stage 1	3013	-	-	-	-	-
Stage 2	659	-	-	-	-	-
Follow-up Headway	3.85	3.95	3.15	-	-	-
Pot Capacity-1 Maneuver	10	87	35	-	-	-
Stage 1	12	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Time blocked-Platoon, %				-	-	-
Mov Capacity-1 Maneuver	10	85	34	-	-	-
Mov Capacity-2 Maneuver	10	-	-	-	-	-
Stage 1	12	-	-	-	-	-
Stage 2	426	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	85.4	0	0
HCM LOS	F		

Minor Lane / Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	34	-	85	-	-
HCM Lane V/C Ratio	-	-	0.513	-	-
HCM Control Delay (s)	0	-	85.4	-	-
HCM Lane LOS	A		F		
HCM 95th %tile Q(veh)	0	-	2.214	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	23	43	101	22	0	0	0	0	35	2313	19
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	26	48	113	25	0	0	0	0	39	2599	21
Pedestrians		16			5			5			13	
Lane Width (ft)		12.0			12.0			0.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			0			0			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								358			348	
pX, platoon unblocked	0.88	0.88	0.88	0.88	0.88		0.88					
vC, conflicting volume	2730	2709	898	1016	2720	18	2636			5		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2480	2457	390	525	2469	18	2373			5		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	0	91	0	0	100	100			98		
cM capacity (veh/h)	0	24	519	0	24	1031	167			1587		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3
Volume Total	74	138	689	1299	671
Volume Left	0	113	39	0	0
Volume Right	48	0	0	0	21
cSH	64	0	1587	1700	1700
Volume to Capacity	1.15	Err	0.02	0.76	0.39
Queue Length 95th (ft)	148	Err	2	0	0
Control Delay (s)	269.5	Err	0.7	0.0	0.0
Lane LOS	F	F	A		
Approach Delay (s)	269.5	Err	0.2		
Approach LOS	F	F			

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	68.1%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	27	133	1	0	0	0	0	1	6	69	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	34	168	1	0	0	0	0	1	8	87	0	0
Pedestrians		6						1			13	
Lane Width (ft)		12.0						12.0			12.0	
Walking Speed (ft/s)		4.0						4.0			4.0	
Percent Blockage		1						0			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					809							
pX, platoon unblocked												
vC, conflicting volume	13			171			244	251	86	174	252	19
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	13			171			244	251	86	174	252	19
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			100	100	99	88	100	100
cM capacity (veh/h)	1565			1381			660	622	945	730	622	1028

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	118	85	9	87
Volume Left	34	0	0	87
Volume Right	0	1	8	0
cSH	1565	1700	880	730
Volume to Capacity	0.02	0.05	0.01	0.12
Queue Length 95th (ft)	2	0	1	10
Control Delay (s)	2.2	0.0	9.1	10.6
Lane LOS	A		A	B
Approach Delay (s)	1.3		9.1	10.6
Approach LOS			A	B

Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	25.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	137	82	0	0	0	0	98	85	9	78	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	4	176	105	0	0	0	0	126	109	12	100	0
Pedestrians					8			3			3	
Lane Width (ft)					0.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					632							
pX, platoon unblocked												
vC, conflicting volume	3			284			289	242	151	278	294	3
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	3			284			289	242	151	278	294	3
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	81	87	98	83	100
cM capacity (veh/h)	1592			1251			548	647	856	475	604	1067

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	92	193	235	112
Volume Left	4	0	0	12
Volume Right	0	105	109	0
cSH	1592	1700	730	588
Volume to Capacity	0.00	0.11	0.32	0.19
Queue Length 95th (ft)	0	0	35	17
Control Delay (s)	0.3	0.0	12.3	12.6
Lane LOS	A		B	B
Approach Delay (s)	0.1		12.3	12.6
Approach LOS			B	B

Intersection Summary			
Average Delay	6.8		
Intersection Capacity Utilization	27.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	3	80	28	10	38	0	0	116	25
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	0	0	4	95	33	12	45	0	0	138	30
Pedestrians		5			2			9			5	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					801							
pX, platoon unblocked												
vC, conflicting volume	134			9			168	150	11	149	133	74
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	134			9			168	150	11	149	133	74
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			98	94	100	100	81	97
cM capacity (veh/h)	1421			1576			630	724	1048	746	740	959

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	51	81	57	168
Volume Left	4	0	12	0
Volume Right	0	33	0	30
cSH	1576	1700	702	771
Volume to Capacity	0.00	0.05	0.08	0.22
Queue Length 95th (ft)	0	0	7	21
Control Delay (s)	0.5	0.0	10.6	11.0
Lane LOS	A		B	B
Approach Delay (s)	0.2		10.6	11.0
Approach LOS			B	B

Intersection Summary			
Average Delay	6.9		
Intersection Capacity Utilization	24.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	16	37	4	52	16	0	0	27	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	0	0	0	20	45	5	63	20	0	0	33	9
Pedestrians					2			14			5	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					0			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					653							
pX, platoon unblocked												
vC, conflicting volume	55			14			101	108	16	103	106	30
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	55			14			101	108	16	103	106	30
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			92	97	100	100	96	99
cM capacity (veh/h)	1520			1563			799	753	1036	818	755	1024

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	42	27	83	41
Volume Left	20	0	63	0
Volume Right	0	5	0	9
cSH	1563	1700	787	798
Volume to Capacity	0.01	0.02	0.11	0.05
Queue Length 95th (ft)	1	0	9	4
Control Delay (s)	3.5	0.0	10.1	9.8
Lane LOS	A		B	A
Approach Delay (s)	2.1		10.1	9.8
Approach LOS			B	A

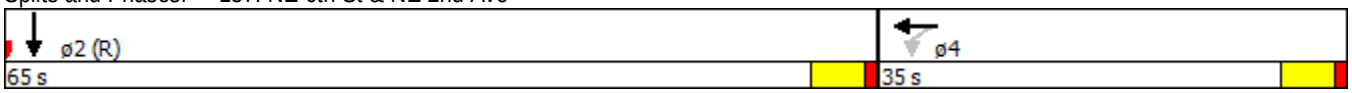
Intersection Summary				
Average Delay	7.2			
Intersection Capacity Utilization	25.7%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	354	1033
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	35.0	65.0
Total Split (%)	35.0%	65.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 11 (11%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 137: NE 6th St & NE 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	53	354	0	0	0	0	0	1033	285
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	158.3	0.0				0.0	158.3	171.0
Lanes				0	3	0				0	3	0
Cap, veh/h				72	864	0				0	2144	590
Arrive On Green				0.30	0.30	0.00				0.00	0.20	0.20
Sat Flow, veh/h				0	2882	0				0	3573	984
Grp Volume(v), veh/h				57	381	0				0	985	432
Grp Sat Flow(s),veh/h/ln				0	1441	0				0	1583	1391
Q Serve(g_s), s				0.0	10.7	0.0				0.0	27.8	27.8
Cycle Q Clear(g_c), s				30.0	10.7	0.0				0.0	27.8	27.8
Prop In Lane				1.00		0.00				0.00		0.71
Lane Grp Cap(c), veh/h				72	865	0				0	1900	835
V/C Ratio(X)				0.79	0.44	0.00				0.00	0.52	0.52
Avail Cap(c_a), veh/h				72	865	0				0	1900	835
HCM Platoon Ratio				1.00	1.00	1.00				1.00	0.33	0.33
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				50.0	28.2	0.0				0.0	27.2	27.2
Incr Delay (d2), s/veh				58.5	1.6	0.0				0.0	1.0	2.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				2.6	4.0	0.0				0.0	12.1	10.9
Lane Grp Delay (d), s/veh				108.5	29.9	0.0				0.0	28.2	29.5
Lane Grp LOS				F	C						C	C
Approach Vol, veh/h					438						1417	
Approach Delay, s/veh					40.1						28.6	
Approach LOS					D						C	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	35.0 65.0
Change Period (Y+Rc), s	5.0 5.0
Max Green Setting (Gmax), s	30.0 60.0
Max Q Clear Time (g_c+I1), s	32.0 29.8
Green Ext Time (p_c), s	0.0 4.5

Intersection Summary	
HCM 2010 Ctrl Delay	31.3
HCM 2010 LOS	C

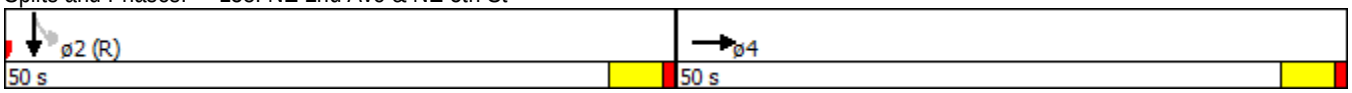
Notes

Lane Group	EBT	SBL	SBT
Lane Configurations			
Volume (vph)	832	209	824
Turn Type	NA	Perm	NA
Protected Phases	4		2
Permitted Phases		2	
Detector Phase	4	2	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0
Total Split (s)	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 4 (4%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 138: NE 2nd Ave & NE 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	832	295	0	0	0	0	0	0	209	824	0
Number	7	4	14							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92							1.00		1.00
Parking Bus Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	179.2	190.0							179.2	179.2	0.0
Lanes	0	3	0							1	2	0
Cap, veh/h	0	1668	588							72	1613	0
Arrive On Green	0.00	0.45	0.45							0.15	0.15	0.00
Sat Flow, veh/h	0	3708	1306							1707	3585	0
Grp Volume(v), veh/h	0	865	347							225	886	0
Grp Sat Flow(s),veh/h/ln	0	1792	1428							1707	1792	0
Q Serve(g_s), s	0.0	17.5	17.6							0.0	22.9	0.0
Cycle Q Clear(g_c), s	0.0	17.5	17.6							45.0	22.9	0.0
Prop In Lane	0.00		0.91							1.00		0.00
Lane Grp Cap(c), veh/h	0	1613	643							72	1613	0
V/C Ratio(X)	0.00	0.54	0.54							3.12	0.55	0.00
Avail Cap(c_a), veh/h	0	1613	643							72	1613	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	19.9	20.0							65.1	33.2	0.0
Incr Delay (d2), s/veh	0.0	1.3	3.2							991.7	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	7.9	6.6							21.8	11.4	0.0
Lane Grp Delay (d), s/veh	0.0	21.2	23.2							1056.8	34.5	0.0
Lane Grp LOS		C	C							F	C	
Approach Vol, veh/h		1212									1111	
Approach Delay, s/veh		21.8									241.5	
Approach LOS		C									F	

Timer

Assigned Phs		4									2	
Phs Duration (G+Y+Rc), s		50.0									50.0	
Change Period (Y+Rc), s		5.0									5.0	
Max Green Setting (Gmax), s		45.0									45.0	
Max Q Clear Time (g_c+I1), s		19.6									47.0	
Green Ext Time (p_c), s		6.6									0.0	

Intersection Summary

HCM 2010 Ctrl Delay			126.9									
HCM 2010 LOS			F									

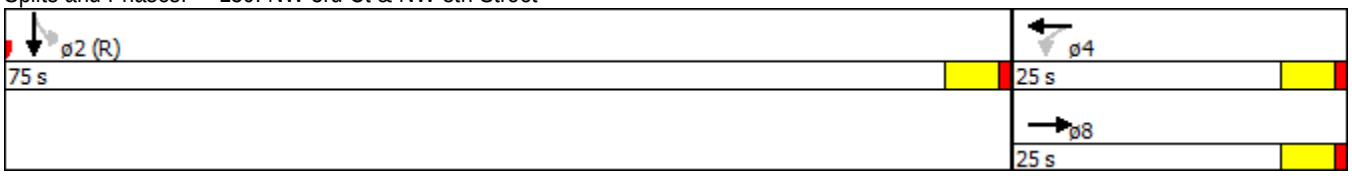
Notes

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Volume (vph)	448	56	219	2028
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	1.0	7.0	7.0	7.0
Minimum Split (s)	24.0	24.0	24.0	23.0
Total Split (s)	25.0	25.0	25.0	75.0
Total Split (%)	25.0%	25.0%	25.0%	75.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 95 (95%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 139: NW 3rd Ct & NW 8th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	448	67	56	219	0	0	0	0	691	2028	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	
Lane Util. Factor		1.00		1.00	1.00						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.98		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		1805		1752	1845						6228	
Flt Permitted		1.00		0.20	1.00						0.99	
Satd. Flow (perm)		1805		369	1845						6228	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	457	68	57	223	0	0	0	0	705	2069	127
RTOR Reduction (vph)	0	6	0	0	0	0	0	0	0	0	6	0
Lane Group Flow (vph)	0	519	0	57	223	0	0	0	0	0	2895	0
Confl. Peds. (#/hr)	14		14	14		14						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		20.0		20.0	20.0						70.0	
Effective Green, g (s)		20.0		20.0	20.0						70.0	
Actuated g/C Ratio		0.20		0.20	0.20						0.70	
Clearance Time (s)		5.0		5.0	5.0						5.0	
Lane Grp Cap (vph)		361		73	369						4359	
v/s Ratio Prot		c0.29			0.12							
v/s Ratio Perm				0.15							0.46	
v/c Ratio		1.44		0.78	0.60						0.66	
Uniform Delay, d1		40.0		37.9	36.4						8.4	
Progression Factor		1.00		1.07	1.07						1.00	
Incremental Delay, d2		212.6		53.3	6.7						0.8	
Delay (s)		252.6		94.1	45.7						9.2	
Level of Service		F		F	D						A	
Approach Delay (s)		252.6			55.6			0.0			9.2	
Approach LOS		F			E			A			A	

Intersection Summary

HCM 2000 Control Delay	47.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	88.1%	ICU Level of Service	E
Analysis Period (min)	15		

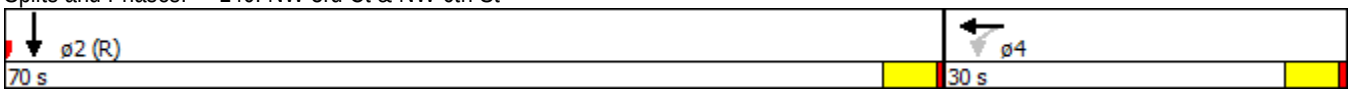
c Critical Lane Group

Lane Group	WBL	WBT	SBT
Lane Configurations			
Volume (vph)	165	249	2338
Turn Type	Perm	NA	NA
Protected Phases		4	2
Permitted Phases	4		
Detector Phase	4	4	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	22.8	22.8	22.6
Total Split (s)	30.0	30.0	70.0
Total Split (%)	30.0%	30.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.6
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.6
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 8 (8%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 140: NW 3rd Ct & NW 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	165	249	0	0	0	0	0	2338	35
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				186.3	186.3	0.0				0.0	186.3	190.0
Lanes				1	2	0				0	4	0
Cap, veh/h				72	939	0				0	4789	71
Arrive On Green				0.08	0.08	0.00				0.00	0.65	0.65
Sat Flow, veh/h				1774	3725	0				0	7322	109
Grp Volume(v), veh/h				170	257	0				0	1839	607
Grp Sat Flow(s),veh/h/ln				1774	1863	0				0	1863	1843
Q Serve(g_s), s				0.0	6.5	0.0				0.0	17.0	17.0
Cycle Q Clear(g_c), s				25.2	6.5	0.0				0.0	17.0	17.0
Prop In Lane				1.00		0.00				0.00		0.06
Lane Grp Cap(c), veh/h				72	939	0				0	3655	1205
V/C Ratio(X)				2.36	0.27	0.00				0.00	0.50	0.50
Avail Cap(c_a), veh/h				72	939	0				0	3655	1205
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				58.4	37.3	0.0				0.0	8.9	8.9
Incr Delay (d2), s/veh				653.2	0.7	0.0				0.0	0.5	1.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				15.0	3.3	0.0				0.0	7.1	7.4
Lane Grp Delay (d), s/veh				711.6	38.0	0.0				0.0	9.4	10.4
Lane Grp LOS				F	D						A	B
Approach Vol, veh/h					427						2446	
Approach Delay, s/veh					306.2						9.7	
Approach LOS					F						A	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	30.0 70.0
Change Period (Y+Rc), s	4.8 4.6
Max Green Setting (Gmax), s	25.2 65.4
Max Q Clear Time (g_c+I1), s	27.2 19.0
Green Ext Time (p_c), s	0.0 21.1

Intersection Summary	
HCM 2010 Ctrl Delay	53.7
HCM 2010 LOS	D

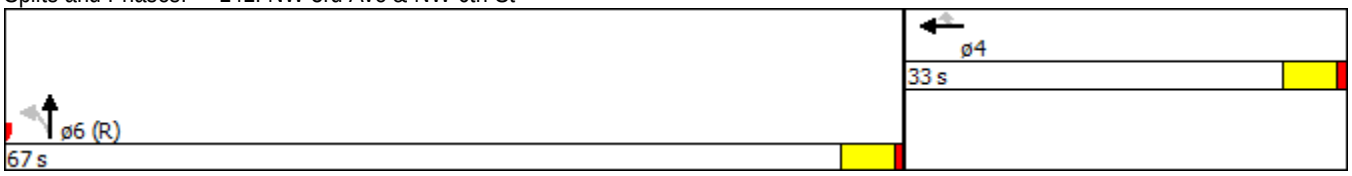
Notes

Lane Group	WBT	WBR	NBL	NBT
Lane Configurations				
Volume (vph)	326	78	81	672
Turn Type	NA	Perm	Perm	NA
Protected Phases	4			6
Permitted Phases		4	6	
Detector Phase	4	4	6	6
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.9	23.9	22.8	22.8
Total Split (s)	33.0	33.0	67.0	67.0
Total Split (%)	33.0%	33.0%	67.0%	67.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.9	0.9	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.8	4.8
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 3 (3%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 141: NW 3rd Ave & NW 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	326	78	81	672	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.9	4.9	4.8	4.8				
Lane Util. Factor					0.91	0.91	1.00	0.95				
Frpb, ped/bikes					1.00	0.98	1.00	1.00				
Flpb, ped/bikes					1.00	1.00	1.00	1.00				
Frt					1.00	0.85	1.00	1.00				
Flt Protected					1.00	1.00	0.95	1.00				
Satd. Flow (prot)					3343	1396	1752	3505				
Flt Permitted					1.00	1.00	0.95	1.00				
Satd. Flow (perm)					3343	1396	1752	3505				
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	0	358	86	89	738	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	55	34	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	366	22	55	738	0	0	0	0
Confl. Peds. (#/hr)	6					6			18	18		
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type					NA	Perm	Perm	NA				
Protected Phases					4			6				
Permitted Phases						4	6					
Actuated Green, G (s)					28.1	28.1	62.2	62.2				
Effective Green, g (s)					28.1	28.1	62.2	62.2				
Actuated g/C Ratio					0.28	0.28	0.62	0.62				
Clearance Time (s)					4.9	4.9	4.8	4.8				
Lane Grp Cap (vph)					939	392	1089	2180				
v/s Ratio Prot					c0.11			c0.21				
v/s Ratio Perm						0.02	0.03					
v/c Ratio					0.39	0.06	0.05	0.34				
Uniform Delay, d1					29.0	26.3	7.4	9.0				
Progression Factor					1.01	1.10	0.05	0.34				
Incremental Delay, d2					1.1	0.3	0.1	0.4				
Delay (s)					30.4	29.1	0.5	3.4				
Level of Service					C	C	A	A				
Approach Delay (s)		0.0			30.2			3.1			0.0	
Approach LOS		A			C			A			A	

Intersection Summary

HCM 2000 Control Delay	12.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.7
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		

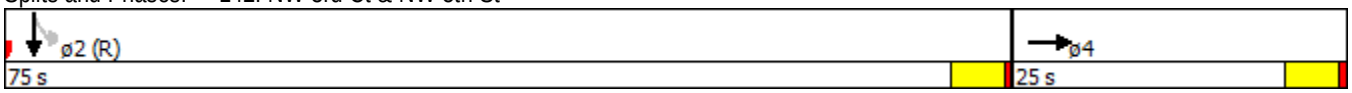
c Critical Lane Group

Lane Group	EBT	SBL	SBT
Lane Configurations			
Volume (vph)	745	825	1652
Turn Type	NA	Perm	NA
Protected Phases	4		2
Permitted Phases		2	
Detector Phase	4	2	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	22.8	22.6	22.6
Total Split (s)	25.0	75.0	75.0
Total Split (%)	25.0%	75.0%	75.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.8	0.6	0.6
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.6	4.6
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 142: NW 3rd Ct & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	745	139	0	0	0	0	0	0	825	1652	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.8								4.6	4.6	
Lane Util. Factor		0.91								0.86	0.86	
Frpb, ped/bikes		1.00								1.00	1.00	
Flpb, ped/bikes		1.00								1.00	1.00	
Frt		0.98								1.00	1.00	
Flt Protected		1.00								0.95	0.99	
Satd. Flow (prot)		4951								1522	4777	
Flt Permitted		1.00								0.95	0.99	
Satd. Flow (perm)		4951								1522	4777	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	793	148	0	0	0	0	0	0	878	1757	0
RTOR Reduction (vph)	0	27	0	0	0	0	0	0	0	6	6	0
Lane Group Flow (vph)	0	914	0	0	0	0	0	0	0	635	1988	0
Confl. Peds. (#/hr)			4	4			7					7
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA								Perm	NA	
Protected Phases		4									2	
Permitted Phases										2		
Actuated Green, G (s)		20.2								70.4	70.4	
Effective Green, g (s)		20.2								70.4	70.4	
Actuated g/C Ratio		0.20								0.70	0.70	
Clearance Time (s)		4.8								4.6	4.6	
Lane Grp Cap (vph)		1000								1071	3363	
v/s Ratio Prot		c0.18										
v/s Ratio Perm										c0.42	0.42	
v/c Ratio		0.91								0.59	0.59	
Uniform Delay, d1		39.0								7.5	7.5	
Progression Factor		1.00								0.40	0.36	
Incremental Delay, d2		14.0								2.0	0.6	
Delay (s)		53.1								5.0	3.3	
Level of Service		D								A	A	
Approach Delay (s)		53.1			0.0			0.0			3.8	
Approach LOS		D			A			A			A	

Intersection Summary

HCM 2000 Control Delay	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.4
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		

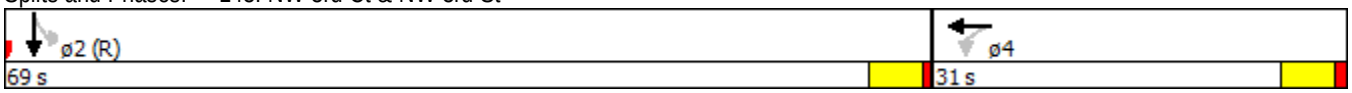
c Critical Lane Group

Lane Group	WBL	WBT	SBL	SBT
Lane Configurations				
Volume (vph)	94	152	344	1495
Turn Type	Perm	NA	Perm	NA
Protected Phases		4		2
Permitted Phases	4		2	
Detector Phase	4	4	2	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	22.7	22.7
Total Split (s)	31.0	31.0	69.0	69.0
Total Split (%)	31.0%	31.0%	69.0%	69.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	0.7	0.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.7	4.7
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 29 (29%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 143: NW 3rd Ct & NW 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	94	152	0	0	0	0	344	1495	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0	5.0					4.7	4.7	
Lane Util. Factor				0.95	0.95					1.00	0.91	
Frpb, ped/bikes				1.00	1.00					1.00	1.00	
Flpb, ped/bikes				0.98	1.00					1.00	1.00	
Frt				1.00	1.00					1.00	1.00	
Flt Protected				0.95	1.00					0.95	1.00	
Satd. Flow (prot)				1646	1762					1770	5070	
Flt Permitted				0.95	1.00					0.95	1.00	
Satd. Flow (perm)				1646	1762					1770	5070	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	97	157	0	0	0	0	355	1541	28
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	0	0	87	167	0	0	0	0	355	1567	0
Confl. Peds. (#/hr)	6		12	12		6	4					4
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type				Perm	NA					Perm	NA	
Protected Phases					4						2	
Permitted Phases				4						2		
Actuated Green, G (s)				26.0	26.0					64.3	64.3	
Effective Green, g (s)				26.0	26.0					64.3	64.3	
Actuated g/C Ratio				0.26	0.26					0.64	0.64	
Clearance Time (s)				5.0	5.0					4.7	4.7	
Lane Grp Cap (vph)				427	458					1138	3260	
v/s Ratio Prot											c0.31	
v/s Ratio Perm				0.05	0.09					0.20		
v/c Ratio				0.20	0.36					0.31	0.48	
Uniform Delay, d1				28.9	30.2					8.0	9.2	
Progression Factor				1.38	1.36					0.29	0.27	
Incremental Delay, d2				1.1	2.2					0.6	0.4	
Delay (s)				40.9	43.5					2.9	2.9	
Level of Service				D	D					A	A	
Approach Delay (s)		0.0			42.6			0.0			2.9	
Approach LOS		A			D			A			A	

Intersection Summary

HCM 2000 Control Delay	7.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.7
Intersection Capacity Utilization	87.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

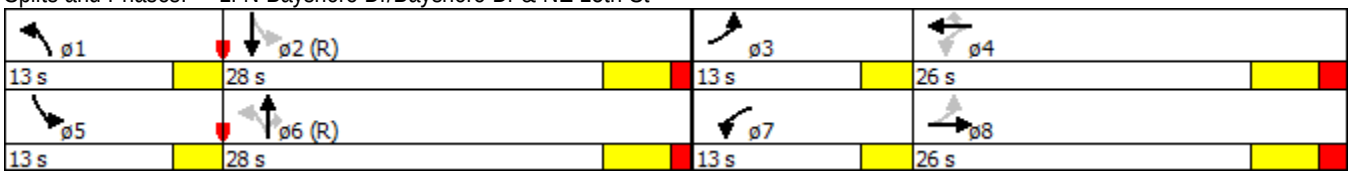
PM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Volume (vph)	145	251	67	273	185	36	350	72	169	256
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	3	8	7	4		1	6		5	2
Permitted Phases	8		4		4	6		6	2	
Detector Phase	3	8	7	4	4	1	6	6	5	2
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0
Minimum Split (s)	9.0	26.0	9.0	26.0	26.0	9.0	23.4	23.4	9.0	23.4
Total Split (s)	13.0	26.0	13.0	26.0	26.0	13.0	28.0	28.0	13.0	28.0
Total Split (%)	16.3%	32.5%	16.3%	32.5%	32.5%	16.3%	35.0%	35.0%	16.3%	35.0%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.8	0.0	1.8	1.8	0.0	1.4	1.4	0.0	1.4
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	5.8	3.0	5.8	5.8		5.4	5.4	3.0	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	Min	None	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 52 (65%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 1: N Bayshore Dr/Bayshore Dr & NE 15th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	145	251	111	67	273	185	36	350	72	169	256	173
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		1.00	1.00		0.97	1.00		0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	162.9	171.0	162.9	162.9	162.9	162.9	171.0
Lanes	1	1	0	1	1	1	0	2	1	1	2	0
Cap, veh/h	326	297	131	230	398	304	88	521	444	343	842	547
Arrive On Green	0.09	0.28	0.28	0.05	0.24	0.00	0.33	0.33	0.33	0.08	0.46	0.46
Sat Flow, veh/h	1551	1061	467	1551	1629	1246	4	1569	1339	1551	1839	1195
Grp Volume(v), veh/h	149	0	373	69	281	0	58	340	74	174	233	209
Grp Sat Flow(s),veh/h/ln	1551	0	1528	1551	1629	1246	91	1483	1339	1551	1629	1405
Q Serve(g_s), s	4.4	0.0	15.8	2.2	10.7	0.0	0.1	13.5	2.7	3.7	6.2	6.5
Cycle Q Clear(g_c), s	4.4	0.0	15.8	2.2	10.7	0.0	22.6	13.5	2.7	3.7	6.2	6.5
Prop In Lane	1.00		0.31	1.00		1.00	0.63		1.00	1.00		0.85
Lane Grp Cap(c), veh/h	326	0	428	230	398	304	116	492	444	343	746	644
V/C Ratio(X)	0.46	0.00	0.87	0.30	0.71	0.00	0.50	0.69	0.17	0.51	0.31	0.33
Avail Cap(c_a), veh/h	416	0	453	375	483	370	116	492	444	444	746	644
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)	0.09	0.00	0.09	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	0.0	23.3	19.0	23.5	0.0	22.8	19.7	16.1	12.5	11.7	11.8
Incr Delay (d2), s/veh	0.0	0.0	1.8	0.3	3.2	0.0	14.7	7.7	0.8	0.4	1.1	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.6	0.0	6.0	0.8	4.6	0.0	1.4	5.8	0.9	1.2	2.5	2.3
Lane Grp Delay (d), s/veh	15.9	0.0	25.1	19.3	26.7	0.0	37.4	27.4	16.9	12.9	12.8	13.1
Lane Grp LOS	B		C	B	C		D	C	B	B	B	B
Approach Vol, veh/h		522			350			472			616	
Approach Delay, s/veh		22.5			25.2			27.0			12.9	
Approach LOS		C			C			C			B	

Timer												
Assigned Phs	3	8		7	4		1	6		5	2	
Phs Duration (G+Y+Rc), s	9.1	24.9		6.6	22.4		0.0	28.0		8.6	36.6	
Change Period (Y+Rc), s	3.0	5.8		3.0	5.8		3.0	5.4		3.0	5.4	
Max Green Setting (Gmax), s	10.0	20.2		10.0	20.2		10.0	22.6		10.0	22.6	
Max Q Clear Time (g_c+I1), s	6.4	17.8		4.2	12.7		0.0	24.6		5.7	8.5	
Green Ext Time (p_c), s	0.1	0.9		0.0	2.1		0.0	0.0		0.1	1.9	

Intersection Summary												
HCM 2010 Ctrl Delay			21.1									
HCM 2010 LOS			C									

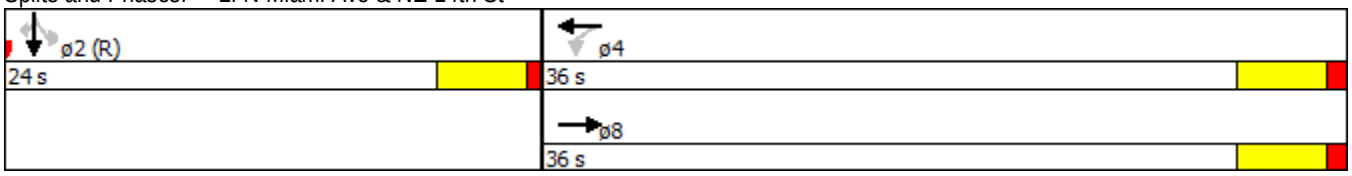
Notes

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Volume (vph)	321	39	221	585	113
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	8		4	2	
Permitted Phases		4			2
Detector Phase	8	4	4	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	22.7	22.7
Total Split (s)	36.0	36.0	36.0	24.0	24.0
Total Split (%)	60.0%	60.0%	60.0%	40.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.7	0.7
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	4.7	4.7
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 53 (88%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 2: N Miami Ave & NE 14th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	321	39	39	221	0	0	0	0	58	585	113
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Adj Sat Flow veh/h/ln	0.0	162.9	171.0	171.0	162.9	0.0				171.0	162.9	162.9
Lanes	0	1	0	0	1	0				0	2	1
Cap, veh/h	0	662	80	141	696	0				85	906	401
Arrive On Green	0.00	0.52	0.52	0.52	0.52	0.00				0.32	0.32	0.00
Sat Flow, veh/h	0	1282	154	139	1347	0				264	2817	1246
Grp Volume(v), veh/h	0	0	391	282	0	0				346	353	0
Grp Sat Flow(s),veh/h/ln	0	0	1436	1486	0	0				1452	1629	1246
Q Serve(g_s), s	0.0	0.0	10.9	0.1	0.0	0.0				12.7	11.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	10.9	10.9	0.0	0.0				12.7	11.3	0.0
Prop In Lane	0.00		0.11	0.15		0.00				0.18		1.00
Lane Grp Cap(c), veh/h	0	0	742	837	0	0				467	524	401
V/C Ratio(X)	0.00	0.00	0.53	0.34	0.00	0.00				0.74	0.67	0.00
Avail Cap(c_a), veh/h	0	0	742	837	0	0				467	524	401
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	9.6	8.5	0.0	0.0				18.1	17.6	0.0
Incr Delay (d2), s/veh	0.0	0.0	2.7	1.1	0.0	0.0				10.1	6.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.0	3.8	2.3	0.0	0.0				5.5	5.2	0.0
Lane Grp Delay (d), s/veh	0.0	0.0	12.3	9.6	0.0	0.0				28.3	24.4	0.0
Lane Grp LOS			B	A						C	C	
Approach Vol, veh/h		391			282						699	
Approach Delay, s/veh		12.3			9.6						26.3	
Approach LOS		B			A						C	

Timer	
Assigned Phs	8	4	2
Phs Duration (G+Y+Rc), s	36.0	36.0	24.0
Change Period (Y+Rc), s	5.0	5.0	4.7
Max Green Setting (Gmax), s	31.0	31.0	19.3
Max Q Clear Time (g_c+I1), s	12.9	12.9	14.7
Green Ext Time (p_c), s	3.3	3.3	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	18.9
HCM 2010 LOS	B

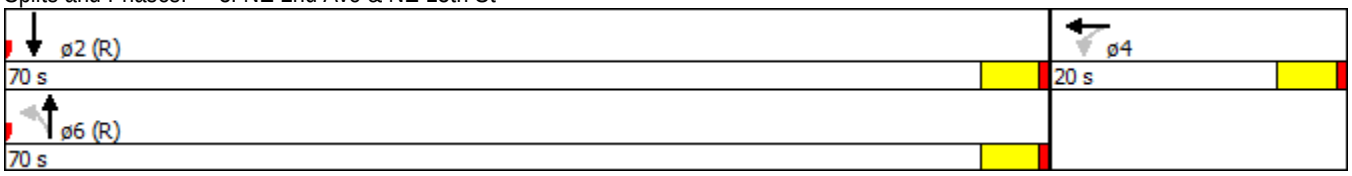
Notes

Lane Group	WBL	WBT	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	322	85	26	828	1722
Turn Type	Perm	NA	Perm	NA	NA
Protected Phases		4		6	2
Permitted Phases	4		6		
Detector Phase	4	4	6	6	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	19.8	19.8	22.7	22.7	22.7
Total Split (s)	20.0	20.0	70.0	70.0	70.0
Total Split (%)	22.2%	22.2%	77.8%	77.8%	77.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.7	0.7	0.7
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.8	4.8		4.7	4.7
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 80 (89%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 75
Control Type: Pretimed

Splits and Phases: 3: NE 2nd Ave & NE 13th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	322	85	101	26	828	0	0	1722	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.8	4.8			4.7			4.7	
Lane Util. Factor				0.91	0.91			0.95			0.95	
Frpb, ped/bikes				1.00	0.99			1.00			1.00	
Flpb, ped/bikes				1.00	1.00			1.00			1.00	
Frt				1.00	0.96			1.00			1.00	
Flt Protected				0.95	0.98			1.00			1.00	
Satd. Flow (prot)				1379	2698			3032			3027	
Flt Permitted				0.95	0.98			0.84			1.00	
Satd. Flow (perm)				1379	2698			2562			3027	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	339	89	106	27	872	0	0	1813	23
RTOR Reduction (vph)	0	0	0	0	47	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	180	307	0	0	899	0	0	1835	0
Confl. Peds. (#/hr)	5		1	1		5	39		8	8		39
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			6			2	
Permitted Phases				4			6					
Actuated Green, G (s)				15.2	15.2			65.3			65.3	
Effective Green, g (s)				15.2	15.2			65.3			65.3	
Actuated g/C Ratio				0.17	0.17			0.73			0.73	
Clearance Time (s)				4.8	4.8			4.7			4.7	
Lane Grp Cap (vph)				232	455			1858			2196	
v/s Ratio Prot											c0.61	
v/s Ratio Perm				c0.13	0.11			0.35				
v/c Ratio				0.78	0.67			0.48			0.84	
Uniform Delay, d1				35.8	35.1			5.2			8.6	
Progression Factor				1.00	1.00			1.00			0.35	
Incremental Delay, d2				22.0	7.8			0.9			0.4	
Delay (s)				57.8	42.8			6.1			3.4	
Level of Service				E	D			A			A	
Approach Delay (s)		0.0			47.9			6.1			3.4	
Approach LOS		A			D			A			A	

Intersection Summary

HCM 2000 Control Delay	11.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.5
Intersection Capacity Utilization	78.2%	ICU Level of Service	D
Analysis Period (min)	15		

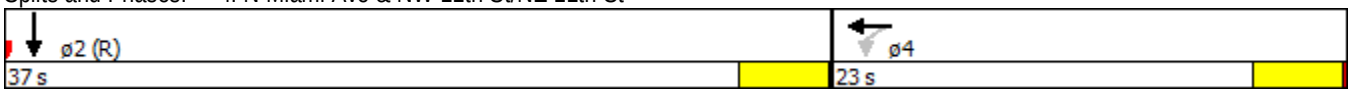
c Critical Lane Group

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	157	724
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.3	22.2
Total Split (s)	23.0	37.0
Total Split (%)	38.3%	61.7%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.3	0.2
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.3	4.2
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 38 (63%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 4: N Miami Ave & NW 11th St/NE 11th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	61	157	0	0	0	0	0	724	29
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	162.9	0.0				0.0	162.9	171.0
Lanes				0	2	0				0	3	0
Cap, veh/h				120	462	0				0	2466	98
Arrive On Green				0.31	0.31	0.00				0.00	0.55	0.55
Sat Flow, veh/h				0	1482	0				0	4512	179
Grp Volume(v), veh/h				68	174	0				0	580	256
Grp Sat Flow(s),veh/h/ln				0	1482	0				0	1629	1433
Q Serve(g_s), s				0.0	5.5	0.0				0.0	5.9	5.9
Cycle Q Clear(g_c), s				18.7	5.5	0.0				0.0	5.9	5.9
Prop In Lane				1.00		0.00				0.00		0.12
Lane Grp Cap(c), veh/h				120	462	0				0	1781	784
V/C Ratio(X)				0.57	0.38	0.00				0.00	0.33	0.33
Avail Cap(c_a), veh/h				120	462	0				0	1781	784
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				30.0	16.1	0.0				0.0	7.5	7.5
Incr Delay (d2), s/veh				18.0	2.3	0.0				0.0	0.5	1.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				1.6	2.2	0.0				0.0	2.1	2.0
Lane Grp Delay (d), s/veh				48.0	18.4	0.0				0.0	8.0	8.6
Lane Grp LOS				D	B						A	A
Approach Vol, veh/h					242						836	
Approach Delay, s/veh					26.7						8.2	
Approach LOS					C						A	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	23.0 37.0
Change Period (Y+Rc), s	4.3 4.2
Max Green Setting (Gmax), s	18.7 32.8
Max Q Clear Time (g_c+I1), s	20.7 7.9
Green Ext Time (p_c), s	0.0 3.9

Intersection Summary	
HCM 2010 Ctrl Delay	12.3
HCM 2010 LOS	B

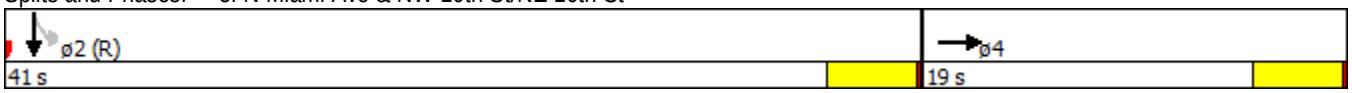
Notes

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	243	676
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	18.3	18.3
Total Split (s)	19.0	41.0
Total Split (%)	31.7%	68.3%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.3	0.3
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.3	4.3
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 48 (80%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 40
Control Type: Pretimed

Splits and Phases: 5: N Miami Ave & NW 10th St/NE 10th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	243	71	0	0	0	0	0	0	107	676	0
Number	7	4	14							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97							1.00		1.00
Parking Bus Adj	1.00	1.00	0.90							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	162.9	171.0							171.0	162.9	0.0
Lanes	0	2	0							0	3	0
Cap, veh/h	0	562	161							120	1813	0
Arrive On Green	0.00	0.24	0.24							0.20	0.20	0.00
Sat Flow, veh/h	0	2294	657							0	2964	0
Grp Volume(v), veh/h	0	203	171							127	805	0
Grp Sat Flow(s),veh/h/ln	0	1629	1322							0	1482	0
Q Serve(g_s), s	0.0	6.4	6.7							0.0	14.3	0.0
Cycle Q Clear(g_c), s	0.0	6.4	6.7							36.7	14.3	0.0
Prop In Lane	0.00		0.50							1.00		0.00
Lane Grp Cap(c), veh/h	0	399	324							120	1813	0
V/C Ratio(X)	0.00	0.51	0.53							1.06	0.44	0.00
Avail Cap(c_a), veh/h	0	399	324							120	1813	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	19.5	19.6							42.3	15.0	0.0
Incr Delay (d2), s/veh	0.0	4.6	6.0							98.7	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	3.0	2.6							5.2	5.9	0.0
Lane Grp Delay (d), s/veh	0.0	24.1	25.7							141.0	15.8	0.0
Lane Grp LOS		C	C							F	B	
Approach Vol, veh/h		374									932	
Approach Delay, s/veh		24.8									32.8	
Approach LOS		C									C	

Timer

Assigned Phs		4									2	
Phs Duration (G+Y+Rc), s		19.0									41.0	
Change Period (Y+Rc), s		4.3									4.3	
Max Green Setting (Gmax), s		14.7									36.7	
Max Q Clear Time (g_c+I1), s		8.7									38.7	
Green Ext Time (p_c), s		0.8									0.0	

Intersection Summary

HCM 2010 Ctrl Delay			30.6									
HCM 2010 LOS			C									

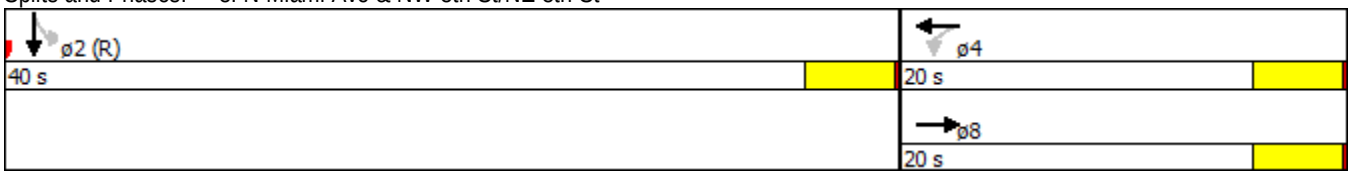
Notes

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Volume (vph)	213	112	212	567
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	18.3	18.3	18.3	18.3
Total Split (s)	20.0	20.0	20.0	40.0
Total Split (%)	33.3%	33.3%	33.3%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.3		4.3	4.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 40
Control Type: Pretimed

Splits and Phases: 8: N Miami Ave & NW 8th St/NE 8th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	213	63	112	212	0	0	0	0	258	567	121
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.98
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Adj Sat Flow veh/h/ln	0.0	162.9	171.0	171.0	162.9	0.0				171.0	162.9	171.0
Lanes	0	1	0	0	1	0				0	3	0
Cap, veh/h	0	283	84	104	98	0				669	1600	344
Arrive On Green	0.00	0.26	0.26	0.26	0.26	0.00				0.20	0.20	0.20
Sat Flow, veh/h	0	1080	321	89	373	0				1125	2689	578
Grp Volume(v), veh/h	0	0	310	364	0	0				363	381	318
Grp Sat Flow(s),veh/h/ln	0	0	1401	462	0	0				1409	1629	1353
Q Serve(g_s), s	0.0	0.0	12.6	3.1	0.0	0.0				13.6	12.2	12.3
Cycle Q Clear(g_c), s	0.0	0.0	12.6	15.7	0.0	0.0				13.6	12.2	12.3
Prop In Lane	0.00		0.23	0.35		0.00				0.80		0.43
Lane Grp Cap(c), veh/h	0	0	367	202	0	0				839	969	805
V/C Ratio(X)	0.00	0.00	0.85	1.81	0.00	0.00				0.43	0.39	0.40
Avail Cap(c_a), veh/h	0	0	367	202	0	0				839	969	805
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	21.0	25.6	0.0	0.0				15.2	14.7	14.7
Incr Delay (d2), s/veh	0.0	0.0	20.7	381.4	0.0	0.0				1.6	1.2	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.0	6.2	24.3	0.0	0.0				5.6	5.7	4.8
Lane Grp Delay (d), s/veh	0.0	0.0	41.7	407.0	0.0	0.0				16.9	15.9	16.2
Lane Grp LOS			D	F						B	B	B
Approach Vol, veh/h		310			364						1063	
Approach Delay, s/veh		41.7			407.0						16.3	
Approach LOS		D			F						B	

Timer	
Assigned Phs	8	4	2
Phs Duration (G+Y+Rc), s	20.0	20.0	40.0
Change Period (Y+Rc), s	4.3	4.3	4.3
Max Green Setting (Gmax), s	15.7	15.7	35.7
Max Q Clear Time (g_c+I1), s	14.6	17.7	15.6
Green Ext Time (p_c), s	0.4	0.0	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	102.7
HCM 2010 LOS	F

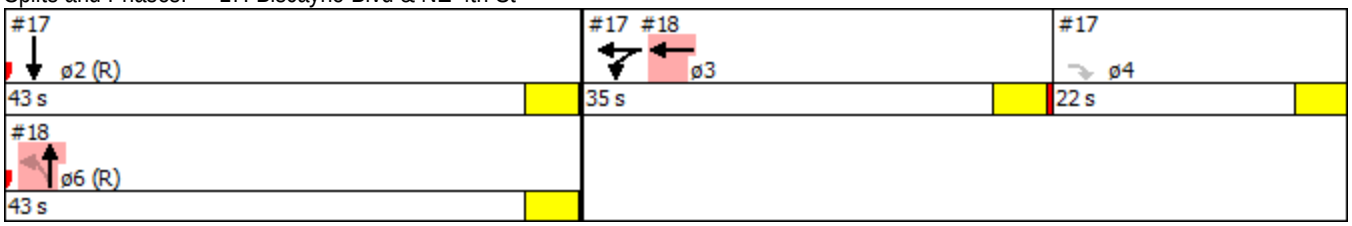
Notes

Lane Group	EBR	WBL	WBT	SBT	ø6
Lane Configurations					
Volume (vph)	17	120	16	1476	
Turn Type	custom	Split	NA	NA	
Protected Phases		3	3	2	6
Permitted Phases	4				
Detector Phase	4	3	3	2	
Switch Phase					
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0
Minimum Split (s)	21.0	21.5	21.5	22.3	22.3
Total Split (s)	22.0	35.0	35.0	43.0	43.0
Total Split (%)	22.0%	35.0%	35.0%	43.0%	43%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.5	0.5	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.5	4.5	4.3	
Lead/Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 55 (55%), Referenced to phase 2:SBT and 6:, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 17: Biscayne Blvd & NE 4th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	17	120	16	0	0	0	0	0	1476	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0	4.5	4.5						4.3	
Lane Util. Factor			1.00	0.91	0.91						0.86	
Frpb, ped/bikes			0.90	1.00	1.00						0.99	
Flpb, ped/bikes			1.00	1.00	1.00						1.00	
Frt			0.86	1.00	1.00						0.99	
Flt Protected			1.00	0.95	0.97						1.00	
Satd. Flow (prot)			1268	2816	1435						5488	
Flt Permitted			1.00	0.95	0.97						1.00	
Satd. Flow (perm)			1268	2816	1435						5488	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	18	128	17	0	0	0	0	0	1570	66
RTOR Reduction (vph)	0	0	16	83	42	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	0	2	13	7	0	0	0	0	0	1633	0
Confl. Peds. (#/hr)	92		44	44		92	95		86	86		95
Confl. Bikes (#/hr)			1			5			1			9
Turn Type			custom	Split	NA						NA	
Protected Phases				3	3						2	
Permitted Phases			4									
Actuated Green, G (s)			12.0	13.9	13.9						61.3	
Effective Green, g (s)			12.0	13.9	13.9						61.3	
Actuated g/C Ratio			0.12	0.14	0.14						0.61	
Clearance Time (s)			4.0	4.5	4.5						4.3	
Vehicle Extension (s)			2.0	2.5	2.5						1.0	
Lane Grp Cap (vph)			152	391	199						3364	
v/s Ratio Prot				0.00	c0.00						c0.30	
v/s Ratio Perm			c0.00									
v/c Ratio			0.01	0.03	0.03						0.49	
Uniform Delay, d1			38.8	37.2	37.2						10.7	
Progression Factor			1.00	0.51	0.47						0.75	
Incremental Delay, d2			0.0	0.0	0.0						0.4	
Delay (s)			38.8	19.0	17.7						8.4	
Level of Service			D	B	B						A	
Approach Delay (s)		38.8			18.5			0.0			8.4	
Approach LOS		D			B			A			A	

Intersection Summary

HCM 2000 Control Delay	9.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.8
Intersection Capacity Utilization	90.2%	ICU Level of Service	E
Analysis Period (min)	15		

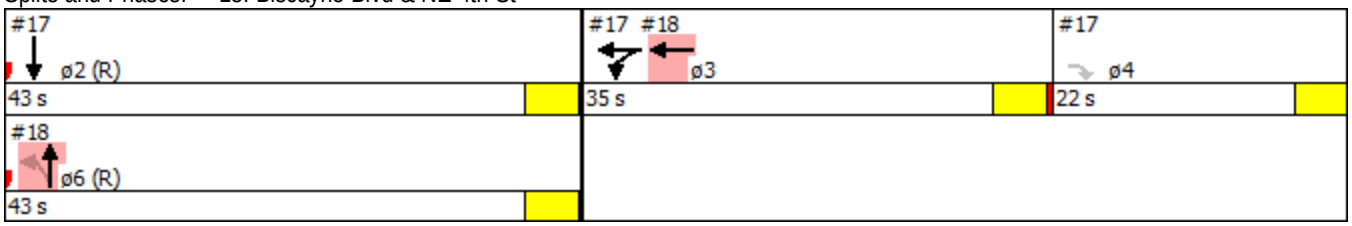
c Critical Lane Group

Lane Group	WBT	NBT	ø2	ø4
Lane Configurations				
Volume (vph)	107	2008		
Turn Type	NA	NA		
Protected Phases	3	6	2	4
Permitted Phases				
Detector Phase	3	6		
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	5.0
Minimum Split (s)	21.5	22.3	22.3	21.0
Total Split (s)	35.0	43.0	43.0	22.0
Total Split (%)	35.0%	43.0%	43%	22%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.3	0.3	0.0
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	4.5	4.3		
Lead/Lag	Lead			Lag
Lead-Lag Optimize?	Yes			Yes
Recall Mode	None	C-Max	C-Max	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 55 (55%), Referenced to phase 2:SBT and 6:, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 18: Biscayne Blvd & NE 4th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	107	169	67	2008	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.5			4.3				
Lane Util. Factor					0.95			0.86				
Frpb, ped/bikes					0.92			1.00				
Flpb, ped/bikes					1.00			1.00				
Frt					0.91			1.00				
Flt Protected					1.00			1.00				
Satd. Flow (prot)					2595			5576				
Flt Permitted					1.00			1.00				
Satd. Flow (perm)					2595			5576				
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	0	0	0	123	194	77	2308	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	167	0	0	23	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	150	0	0	2362	0	0	0	0
Confl. Peds. (#/hr)	55		58	58		55	44		88	88		44
Confl. Bikes (#/hr)			7			4			6			2
Turn Type					NA		Perm	NA				
Protected Phases					3			6				
Permitted Phases							6					
Actuated Green, G (s)					13.9			61.3				
Effective Green, g (s)					13.9			61.3				
Actuated g/C Ratio					0.14			0.61				
Clearance Time (s)					4.5			4.3				
Vehicle Extension (s)					2.5			1.0				
Lane Grp Cap (vph)					360			3418				
v/s Ratio Prot					c0.06							
v/s Ratio Perm								0.42				
v/c Ratio					0.42			0.69				
Uniform Delay, d1					39.3			13.0				
Progression Factor					1.00			1.06				
Incremental Delay, d2					0.6			1.0				
Delay (s)					39.9			14.8				
Level of Service					D			B				
Approach Delay (s)		0.0			39.9			14.8			0.0	
Approach LOS		A			D			B			A	

Intersection Summary

HCM 2000 Control Delay	17.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.8
Intersection Capacity Utilization	90.2%	ICU Level of Service	E
Analysis Period (min)	15		

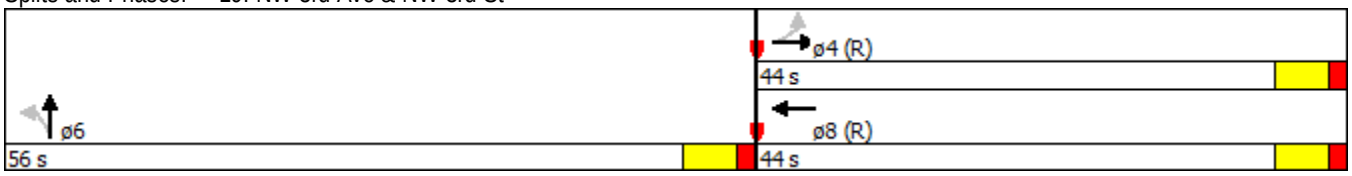
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Configurations					
Volume (vph)	12	211	495	43	782
Turn Type	Perm	NA	NA	Perm	NA
Protected Phases		4	8		6
Permitted Phases	4			6	
Detector Phase	4	4	8	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	12.0	12.0
Minimum Split (s)	29.5	29.5	29.5	21.5	21.5
Total Split (s)	44.0	44.0	44.0	56.0	56.0
Total Split (%)	44.0%	44.0%	44.0%	56.0%	56.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 61 (61%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 19: NW 3rd Ave & NW 3rd St



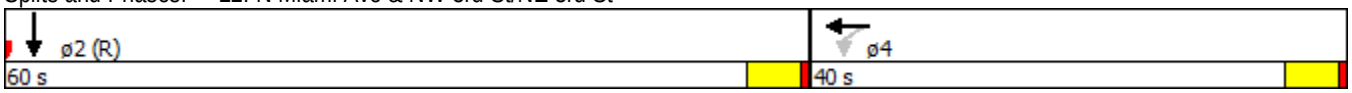
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	211	0	0	495	412	43	782	26	0	0	0
Number	7	4	14	3	8	18	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	162.9	162.9	0.0	0.0	162.9	171.0	162.9	162.9	171.0			
Lanes	1	1	0	0	2	0	1	2	0			
Cap, veh/h	145	627	0	0	631	525	783	1583	53			
Arrive On Green	0.77	0.77	0.00	0.00	0.77	0.77	0.50	0.50	0.50			
Sat Flow, veh/h	486	1629	0	0	1638	1364	1551	3134	105			
Grp Volume(v), veh/h	13	234	0	0	547	461	48	452	446			
Grp Sat Flow(s),veh/h/ln	486	1629	0	0	1629	1373	1551	1629	1610			
Q Serve(g_s), s	2.0	4.6	0.0	0.0	23.5	23.5	1.6	19.0	19.0			
Cycle Q Clear(g_c), s	25.5	4.6	0.0	0.0	23.5	23.5	1.6	19.0	19.0			
Prop In Lane	1.00		0.00	0.00		0.99	1.00		0.06			
Lane Grp Cap(c), veh/h	145	627	0	0	627	529	783	822	813			
V/C Ratio(X)	0.09	0.37	0.00	0.00	0.87	0.87	0.06	0.55	0.55			
Avail Cap(c_a), veh/h	145	627	0	0	627	529	783	822	813			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	18.7	7.6	0.0	0.0	9.8	9.8	12.6	17.0	17.0			
Incr Delay (d2), s/veh	1.2	1.7	0.0	0.0	15.4	17.8	0.1	2.6	2.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	0.3	1.7	0.0	0.0	6.8	6.1	0.6	8.0	7.9			
Lane Grp Delay (d), s/veh	19.9	9.3	0.0	0.0	25.2	27.5	12.8	19.6	19.6			
Lane Grp LOS	B	A			C	C	B	B	B			
Approach Vol, veh/h		247			1008			946				
Approach Delay, s/veh		9.9			26.3			19.3				
Approach LOS		A			C			B				
Timer												
Assigned Phs		4			8			6				
Phs Duration (G+Y+Rc), s		44.0			44.0			56.0				
Change Period (Y+Rc), s		5.5			5.5			5.5				
Max Green Setting (Gmax), s		38.5			38.5			50.5				
Max Q Clear Time (g_c+I1), s		27.5			25.5			21.0				
Green Ext Time (p_c), s		5.1			5.6			2.1				
Intersection Summary												
HCM 2010 Ctrl Delay			21.4									
HCM 2010 LOS			C									
Notes												

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	351	429
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.8	22.8
Total Split (s)	40.0	60.0
Total Split (%)	40.0%	60.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.8	0.8
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.8	4.8
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 21 (21%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 22: N Miami Ave & NW 3rd St/NE 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	110	351	0	0	0	0	0	429	68
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	162.9	0.0				0.0	162.9	171.0
Lanes				0	2	0				0	2	0
Cap, veh/h				72	522	0				0	1515	240
Arrive On Green				0.12	0.12	0.00				0.00	0.55	0.55
Sat Flow, veh/h				0	1482	0				0	2745	435
Grp Volume(v), veh/h				116	369	0				0	267	257
Grp Sat Flow(s),veh/h/ln				0	1482	0				0	1629	1550
Q Serve(g_s), s				0.0	24.0	0.0				0.0	8.8	8.9
Cycle Q Clear(g_c), s				35.2	24.0	0.0				0.0	8.8	8.9
Prop In Lane				1.00		0.00				0.00		0.28
Lane Grp Cap(c), veh/h				72	522	0				0	899	856
V/C Ratio(X)				1.61	0.71	0.00				0.00	0.30	0.30
Avail Cap(c_a), veh/h				72	522	0				0	899	856
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				61.8	39.2	0.0				0.0	12.0	12.0
Incr Delay (d2), s/veh				329.9	7.9	0.0				0.0	0.8	0.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				8.5	10.8	0.0				0.0	3.5	3.4
Lane Grp Delay (d), s/veh				391.7	47.1	0.0				0.0	12.8	12.9
Lane Grp LOS				F	D						B	B
Approach Vol, veh/h					485						524	
Approach Delay, s/veh					129.5						12.9	
Approach LOS					F						B	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	40.0	60.0
Change Period (Y+Rc), s	4.8	4.8
Max Green Setting (Gmax), s	35.2	55.2
Max Q Clear Time (g_c+I1), s	37.2	10.9
Green Ext Time (p_c), s	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	69.0
HCM 2010 LOS	E

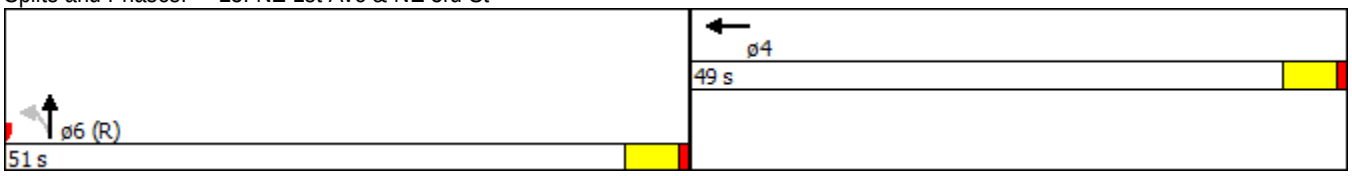
Notes

Lane Group	WBT	NBT
Lane Configurations		
Volume (vph)	259	821
Turn Type	NA	NA
Protected Phases	4	6
Permitted Phases		
Detector Phase	4	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	49.0	51.0
Total Split (%)	49.0%	51.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 44 (44%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 23: NE 1st Ave & NE 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	259	353	123	821	0	0	0	0
Number				7	4	14	1	6	16			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus Adj				1.00	1.00	0.90	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln				0.0	162.9	171.0	171.0	162.9	0.0			
Lanes				0	2	0	0	3	0			
Cap, veh/h				0	718	539	72	1366	0			
Arrive On Green				0.00	0.44	0.44	0.15	0.15	0.00			
Sat Flow, veh/h				0	1629	1222	0	2964	0			
Grp Volume(v), veh/h				0	273	372	129	864	0			
Grp Sat Flow(s),veh/h/ln				0	1629	1222	0	1482	0			
Q Serve(g_s), s				0.0	11.3	24.5	0.0	27.3	0.0			
Cycle Q Clear(g_c), s				0.0	11.3	24.5	46.1	27.3	0.0			
Prop In Lane				0.00		1.00	1.00		0.00			
Lane Grp Cap(c), veh/h				0	718	539	72	1366	0			
V/C Ratio(X)				0.00	0.38	0.69	1.79	0.63	0.00			
Avail Cap(c_a), veh/h				0	718	539	72	1366	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	18.8	22.5	65.4	34.4	0.0			
Incr Delay (d2), s/veh				0.0	1.5	7.1	405.9	2.2	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln				0.0	4.7	8.3	10.1	11.4	0.0			
Lane Grp Delay (d), s/veh				0.0	20.3	29.5	471.3	36.7	0.0			
Lane Grp LOS					C	C	F	D				
Approach Vol, veh/h					645			993				
Approach Delay, s/veh					25.6			93.1				
Approach LOS					C			F				

Timer	
Assigned Phs	4 6
Phs Duration (G+Y+Rc), s	49.0 51.0
Change Period (Y+Rc), s	4.9 4.9
Max Green Setting (Gmax), s	44.1 46.1
Max Q Clear Time (g_c+I1), s	26.5 48.1
Green Ext Time (p_c), s	1.6 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	66.6
HCM 2010 LOS	E

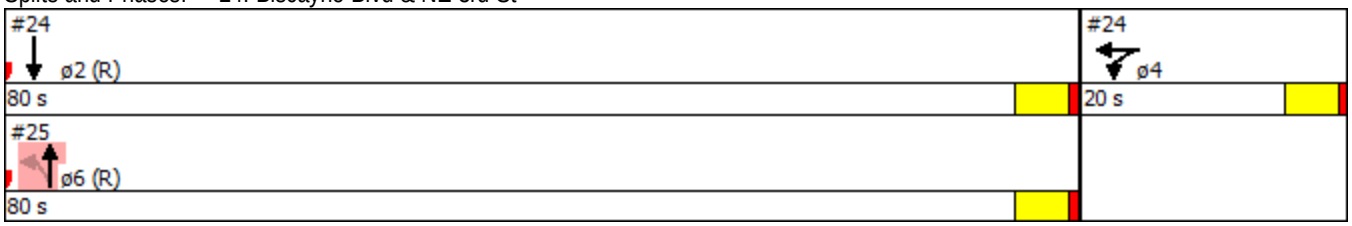
Notes

Lane Group	WBL	WBT	SBT	ø6
Lane Configurations				
Volume (vph)	40	186	1276	
Turn Type	Split	NA	NA	
Protected Phases	4	4	2	6
Permitted Phases				
Detector Phase	4	4	2	
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	20.0	20.0	22.8	22.8
Total Split (s)	20.0	20.0	80.0	80.0
Total Split (%)	20.0%	20.0%	80.0%	80%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	
Total Lost Time (s)	4.8	4.8	4.8	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 90 (90%), Referenced to phase 2:SBT and 6:, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 24: Biscayne Blvd & NE 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	40	186	0	0	0	0	0	1276	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.8	4.8						4.8	
Lane Util. Factor				0.91	0.91						0.86	
Frpb, ped/bikes				1.00	1.00						1.00	
Flpb, ped/bikes				1.00	1.00						1.00	
Frt				1.00	1.00						0.98	
Flt Protected				0.95	1.00						1.00	
Satd. Flow (prot)				1408	2961						5468	
Flt Permitted				0.95	1.00						1.00	
Satd. Flow (perm)				1408	2961						5468	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	43	200	0	0	0	0	0	1372	261
RTOR Reduction (vph)	0	0	0	35	18	0	0	0	0	0	10	0
Lane Group Flow (vph)	0	0	0	4	186	0	0	0	0	0	1623	0
Confl. Peds. (#/hr)	78					78			8	8		
Confl. Bikes (#/hr)						6						
Turn Type				Split	NA						NA	
Protected Phases				4	4						2	
Permitted Phases												
Actuated Green, G (s)				11.1	11.1						79.3	
Effective Green, g (s)				11.1	11.1						79.3	
Actuated g/C Ratio				0.11	0.11						0.79	
Clearance Time (s)				4.8	4.8						4.8	
Vehicle Extension (s)				2.5	2.5						1.0	
Lane Grp Cap (vph)				156	328						4336	
v/s Ratio Prot				0.00	c0.06						c0.30	
v/s Ratio Perm												
v/c Ratio				0.03	0.57						0.37	
Uniform Delay, d1				39.6	42.2						3.0	
Progression Factor				1.94	1.24						1.69	
Incremental Delay, d2				0.0	1.5						0.2	
Delay (s)				76.8	53.8						5.4	
Level of Service				E	D						A	
Approach Delay (s)		0.0			57.5			0.0			5.4	
Approach LOS		A			E			A			A	

Intersection Summary

HCM 2000 Control Delay	12.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.6
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		

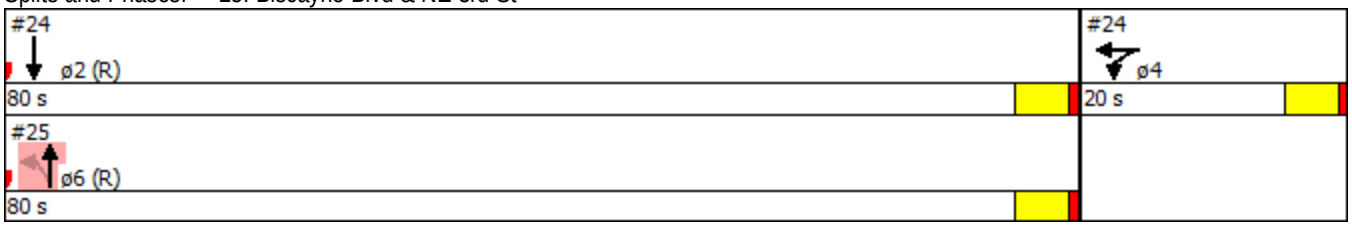
c Critical Lane Group

Lane Group	NBT	ø2	ø4
Lane Configurations			
Volume (vph)	2096		
Turn Type	NA		
Protected Phases	6	2	4
Permitted Phases			
Detector Phase	6		
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	22.8	22.8	20.0
Total Split (s)	80.0	80.0	20.0
Total Split (%)	80.0%	80%	20%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.8
Lost Time Adjust (s)	0.0		
Total Lost Time (s)	4.8		
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 90 (90%), Referenced to phase 2:SBT and 6:, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 25: Biscayne Blvd & NE 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	213	2096	254	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)								4.8				
Lane Util. Factor								0.86				
Frpb, ped/bikes								0.99				
Flpb, ped/bikes								0.99				
Frt								0.99				
Flt Protected								1.00				
Satd. Flow (prot)								5406				
Flt Permitted								1.00				
Satd. Flow (perm)								5406				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	0	0	224	2206	267	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	28	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	2669	0	0	0	0
Confl. Peds. (#/hr)	15		41	41		15	34		44	44		34
Confl. Bikes (#/hr)			3						1			1
Turn Type							Perm	NA				
Protected Phases								6				
Permitted Phases							6					
Actuated Green, G (s)								79.3				
Effective Green, g (s)								79.3				
Actuated g/C Ratio								0.79				
Clearance Time (s)								4.8				
Vehicle Extension (s)								1.0				
Lane Grp Cap (vph)								4286				
v/s Ratio Prot												
v/s Ratio Perm								0.49				
v/c Ratio								0.62				
Uniform Delay, d1								4.2				
Progression Factor								0.95				
Incremental Delay, d2								0.6				
Delay (s)								4.6				
Level of Service								A				
Approach Delay (s)		0.0			0.0			4.6			0.0	
Approach LOS		A			A			A			A	

Intersection Summary

HCM 2000 Control Delay	4.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.6
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		

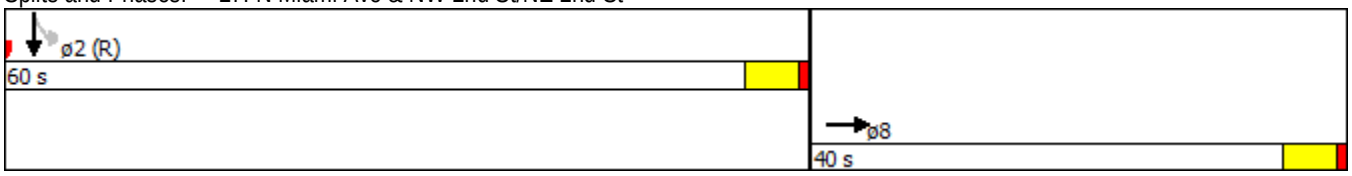
c Critical Lane Group

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	231	471
Turn Type	NA	NA
Protected Phases	8	2
Permitted Phases		
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	40.0	60.0
Total Split (%)	40.0%	60.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 29 (29%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 27: N Miami Ave & NW 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	231	159	0	0	0	0	0	0	116	471	0
Number	3	8	18							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97							1.00		1.00
Parking Bus Adj	1.00	1.00	0.90							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	162.9	171.0							171.0	162.9	0.0
Lanes	0	2	0							0	2	0
Cap, veh/h	0	602	398							72	817	0
Arrive On Green	0.00	0.35	0.35							0.18	0.18	0.00
Sat Flow, veh/h	0	1714	1133							0	1482	0
Grp Volume(v), veh/h	0	264	206							140	567	0
Grp Sat Flow(s),veh/h/ln	0	1629	1219							0	1482	0
Q Serve(g_s), s	0.0	12.5	13.2							0.0	35.8	0.0
Cycle Q Clear(g_c), s	0.0	12.5	13.2							55.1	35.8	0.0
Prop In Lane	0.00		0.93							1.00		0.00
Lane Grp Cap(c), veh/h	0	572	428							72	817	0
V/C Ratio(X)	0.00	0.46	0.48							1.94	0.69	0.00
Avail Cap(c_a), veh/h	0	572	428							72	817	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	25.1	25.4							68.5	33.0	0.0
Incr Delay (d2), s/veh	0.0	2.7	3.9							471.4	4.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	5.5	4.4							11.4	15.4	0.0
Lane Grp Delay (d), s/veh	0.0	27.8	29.2							539.9	37.9	0.0
Lane Grp LOS		C	C							F	D	
Approach Vol, veh/h		470									707	
Approach Delay, s/veh		28.4									137.3	
Approach LOS		C									F	

Timer	
Assigned Phs	8	2
Phs Duration (G+Y+Rc), s	40.0	60.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	35.1	55.1
Max Q Clear Time (g_c+I1), s	15.2	57.1
Green Ext Time (p_c), s	1.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	93.8
HCM 2010 LOS	F

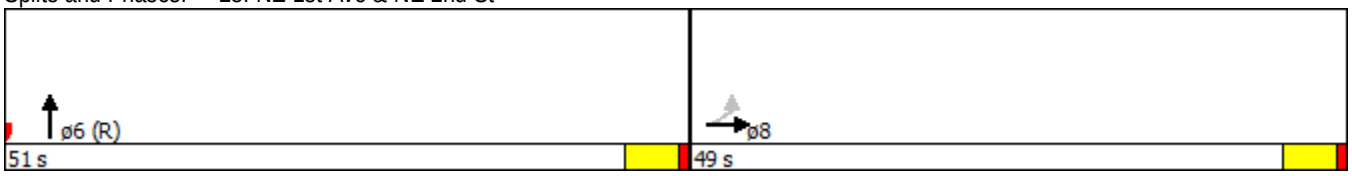
Notes

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	186	846
Turn Type	NA	NA
Protected Phases	8	6
Permitted Phases		
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	49.0	51.0
Total Split (%)	49.0%	51.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 10 (10%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 28: NE 1st Ave & NE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	91	186	0	0	0	0	0	846	192	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	171.0	162.9	0.0				0.0	162.9	171.0			
Lanes	0	2	0				0	3	0			
Cap, veh/h	72	654	0				0	1777	403			
Arrive On Green	0.15	0.15	0.00				0.00	0.15	0.15			
Sat Flow, veh/h	0	1482	0				0	3854	873			
Grp Volume(v), veh/h	114	232	0				0	894	404			
Grp Sat Flow(s),veh/h/ln	0	1482	0				0	1629	1470			
Q Serve(g_s), s	0.0	14.1	0.0				0.0	25.6	25.6			
Cycle Q Clear(g_c), s	44.1	14.1	0.0				0.0	25.6	25.6			
Prop In Lane	1.00		0.00				0.00		0.59			
Lane Grp Cap(c), veh/h	72	654	0				0	1502	678			
V/C Ratio(X)	1.58	0.35	0.00				0.00	0.60	0.60			
Avail Cap(c_a), veh/h	72	654	0				0	1502	678			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	0.33	0.33			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	64.8	29.9	0.0				0.0	33.7	33.7			
Incr Delay (d2), s/veh	318.4	1.5	0.0				0.0	1.7	3.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	8.3	5.9	0.0				0.0	11.6	10.9			
Lane Grp Delay (d), s/veh	383.2	31.4	0.0				0.0	35.4	37.5			
Lane Grp LOS	F	C						D	D			
Approach Vol, veh/h		346						1298				
Approach Delay, s/veh		147.3						36.1				
Approach LOS		F						D				

Timer	
Assigned Phs	8	6
Phs Duration (G+Y+Rc), s	49.0	51.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	44.1	46.1
Max Q Clear Time (g_c+I1), s	46.1	27.6
Green Ext Time (p_c), s	0.0	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	59.5
HCM 2010 LOS	E

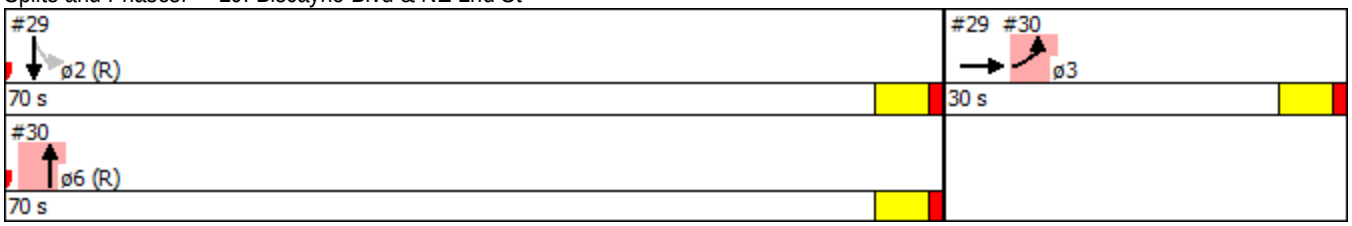
Notes

Lane Group	EBT	SBT	ø6
Lane Configurations			
Volume (vph)	353	960	
Turn Type	NA	NA	
Protected Phases	3	2	6
Permitted Phases			
Detector Phase	3	2	
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	26.2	23.2	23.2
Total Split (s)	30.0	70.0	70.0
Total Split (%)	30.0%	70.0%	70%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.2	1.2	1.2
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	5.2	5.2	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	C-Max	C-Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 63 (63%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 29: Biscayne Blvd & NE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	353	178	0	0	0	0	0	0	226	960	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2									5.2	
Lane Util. Factor		0.95									0.86	
Frpb, ped/bikes		1.00									1.00	
Flpb, ped/bikes		1.00									1.00	
Frt		0.95									1.00	
Flt Protected		1.00									0.99	
Satd. Flow (prot)		2939									5544	
Flt Permitted		1.00									0.99	
Satd. Flow (perm)		2939									5544	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	388	196	0	0	0	0	0	0	248	1055	0
RTOR Reduction (vph)	0	65	0	0	0	0	0	0	0	0	40	0
Lane Group Flow (vph)	0	519	0	0	0	0	0	0	0	0	1263	0
Confl. Peds. (#/hr)	3					3	18		3	3		18
Parking (#/hr)			0									
Turn Type		NA								Perm	NA	
Protected Phases		3									2	
Permitted Phases										2		
Actuated Green, G (s)		23.3									66.3	
Effective Green, g (s)		23.3									66.3	
Actuated g/C Ratio		0.23									0.66	
Clearance Time (s)		5.2									5.2	
Vehicle Extension (s)		2.5									1.0	
Lane Grp Cap (vph)		684									3675	
v/s Ratio Prot		c0.18										
v/s Ratio Perm											0.23	
v/c Ratio		0.76									0.34	
Uniform Delay, d1		35.7									7.4	
Progression Factor		1.04									0.21	
Incremental Delay, d2		4.3									0.2	
Delay (s)		41.4									1.8	
Level of Service		D									A	
Approach Delay (s)		41.4			0.0			0.0			1.8	
Approach LOS		D			A			A			A	

Intersection Summary

HCM 2000 Control Delay	14.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		

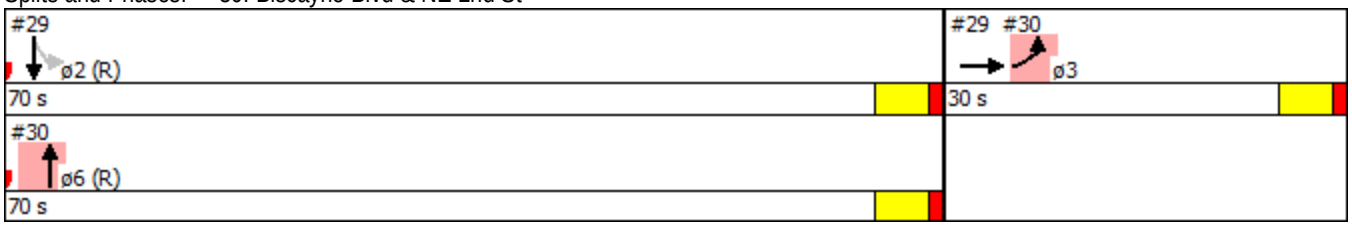
c Critical Lane Group

Lane Group	EBL	NBT	ø2
Lane Configurations			
Volume (vph)	627	1777	
Turn Type	NA	NA	
Protected Phases	3	6	2
Permitted Phases			
Detector Phase	3	6	
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	26.2	23.2	23.2
Total Split (s)	30.0	70.0	70.0
Total Split (%)	30.0%	70.0%	70%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.2	1.2	1.2
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	5.2	5.2	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	C-Max	C-Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 63 (63%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 30: Biscayne Blvd & NE 2nd St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	627	0	0	1777	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2			5.2		
Lane Util. Factor	0.94			0.86		
Frpb, ped/bikes	1.00			1.00		
Flpb, ped/bikes	1.00			1.00		
Frt	1.00			1.00		
Flt Protected	0.95			1.00		
Satd. Flow (prot)	4363			5602		
Flt Permitted	0.95			1.00		
Satd. Flow (perm)	4363			5602		
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	729	0	0	2066	0	0
RTOR Reduction (vph)	28	0	0	0	0	0
Lane Group Flow (vph)	701	0	0	2066	0	0
Confl. Peds. (#/hr)	11	24	17			17
Confl. Bikes (#/hr)		3				
Turn Type	NA			NA		
Protected Phases	3			6		
Permitted Phases						
Actuated Green, G (s)	23.3			66.3		
Effective Green, g (s)	23.3			66.3		
Actuated g/C Ratio	0.23			0.66		
Clearance Time (s)	5.2			5.2		
Vehicle Extension (s)	2.5			1.0		
Lane Grp Cap (vph)	1016			3714		
v/s Ratio Prot	c0.16			c0.37		
v/s Ratio Perm						
v/c Ratio	0.69			0.56		
Uniform Delay, d1	35.1			9.0		
Progression Factor	0.72			1.00		
Incremental Delay, d2	1.6			0.6		
Delay (s)	26.9			9.6		
Level of Service	C			A		
Approach Delay (s)	26.9			9.6	0.0	
Approach LOS	C			A	A	

Intersection Summary

HCM 2000 Control Delay	14.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		

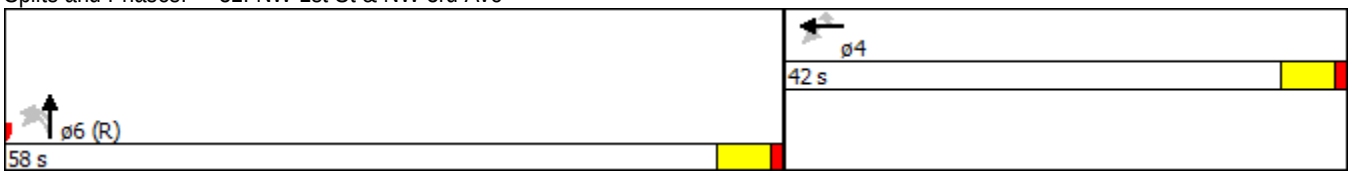
c Critical Lane Group

Lane Group	WBL	WBT	WBR	NBL2	NBT
Lane Configurations					
Volume (vph)	376	35	129	3	93
Turn Type	Perm	NA	Perm	Perm	NA
Protected Phases		4			6
Permitted Phases	4		4	6	
Detector Phase	4	4	4	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	16.0	16.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0
Total Split (s)	42.0	42.0	42.0	58.0	58.0
Total Split (%)	42.0%	42.0%	42.0%	58.0%	58.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 43 (43%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 31: NW 1st St & NW 3rd Ave



Movement	WBL	WBT	WBR	NBL2	NBL	NBT
Lane Configurations						
Volume (vph)	376	35	129	3	4	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0		5.0
Lane Util. Factor	0.97	1.00	1.00	0.95		0.95
Frpb, ped/bikes	1.00	1.00	0.97	1.00		1.00
Flpb, ped/bikes	0.98	1.00	1.00	1.00		1.00
Frt	1.00	1.00	0.85	1.00		1.00
Flt Protected	0.95	1.00	1.00	0.95		1.00
Satd. Flow (prot)	2949	1629	1349	1463		1543
Flt Permitted	0.95	1.00	1.00	0.95		1.00
Satd. Flow (perm)	2949	1629	1349	1463		1543
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	427	40	147	3	5	106
RTOR Reduction (vph)	0	0	93	1	0	0
Lane Group Flow (vph)	427	40	54	2	0	111
Confl. Peds. (#/hr)	13		4	8	8	
Turn Type	Perm	NA	Perm	Perm	Perm	NA
Protected Phases		4				6
Permitted Phases	4		4	6	6	
Actuated Green, G (s)	37.0	37.0	37.0	53.0		53.0
Effective Green, g (s)	37.0	37.0	37.0	53.0		53.0
Actuated g/C Ratio	0.37	0.37	0.37	0.53		0.53
Clearance Time (s)	5.0	5.0	5.0	5.0		5.0
Lane Grp Cap (vph)	1091	602	499	775		817
v/s Ratio Prot		0.02				
v/s Ratio Perm	c0.14		0.04	0.00		0.07
v/c Ratio	0.39	0.07	0.11	0.00		0.14
Uniform Delay, d1	23.2	20.3	20.7	11.1		11.9
Progression Factor	1.38	1.40	3.73	1.00		1.00
Incremental Delay, d2	0.9	0.2	0.4	0.0		0.3
Delay (s)	33.0	28.7	77.5	11.1		12.2
Level of Service	C	C	E	B		B
Approach Delay (s)		43.4				12.2
Approach LOS		D				B

Intersection Summary

HCM 2000 Control Delay	38.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	33.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			355			379
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1016	1076			1604	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2
Volume Total	0	0	0	0
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

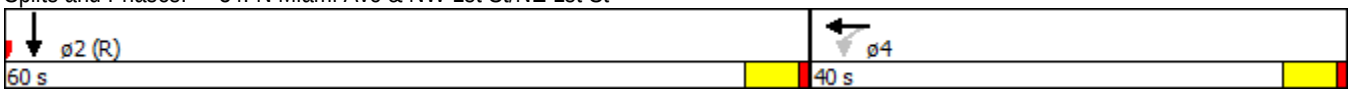
Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	435	551
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	40.0	60.0
Total Split (%)	40.0%	60.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 37 (37%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 34: N Miami Ave & NW 1st St/NE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	215	435	0	0	0	0	0	551	119
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	162.9	0.0				0.0	162.9	171.0
Lanes				0	2	0				0	2	0
Cap, veh/h				72	520	0				0	1355	292
Arrive On Green				0.12	0.12	0.00				0.00	0.18	0.18
Sat Flow, veh/h				0	1482	0				0	2460	530
Grp Volume(v), veh/h				231	468	0				0	391	329
Grp Sat Flow(s),veh/h/ln				0	1482	0				0	1629	1361
Q Serve(g_s), s				0.0	31.2	0.0				0.0	21.4	21.5
Cycle Q Clear(g_c), s				35.1	31.2	0.0				0.0	21.4	21.5
Prop In Lane				1.00		0.00				0.00		0.39
Lane Grp Cap(c), veh/h				72	520	0				0	897	750
V/C Ratio(X)				3.21	0.90	0.00				0.00	0.44	0.44
Avail Cap(c_a), veh/h				72	520	0				0	897	750
HCM Platoon Ratio				0.33	0.33	1.00				1.00	0.33	0.33
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				61.8	42.5	0.0				0.0	27.1	27.1
Incr Delay (d2), s/veh				1028.8	21.1	0.0				0.0	1.5	1.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				22.5	15.6	0.0				0.0	9.8	8.3
Lane Grp Delay (d), s/veh				1090.6	63.6	0.0				0.0	28.6	29.0
Lane Grp LOS				F	E						C	C
Approach Vol, veh/h					699						720	
Approach Delay, s/veh					403.0						28.8	
Approach LOS					F						C	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	40.0	60.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	35.1	55.1
Max Q Clear Time (g_c+I1), s	37.1	23.5
Green Ext Time (p_c), s	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	213.1
HCM 2010 LOS	F

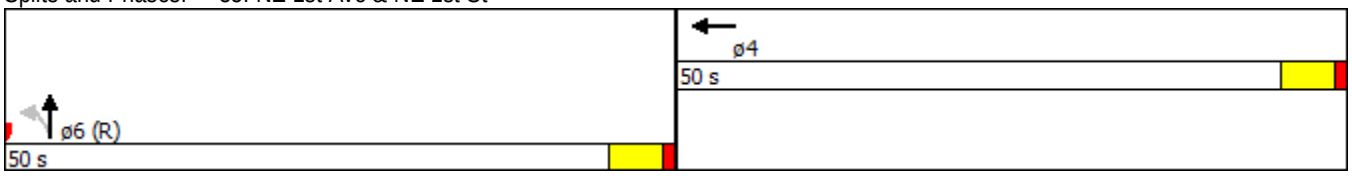
Notes

Lane Group	WBT	NBT
Lane Configurations		
Volume (vph)	536	621
Turn Type	NA	NA
Protected Phases	4	6
Permitted Phases		
Detector Phase	4	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	50.0	50.0
Total Split (%)	50.0%	50.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 97 (97%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 35: NE 1st Ave & NE 1st St



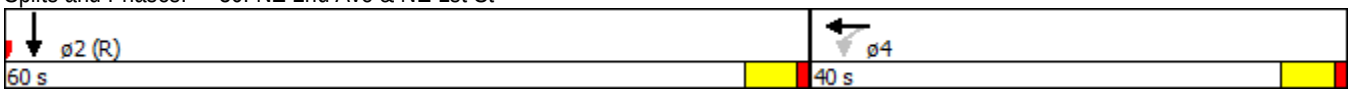
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	536	390	88	621	0	0	0	0
Number				7	4	14	1	6	16			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln				0.0	162.9	171.0	171.0	162.9	0.0			
Lanes				0	2	0	0	3	0			
Cap, veh/h				0	789	575	72	1334	0			
Arrive On Green				0.00	0.45	0.45	0.15	0.15	0.00			
Sat Flow, veh/h				0	1754	1277	0	2964	0			
Grp Volume(v), veh/h				0	529	456	94	661	0			
Grp Sat Flow(s),veh/h/ln				0	1629	1403	0	1482	0			
Q Serve(g_s), s				0.0	26.5	26.5	0.0	20.5	0.0			
Cycle Q Clear(g_c), s				0.0	26.5	26.5	45.0	20.5	0.0			
Prop In Lane				0.00		0.91	1.00		0.00			
Lane Grp Cap(c), veh/h				0	733	631	72	1334	0			
V/C Ratio(X)				0.00	0.72	0.72	1.31	0.50	0.00			
Avail Cap(c_a), veh/h				0	733	631	72	1334	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	22.4	22.4	65.1	32.1	0.0			
Incr Delay (d2), s/veh				0.0	6.1	7.0	208.1	1.3	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln				0.0	11.7	10.2	6.1	8.4	0.0			
Lane Grp Delay (d), s/veh				0.0	28.5	29.4	273.2	33.5	0.0			
Lane Grp LOS					C	C	F	C				
Approach Vol, veh/h					985			755				
Approach Delay, s/veh					28.9			63.3				
Approach LOS					C			E				
Timer												
Assigned Phs					4			6				
Phs Duration (G+Y+Rc), s					50.0			50.0				
Change Period (Y+Rc), s					5.0			5.0				
Max Green Setting (Gmax), s					45.0			45.0				
Max Q Clear Time (g_c+I1), s					28.5			47.0				
Green Ext Time (p_c), s					2.4			0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			43.8									
HCM 2010 LOS			D									
Notes												

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	458	948
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	40.0	60.0
Total Split (%)	40.0%	60.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 30 (30%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 36: NE 2nd Ave & NE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	231	458	0	0	0	0	0	948	280
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	159.8	0.0				0.0	159.8	171.0
Lanes				0	2	0				0	3	0
Cap, veh/h				72	509	0				0	1892	558
Arrive On Green				0.35	0.35	0.00				0.00	0.18	0.18
Sat Flow, veh/h				0	1454	0				0	3440	1015
Grp Volume(v), veh/h				248	492	0				0	947	373
Grp Sat Flow(s),veh/h/ln				0	1454	0				0	1598	1259
Q Serve(g_s), s				0.0	33.2	0.0				0.0	26.9	26.9
Cycle Q Clear(g_c), s				35.0	33.2	0.0				0.0	26.9	26.9
Prop In Lane				1.00		0.00				0.00		0.81
Lane Grp Cap(c), veh/h				72	509	0				0	1758	693
V/C Ratio(X)				3.44	0.97	0.00				0.00	0.54	0.54
Avail Cap(c_a), veh/h				72	509	0				0	1758	693
HCM Platoon Ratio				1.00	1.00	1.00				1.00	0.33	0.33
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				50.0	31.9	0.0				0.0	29.4	29.4
Incr Delay (d2), s/veh				1134.2	32.4	0.0				0.0	1.2	3.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				24.5	16.5	0.0				0.0	11.9	9.7
Lane Grp Delay (d), s/veh				1184.2	64.3	0.0				0.0	30.6	32.4
Lane Grp LOS				F	E						C	C
Approach Vol, veh/h					740						1320	
Approach Delay, s/veh					439.6						31.1	
Approach LOS					F						C	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	40.0 60.0
Change Period (Y+Rc), s	5.0 5.0
Max Green Setting (Gmax), s	35.0 55.0
Max Q Clear Time (g_c+I1), s	37.0 28.9
Green Ext Time (p_c), s	0.0 4.0

Intersection Summary	
HCM 2010 Ctrl Delay	177.9
HCM 2010 LOS	F

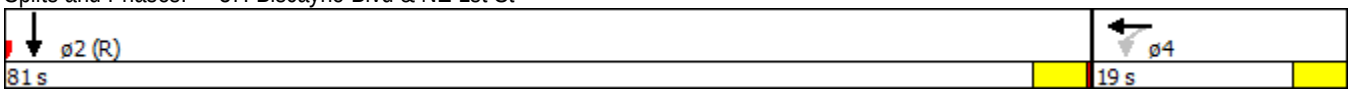
Notes

Lane Group	WBL	WBT	SBT
Lane Configurations			
Volume (vph)	65	120	1228
Turn Type	Perm	NA	NA
Protected Phases		4	2
Permitted Phases	4		
Detector Phase	4	4	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	19.0	19.0	22.5
Total Split (s)	19.0	19.0	81.0
Total Split (%)	19.0%	19.0%	81.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.2	0.2	0.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.2	4.5
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	None	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 60 (60%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 37: Biscayne Blvd & NE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	65	120	0	0	0	0	0	1228	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.2	4.2						4.5	
Lane Util. Factor				0.91	0.91						0.86	
Frpb, ped/bikes				1.00	1.00						1.00	
Flpb, ped/bikes				1.00	1.00						1.00	
Frt				1.00	1.00						0.97	
Flt Protected				0.95	1.00						1.00	
Satd. Flow (prot)				1264	2956						5445	
Flt Permitted				0.95	1.00						1.00	
Satd. Flow (perm)				1264	2956						5445	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	67	124	0	0	0	0	0	1266	258
RTOR Reduction (vph)	0	0	0	55	15	0	0	0	0	0	27	0
Lane Group Flow (vph)	0	0	0	5	116	0	0	0	0	0	1497	0
Confl. Peds. (#/hr)	43		1	1		43	2					2
Confl. Bikes (#/hr)						2						
Parking (#/hr)				0								
Turn Type				Perm	NA						NA	
Protected Phases					4						2	
Permitted Phases				4								
Actuated Green, G (s)				8.6	8.6						82.7	
Effective Green, g (s)				8.6	8.6						82.7	
Actuated g/C Ratio				0.09	0.09						0.83	
Clearance Time (s)				4.2	4.2						4.5	
Vehicle Extension (s)				2.0	2.0						1.0	
Lane Grp Cap (vph)				108	254						4503	
v/s Ratio Prot											c0.27	
v/s Ratio Perm				0.00	0.04							
v/c Ratio				0.05	0.46						0.33	
Uniform Delay, d1				41.9	43.5						2.1	
Progression Factor				1.00	1.00						2.63	
Incremental Delay, d2				0.1	0.5						0.2	
Delay (s)				42.0	44.0						5.6	
Level of Service				D	D						A	
Approach Delay (s)		0.0			43.3			0.0			5.6	
Approach LOS		A			D			A			A	

Intersection Summary

HCM 2000 Control Delay	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.7
Intersection Capacity Utilization	34.9%	ICU Level of Service	A
Analysis Period (min)	15		

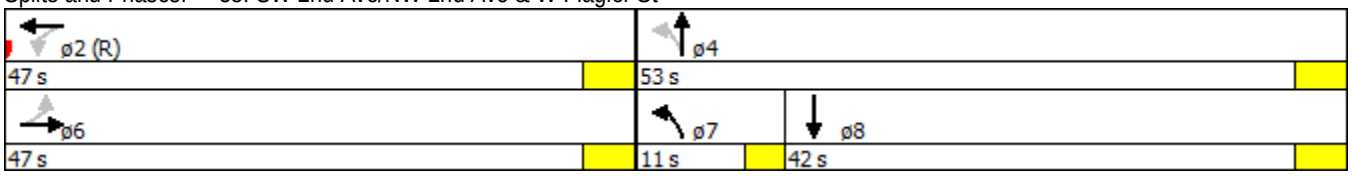
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Configurations							
Volume (vph)	9	35	52	382	265	609	509
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	NA
Protected Phases		6		2	7	4	8
Permitted Phases	6		2		4		
Detector Phase	6	6	2	2	7	4	8
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	22.0	22.0	22.0	22.0	9.0	22.0	22.0
Total Split (s)	47.0	47.0	47.0	47.0	11.0	53.0	42.0
Total Split (%)	47.0%	47.0%	47.0%	47.0%	11.0%	53.0%	42.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0	4.0
Lead/Lag					Lead		Lag
Lead-Lag Optimize?					Yes		Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 37 (37%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 80
Control Type: Pretimed

Splits and Phases: 38: SW 2nd Ave/NW 2nd Ave & W Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	35	6	52	382	45	265	609	56	0	509	121
Number	1	6	16	5	2	12	7	4	14	3	8	18
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		0.95	1.00		0.98
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	171.0	171.0	162.9	171.0	0.0	162.9	171.0
Lanes	1	1	0	1	1	0	0	2	0	0	1	0
Cap, veh/h	162	520	93	557	553	65	303	1051	60	0	621	147
Arrive On Green	0.43	0.43	0.43	0.14	0.14	0.14	0.49	0.49	0.49	0.00	0.98	0.98
Sat Flow, veh/h	800	1209	217	1180	1287	152	488	1335	123	0	1267	300
Grp Volume(v), veh/h	10	0	46	58	0	474	517	0	517	0	0	700
Grp Sat Flow(s),veh/h/ln	800	0	1427	1180	0	1439	1320	0	1435	0	0	1567
Q Serve(g_s), s	1.1	0.0	1.9	4.3	0.0	31.7	0.1	0.0	49.0	0.0	0.0	8.4
Cycle Q Clear(g_c), s	32.8	0.0	1.9	6.2	0.0	31.7	49.0	0.0	49.0	0.0	0.0	8.4
Prop In Lane	1.00		0.15	1.00		0.11	0.78		0.09	0.00		0.19
Lane Grp Cap(c), veh/h	162	0	613	557	0	619	73	0	703	0	0	768
V/C Ratio(X)	0.06	0.00	0.07	0.10	0.00	0.77	7.06	0.00	0.73	0.00	0.00	0.91
Avail Cap(c_a), veh/h	162	0	613	557	0	619	73	0	703	0	0	768
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	39.9	0.0	16.8	28.0	0.0	38.1	44.0	0.0	25.5	0.0	0.0	0.6
Incr Delay (d2), s/veh	0.7	0.0	0.2	0.4	0.0	8.8	2753.4	0.0	6.7	0.0	0.0	16.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.3	0.0	0.7	1.4	0.0	13.8	56.0	0.0	11.1	0.0	0.0	3.9
Lane Grp Delay (d), s/veh	40.6	0.0	17.0	28.3	0.0	46.9	2797.4	0.0	32.2	0.0	0.0	17.5
Lane Grp LOS	D		B	C		D	F		C			B
Approach Vol, veh/h		56			532			1033			700	
Approach Delay, s/veh		21.2			44.8			1414.8			17.5	
Approach LOS		C			D			F			B	

Timer

Assigned Phs		6			2		7	4			8	
Phs Duration (G+Y+Rc), s		47.0			47.0		0.0	53.0			53.0	
Change Period (Y+Rc), s		4.0			4.0		3.0	4.0			4.0	
Max Green Setting (Gmax), s		43.0			43.0		8.0	49.0			38.0	
Max Q Clear Time (g_c+I1), s		34.8			33.7		0.0	51.0			10.4	
Green Ext Time (p_c), s		0.9			0.9		0.0	0.0			14.8	

Intersection Summary

HCM 2010 Ctrl Delay			645.8									
HCM 2010 LOS			F									

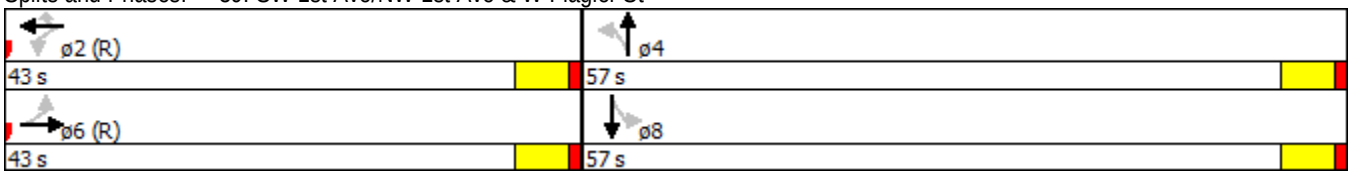
Notes

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	6	82	6	383	152	58	196	23	182
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		6		2			4		8
Permitted Phases	6		2		2	4		8	
Detector Phase	6	6	2	2	2	4	4	8	8
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	43.0	43.0	43.0	43.0	43.0	57.0	57.0	57.0	57.0
Total Split (%)	43.0%	43.0%	43.0%	43.0%	43.0%	57.0%	57.0%	57.0%	57.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0	5.0		5.0		5.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 85 (85%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 39: SW 1st Ave/NW 1st Ave & W Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	82	6	6	383	152	58	196	36	23	182	29
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.93		0.89	0.91		0.81	0.93		0.89	0.94		0.89
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	171.0	162.9	171.0	171.0	162.9	162.9	171.0	162.9	171.0	171.0	162.9	171.0
Lanes	0	1	0	0	1	1	0	1	0	0	2	0
Cap, veh/h	54	534	37	39	615	384	152	466	82	156	1168	187
Arrive On Green	0.38	0.38	0.38	0.76	0.76	0.76	0.52	0.52	0.52	1.00	1.00	1.00
Sat Flow, veh/h	41	1405	96	7	1618	1010	209	897	158	218	2246	359
Grp Volume(v), veh/h	96	0	0	397	0	155	296	0	0	125	0	114
Grp Sat Flow(s),veh/h/ln	1543	0	0	1625	0	1010	1263	0	0	1458	0	1364
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	5.3	5.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.0	0.0	0.0	11.4	0.0	5.3	13.6	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.06		0.06	0.02		1.00	0.20		0.12	0.18		0.26
Lane Grp Cap(c), veh/h	624	0	0	654	0	384	700	0	0	801	0	709
V/C Ratio(X)	0.15	0.00	0.00	0.61	0.00	0.40	0.42	0.00	0.00	0.16	0.00	0.16
Avail Cap(c_a), veh/h	624	0	0	654	0	384	700	0	0	801	0	709
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.5	0.0	0.0	8.8	0.0	8.1	14.7	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	4.2	0.0	3.1	1.9	0.0	0.0	0.4	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.6	0.0	0.0	3.3	0.0	1.3	4.6	0.0	0.0	0.1	0.0	0.1
Lane Grp Delay (d), s/veh	21.0	0.0	0.0	13.0	0.0	11.2	16.5	0.0	0.0	0.4	0.0	0.5
Lane Grp LOS	C			B		B	B			A		A
Approach Vol, veh/h		96			552			296			239	
Approach Delay, s/veh		21.0			12.5			16.5			0.4	
Approach LOS		C			B			B			A	

Timer												
Assigned Phs		6			2			4			8	
Phs Duration (G+Y+Rc), s		43.0			43.0			57.0			57.0	
Change Period (Y+Rc), s		5.0			5.0			5.0			5.0	
Max Green Setting (Gmax), s		38.0			38.0			52.0			52.0	
Max Q Clear Time (g_c+I1), s		6.0			13.4			15.6			2.0	
Green Ext Time (p_c), s		1.2			1.2			2.9			2.9	

Intersection Summary												
HCM 2010 Ctrl Delay			11.8									
HCM 2010 LOS			B									

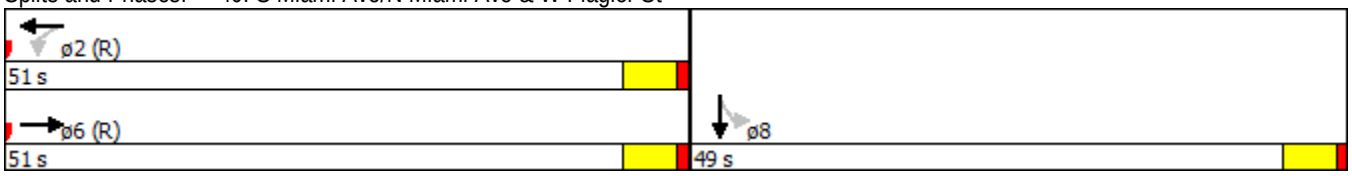
Notes

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Volume (vph)	108	56	454	457
Turn Type	NA	Perm	NA	NA
Protected Phases	6		2	8
Permitted Phases		2		
Detector Phase	6	2	2	8
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	24.0	24.0	22.9
Total Split (s)	51.0	51.0	51.0	49.0
Total Split (%)	51.0%	51.0%	51.0%	49.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.9
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	4.9
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 84 (84%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 40: S Miami Ave/N Miami Ave & W Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	108	17	56	454	0	0	0	0	80	457	61
Number	1	6	16	5	2	12				3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.90
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln	0.0	162.9	171.0	171.0	162.9	0.0				171.0	162.9	171.0
Lanes	0	1	0	0	1	0				0	3	0
Cap, veh/h	0	571	88	98	663	0				254	1545	207
Arrive On Green	0.00	0.92	0.92	0.92	0.92	0.00				0.44	0.44	0.44
Sat Flow, veh/h	0	1241	191	126	1440	0				576	3503	468
Grp Volume(v), veh/h	0	0	135	554	0	0				241	223	186
Grp Sat Flow(s),veh/h/ln	0	0	1432	1566	0	0				1600	1629	1320
Q Serve(g_s), s	0.0	0.0	0.9	0.0	0.0	0.0				9.9	8.8	9.2
Cycle Q Clear(g_c), s	0.0	0.0	0.9	8.5	0.0	0.0				9.9	8.8	9.2
Prop In Lane	0.00		0.13	0.11		0.00				0.36		0.35
Lane Grp Cap(c), veh/h	0	0	659	761	0	0				705	718	582
V/C Ratio(X)	0.00	0.00	0.20	0.73	0.00	0.00				0.34	0.31	0.32
Avail Cap(c_a), veh/h	0	0	659	761	0	0				705	718	582
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	2.2	2.5	0.0	0.0				18.4	18.1	18.2
Incr Delay (d2), s/veh	0.0	0.0	0.7	6.0	0.0	0.0				1.3	1.1	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.0	0.4	2.4	0.0	0.0				4.1	3.7	3.2
Lane Grp Delay (d), s/veh	0.0	0.0	2.9	8.6	0.0	0.0				19.7	19.2	19.6
Lane Grp LOS			A	A						B	B	B
Approach Vol, veh/h		135			554						650	
Approach Delay, s/veh		2.9			8.6						19.5	
Approach LOS		A			A						B	

Timer	
Assigned Phs	6	2	8
Phs Duration (G+Y+Rc), s	51.0	51.0	49.0
Change Period (Y+Rc), s	5.0	5.0	4.9
Max Green Setting (Gmax), s	46.0	46.0	44.1
Max Q Clear Time (g_c+I1), s	2.9	10.5	11.9
Green Ext Time (p_c), s	1.6	1.6	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	13.3
HCM 2010 LOS	B

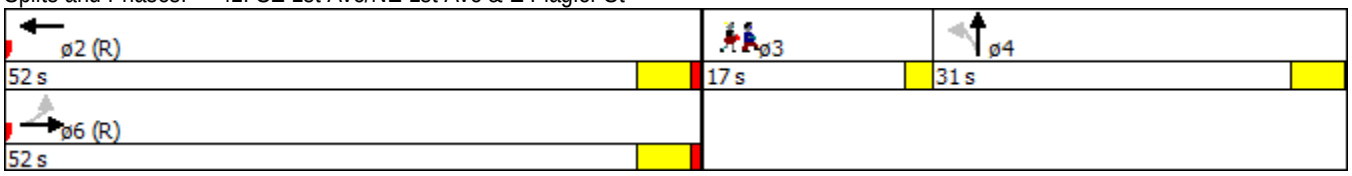
Notes

Lane Group	EBL	EBT	WBT	NBT	ø3
Lane Configurations					
Volume (vph)	29	155	315	1017	
Turn Type	Perm	NA	NA	NA	
Protected Phases		6	2	4	3
Permitted Phases	6				
Detector Phase	6	6	2	4	
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	4.0
Minimum Split (s)	21.0	21.0	21.0	20.5	17.0
Total Split (s)	52.0	52.0	52.0	31.0	17.0
Total Split (%)	52.0%	52.0%	52.0%	31.0%	17%
Yellow Time (s)	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	1.0	1.0	1.0	0.3	0.0
Lost Time Adjust (s)		0.0	0.0	0.0	
Total Lost Time (s)		5.0	5.0	4.3	
Lead/Lag				Lag	Lead
Lead-Lag Optimize?				Yes	Yes
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 78 (78%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 75
Control Type: Pretimed

Splits and Phases: 41: SE 1st Ave/NE 1st Ave & E Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	155	0	0	315	94	123	1017	68	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			4.3				
Lane Util. Factor		1.00			1.00			0.91				
Frpb, ped/bikes		1.00			0.99			0.99				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.97			0.99				
Flt Protected		0.99			1.00			0.99				
Satd. Flow (prot)		1613			1564			4320				
Flt Permitted		0.90			1.00			0.99				
Satd. Flow (perm)		1467			1564			4320				
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	30	161	0	0	328	98	128	1059	71	0	0	0
RTOR Reduction (vph)	0	0	0	0	11	0	0	7	0	0	0	0
Lane Group Flow (vph)	0	191	0	0	415	0	0	1251	0	0	0	0
Confl. Peds. (#/hr)	42		317	317		42	1		133	133		1
Confl. Bikes (#/hr)												1
Parking (#/hr)						0						
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		6			2			4				
Permitted Phases	6						4					
Actuated Green, G (s)		47.0			47.0			26.7				
Effective Green, g (s)		47.0			47.0			26.7				
Actuated g/C Ratio		0.47			0.47			0.27				
Clearance Time (s)		5.0			5.0			4.3				
Lane Grp Cap (vph)		689			735			1153				
v/s Ratio Prot					c0.27							
v/s Ratio Perm		0.13						0.29				
v/c Ratio		0.28			0.57			1.09				
Uniform Delay, d1		16.1			19.1			36.6				
Progression Factor		0.74			0.80			0.75				
Incremental Delay, d2		1.0			2.5			48.8				
Delay (s)		13.0			17.8			76.1				
Level of Service		B			B			E				
Approach Delay (s)		13.0			17.8			76.1			0.0	
Approach LOS		B			B			E			A	

Intersection Summary

HCM 2000 Control Delay	56.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.3
Intersection Capacity Utilization	73.2%	ICU Level of Service	D
Analysis Period (min)	15		

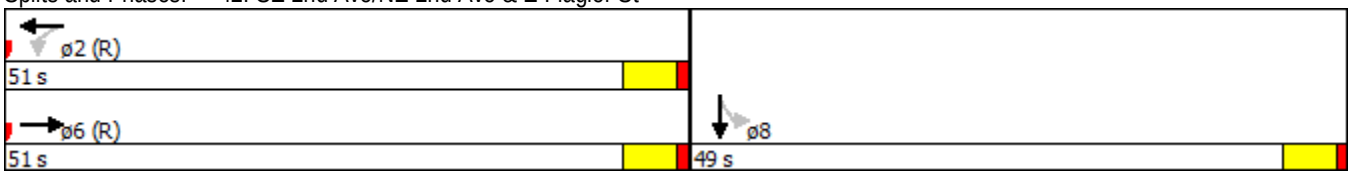
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Volume (vph)	178	30	331	1047
Turn Type	NA	Perm	NA	NA
Protected Phases	6		2	8
Permitted Phases		2		
Detector Phase	6	2	2	8
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	24.0	24.0	22.9
Total Split (s)	51.0	51.0	51.0	49.0
Total Split (%)	51.0%	51.0%	51.0%	49.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.9
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	4.9
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 78 (78%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 42: SE 2nd Ave/NE 2nd Ave & E Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	178	75	30	331	0	0	0	0	58	1047	158
Number	1	6	16	5	2	12				3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.80
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln	0.0	159.8	171.0	171.0	159.8	0.0				171.0	159.8	171.0
Lanes	0	1	0	0	1	0				0	3	0
Cap, veh/h	0	442	186	73	679	0				83	1592	250
Arrive On Green	0.00	0.92	0.92	0.92	0.92	0.00				0.15	0.15	0.15
Sat Flow, veh/h	0	961	405	73	1476	0				188	3610	566
Grp Volume(v), veh/h	0	0	263	376	0	0				508	465	343
Grp Sat Flow(s),veh/h/ln	0	0	1367	1549	0	0				1589	1598	1177
Q Serve(g_s), s	0.0	0.0	2.5	0.0	0.0	0.0				30.5	27.5	27.6
Cycle Q Clear(g_c), s	0.0	0.0	2.5	3.6	0.0	0.0				30.5	27.5	27.6
Prop In Lane	0.00		0.30	0.08		0.00				0.12		0.48
Lane Grp Cap(c), veh/h	0	0	629	751	0	0				701	705	519
V/C Ratio(X)	0.00	0.00	0.42	0.50	0.00	0.00				0.73	0.66	0.66
Avail Cap(c_a), veh/h	0	0	629	751	0	0				701	705	519
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	2.3	2.3	0.0	0.0				36.9	35.6	35.7
Incr Delay (d2), s/veh	0.0	0.0	2.0	2.4	0.0	0.0				6.4	4.8	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.0	0.9	1.2	0.0	0.0				14.4	12.8	9.7
Lane Grp Delay (d), s/veh	0.0	0.0	4.3	4.7	0.0	0.0				43.4	40.4	42.1
Lane Grp LOS			A	A						D	D	D
Approach Vol, veh/h		263			376						1316	
Approach Delay, s/veh		4.3			4.7						42.0	
Approach LOS		A			A						D	

Timer	
Assigned Phs	6	2	8
Phs Duration (G+Y+Rc), s	51.0	51.0	49.0
Change Period (Y+Rc), s	5.0	5.0	4.9
Max Green Setting (Gmax), s	46.0	46.0	44.1
Max Q Clear Time (g_c+I1), s	4.5	5.6	32.5
Green Ext Time (p_c), s	1.4	1.4	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	29.8
HCM 2010 LOS	C

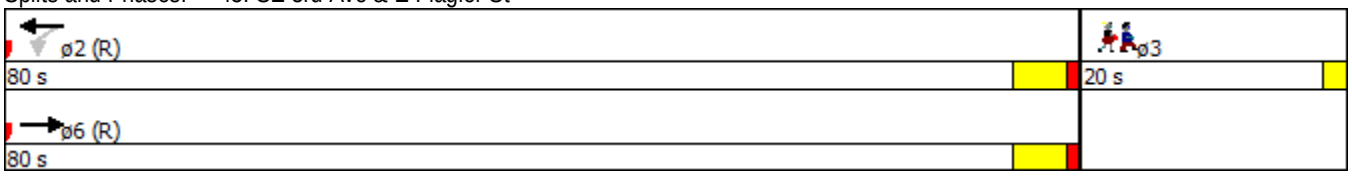
Notes

Lane Group	EBT	WBL	WBT	ø3
Lane Configurations				
Volume (vph)	208	13	266	
Turn Type	NA	Perm	NA	
Protected Phases	6		2	3
Permitted Phases		2		
Detector Phase	6	2	2	
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	19.0
Total Split (s)	80.0	80.0	80.0	20.0
Total Split (%)	80.0%	80.0%	80.0%	20%
Yellow Time (s)	4.0	4.0	4.0	2.0
All-Red Time (s)	1.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0		0.0	
Total Lost Time (s)	5.0		5.0	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 92 (92%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 43: SE 3rd Ave & E Flagler St



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	208	52	13	266	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0		
Lane Util. Factor	1.00			1.00		
Frpb, ped/bikes	0.99			1.00		
Flpb, ped/bikes	1.00			1.00		
Frt	0.97			1.00		
Flt Protected	1.00			1.00		
Satd. Flow (prot)	1576			1624		
Flt Permitted	1.00			0.98		
Satd. Flow (perm)	1576			1597		
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	263	66	16	337	0	0
RTOR Reduction (vph)	9	0	0	0	0	0
Lane Group Flow (vph)	320	0	0	353	0	0
Confl. Peds. (#/hr)		35	35		59	
Parking (#/hr)		0				
Turn Type	NA		Perm	NA		
Protected Phases	6			2		
Permitted Phases			2			
Actuated Green, G (s)	75.0			75.0		
Effective Green, g (s)	75.0			75.0		
Actuated g/C Ratio	0.75			0.75		
Clearance Time (s)	5.0			5.0		
Lane Grp Cap (vph)	1182			1197		
v/s Ratio Prot	0.20					
v/s Ratio Perm				c0.22		
v/c Ratio	0.27			0.29		
Uniform Delay, d1	3.9			4.0		
Progression Factor	0.82			2.81		
Incremental Delay, d2	0.5			0.6		
Delay (s)	3.7			11.9		
Level of Service	A			B		
Approach Delay (s)	3.7			11.9	0.0	
Approach LOS	A			B	A	

Intersection Summary

HCM 2000 Control Delay	7.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	31.5%	ICU Level of Service	A
Analysis Period (min)	15		

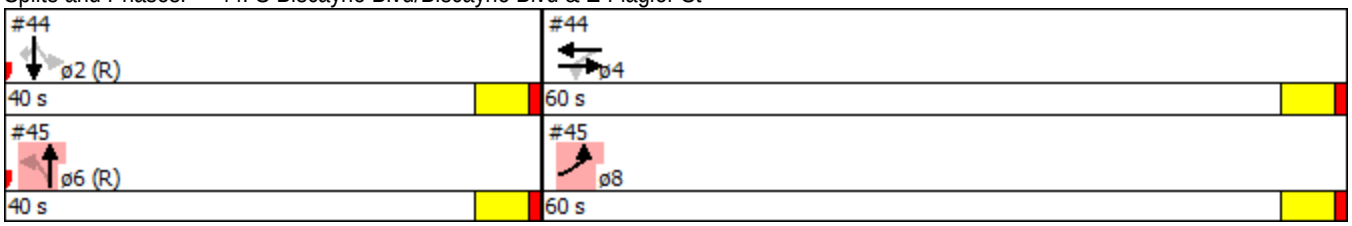
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR	ø6	ø8
Lane Configurations							
Volume (vph)	93	142	241	1046	272		
Turn Type	NA	Perm	NA	NA	Perm		
Protected Phases	4		4	2		6	8
Permitted Phases		4			2		
Detector Phase	4	4	4	2	2		
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	23.0	23.0	23.0	23.0
Total Split (s)	60.0	60.0	60.0	40.0	40.0	40.0	60.0
Total Split (%)	60.0%	60.0%	60.0%	40.0%	40.0%	40%	60%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Min	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 18 (18%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 44: S Biscayne Blvd/Biscayne Blvd & E Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	93	42	142	241	0	0	0	0	39	1046	272
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	5.0
Lane Util. Factor		1.00		1.00	1.00						0.86	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.69
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.96		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1560		1547	1629						5591	962
Flt Permitted		1.00		0.61	1.00						1.00	1.00
Satd. Flow (perm)		1560		991	1629						5591	962
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	101	46	154	262	0	0	0	0	42	1137	296
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	0	47
Lane Group Flow (vph)	0	142	0	154	262	0	0	0	0	0	1179	249
Confl. Peds. (#/hr)	1					1	99		3	3		99
Confl. Bikes (#/hr)						1						
Parking (#/hr)			0									
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			4						2	
Permitted Phases				4						2		2
Actuated Green, G (s)		22.7		22.7	22.7						67.3	67.3
Effective Green, g (s)		22.7		22.7	22.7						67.3	67.3
Actuated g/C Ratio		0.23		0.23	0.23						0.67	0.67
Clearance Time (s)		5.0		5.0	5.0						5.0	5.0
Vehicle Extension (s)		2.5		2.5	2.5						1.0	1.0
Lane Grp Cap (vph)		354		224	369						3762	647
v/s Ratio Prot		0.09			c0.16							
v/s Ratio Perm				0.16							0.21	c0.26
v/c Ratio		0.40		0.69	0.71						0.31	0.39
Uniform Delay, d1		32.9		35.4	35.6						6.8	7.2
Progression Factor		1.20		1.26	1.25						0.67	0.52
Incremental Delay, d2		0.5		4.2	3.2						0.2	1.7
Delay (s)		39.9		48.9	47.6						4.7	5.5
Level of Service		D		D	D						A	A
Approach Delay (s)		39.9			48.0			0.0			4.9	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay	16.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	91.8%	ICU Level of Service	F
Analysis Period (min)	15		

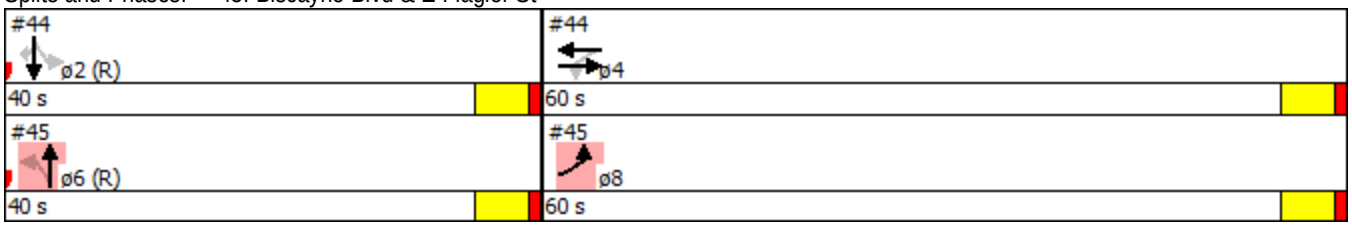
c Critical Lane Group

Lane Group	EBL	NBT	ø2	ø4
Lane Configurations				
Volume (vph)	142	2724		
Turn Type	NA	NA		
Protected Phases	8	6	2	4
Permitted Phases				
Detector Phase	8	6		
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	25.0
Total Split (s)	60.0	40.0	40.0	60.0
Total Split (%)	60.0%	40.0%	40%	60%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	5.0	5.0		
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 18 (18%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 45: Biscayne Blvd & E Flagler St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	142	0	382	2724	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0		
Lane Util. Factor	1.00			0.86		
Frpb, ped/bikes	1.00			1.00		
Flpb, ped/bikes	1.00			1.00		
Frt	1.00			1.00		
Flt Protected	0.95			0.99		
Satd. Flow (prot)	1547			5545		
Flt Permitted	0.95			0.99		
Satd. Flow (perm)	1547			5545		
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	148	0	398	2838	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	148	0	0	3236	0	0
Confl. Peds. (#/hr)	23	41	19			19
Turn Type	NA		Perm	NA		
Protected Phases	8			6		
Permitted Phases			6			
Actuated Green, G (s)	22.7			67.3		
Effective Green, g (s)	22.7			67.3		
Actuated g/C Ratio	0.23			0.67		
Clearance Time (s)	5.0			5.0		
Vehicle Extension (s)	1.0			2.5		
Lane Grp Cap (vph)	351			3731		
v/s Ratio Prot	c0.10					
v/s Ratio Perm				0.58		
v/c Ratio	0.42			0.87		
Uniform Delay, d1	33.0			12.8		
Progression Factor	0.50			0.78		
Incremental Delay, d2	0.3			2.0		
Delay (s)	16.8			12.0		
Level of Service	B			B		
Approach Delay (s)	16.8			12.0	0.0	
Approach LOS	B			B	A	

Intersection Summary

HCM 2000 Control Delay	12.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	95.8%	ICU Level of Service	F
Analysis Period (min)	15		

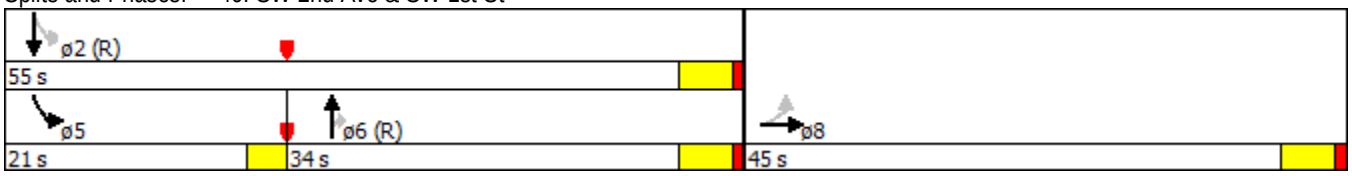
c Critical Lane Group

Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	173	437	735	259	134	384
Turn Type	Perm	NA	NA	Perm	pm+pt	NA
Protected Phases		8	6		5	2
Permitted Phases	8			6	2	
Detector Phase	8	8	6	6	5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0
Minimum Split (s)	21.0	21.0	28.8	28.8	11.0	28.8
Total Split (s)	45.0	45.0	34.0	34.0	21.0	55.0
Total Split (%)	45.0%	45.0%	34.0%	34.0%	21.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	0.8	0.8	0.0	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.8	4.8	3.0	4.8
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 96 (96%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 80
Control Type: Pretimed

Splits and Phases: 46: SW 2nd Ave & SW 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	173	437	85	0	0	0	0	735	259	134	384	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97				1.00		0.98	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	158.3	158.3	171.0				0.0	158.3	158.3	158.3	158.3	0.0
Lanes	1	3	0				0	1	1	1	1	0
Cap, veh/h	603	1548	291				0	462	384	343	795	0
Arrive On Green	0.40	0.40	0.40				0.00	0.10	0.10	0.18	0.50	0.00
Sat Flow, veh/h	1508	3869	726				0	1583	1315	1508	1583	0
Grp Volume(v), veh/h	186	382	179				0	790	278	144	413	0
Grp Sat Flow(s),veh/h/ln	1508	1583	1429				0	1583	1315	1508	1583	0
Q Serve(g_s), s	8.4	8.2	8.6				0.0	29.2	20.5	5.4	17.6	0.0
Cycle Q Clear(g_c), s	8.4	8.2	8.6				0.0	29.2	20.5	5.4	17.6	0.0
Prop In Lane	1.00		0.51				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	603	1267	572				0	462	384	343	795	0
V/C Ratio(X)	0.31	0.30	0.31				0.00	1.71	0.72	0.42	0.52	0.00
Avail Cap(c_a), veh/h	603	1267	572				0	462	384	343	795	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.5	20.5	20.6				0.0	45.2	41.3	19.1	16.8	0.0
Incr Delay (d2), s/veh	1.3	0.6	1.4				0.0	328.1	11.3	3.7	2.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	3.3	3.3	3.2				0.0	54.7	8.5	3.6	7.2	0.0
Lane Grp Delay (d), s/veh	21.9	21.1	22.0				0.0	373.2	52.5	22.9	19.2	0.0
Lane Grp LOS	C	C	C					F	D	C	B	
Approach Vol, veh/h		747						1068			557	
Approach Delay, s/veh		21.5						289.8			20.1	
Approach LOS		C						F			C	

Timer												
Assigned Phs		8						6		5	2	
Phs Duration (G+Y+Rc), s		45.0						34.0		21.0	55.0	
Change Period (Y+Rc), s		5.0						4.8		3.0	4.8	
Max Green Setting (Gmax), s		40.0						29.2		18.0	50.2	
Max Q Clear Time (g_c+I1), s		10.6						31.2		7.4	19.6	
Green Ext Time (p_c), s		3.6						0.0		0.1	3.3	

Intersection Summary												
HCM 2010 Ctrl Delay			142.0									
HCM 2010 LOS			F									

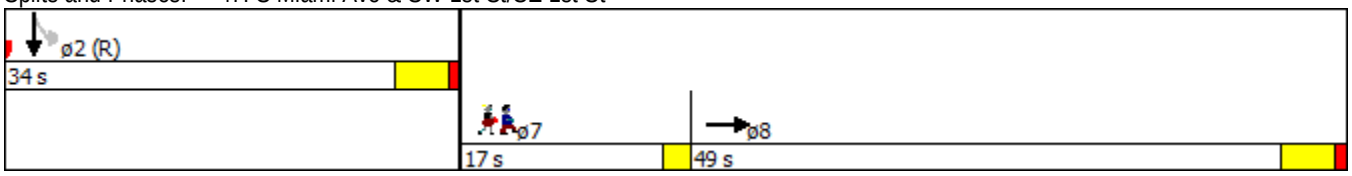
Notes

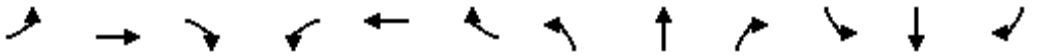
Lane Group	EBT	EBR	SBT	ø7
Lane Configurations				
Volume (vph)	622	596	969	
Turn Type	NA	NA	NA	
Protected Phases	8		2	7
Permitted Phases				
Detector Phase	8		2	
Switch Phase				
Minimum Initial (s)	7.0		7.0	4.0
Minimum Split (s)	23.0		23.0	17.0
Total Split (s)	49.0		34.0	17.0
Total Split (%)	49.0%		34.0%	17%
Yellow Time (s)	4.0		4.0	2.0
All-Red Time (s)	1.0		1.0	0.0
Lost Time Adjust (s)	0.0		0.0	
Total Lost Time (s)	5.0		5.0	
Lead/Lag	Lag			Lead
Lead-Lag Optimize?	Yes			Yes
Recall Mode	Max		Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 77 (77%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 47: S Miami Ave & SW 1st St/SE 1st St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	622	596	0	0	0	0	0	0	120	969	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	4.0								5.0	
Lane Util. Factor		0.95	1.00								0.91	
Frpb, ped/bikes		1.00	1.00								1.00	
Flpb, ped/bikes		1.00	1.00								1.00	
Frt		1.00	0.85								1.00	
Flt Protected		1.00	1.00								0.99	
Satd. Flow (prot)		2858	1346								4291	
Flt Permitted		1.00	1.00								0.99	
Satd. Flow (perm)		2858	1346								4291	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	662	634	0	0	0	0	0	0	128	1031	0
RTOR Reduction (vph)	0	0	634	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	662	0	0	0	0	0	0	0	0	1159	0
Confl. Peds. (#/hr)	26		27	27		26	12		16	16		12
Confl. Bikes (#/hr)			2			2			1			
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Parking (#/hr)		0										
Turn Type		NA	NA							Perm	NA	
Protected Phases		8									2	
Permitted Phases										2		
Actuated Green, G (s)		44.0	0.0								29.0	
Effective Green, g (s)		44.0	0.0								29.0	
Actuated g/C Ratio		0.44	0.00								0.29	
Clearance Time (s)		5.0									5.0	
Lane Grp Cap (vph)		1257	0								1244	
v/s Ratio Prot		c0.23										
v/s Ratio Perm											0.27	
v/c Ratio		0.53	0.00								0.93	
Uniform Delay, d1		20.4	50.0								34.5	
Progression Factor		0.81	1.00								1.01	
Incremental Delay, d2		1.5	0.0								13.6	
Delay (s)		18.1	50.0								48.3	
Level of Service		B	D								D	
Approach Delay (s)		33.7			0.0			0.0			48.3	
Approach LOS		C			A			A			D	

Intersection Summary			
HCM 2000 Control Delay	40.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	74.5%	ICU Level of Service	D
Analysis Period (min)	15		

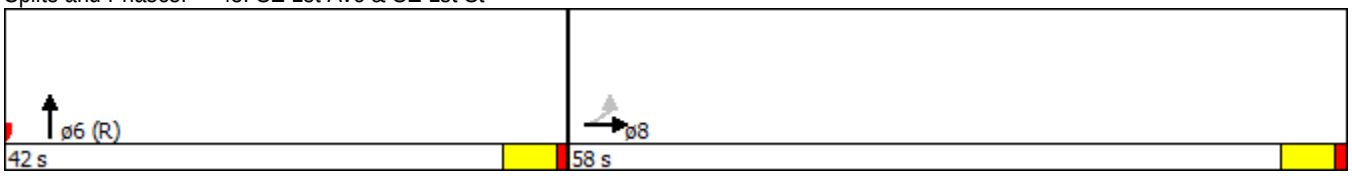
c Critical Lane Group

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	470	932
Turn Type	NA	NA
Protected Phases	8	6
Permitted Phases		
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	58.0	42.0
Total Split (%)	58.0%	42.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 11 (11%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 48: SE 1st Ave & SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	283	470	0	0	0	0	0	932	301	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	171.0	158.3	0.0				0.0	158.3	171.0			
Lanes	0	3	0				0	3	0			
Cap, veh/h	72	1527	0				0	1272	410			
Arrive On Green	0.17	0.17	0.00				0.00	0.12	0.12			
Sat Flow, veh/h	0	2882	0				0	3438	1109			
Grp Volume(v), veh/h	308	511	0				0	933	407			
Grp Sat Flow(s),veh/h/ln	0	1441	0				0	1583	1380			
Q Serve(g_s), s	0.0	15.5	0.0				0.0	28.7	28.7			
Cycle Q Clear(g_c), s	53.0	15.5	0.0				0.0	28.7	28.7			
Prop In Lane	1.00		0.00				0.00		0.80			
Lane Grp Cap(c), veh/h	72	1527	0				0	1172	511			
V/C Ratio(X)	4.28	0.33	0.00				0.00	0.80	0.80			
Avail Cap(c_a), veh/h	72	1527	0				0	1172	511			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	0.33	0.33			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	67.8	25.8	0.0				0.0	40.2	40.2			
Incr Delay (d2), s/veh	1506.9	0.6	0.0				0.0	5.7	12.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	32.1	6.2	0.0				0.0	13.2	12.4			
Lane Grp Delay (d), s/veh	1574.7	26.4	0.0				0.0	45.9	52.4			
Lane Grp LOS	F	C						D	D			
Approach Vol, veh/h		819						1340				
Approach Delay, s/veh		608.7						47.9				
Approach LOS		F						D				

Timer	
Assigned Phs	8	6
Phs Duration (G+Y+Rc), s	58.0	42.0
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	53.0	37.0
Max Q Clear Time (g_c+I1), s	55.0	30.7
Green Ext Time (p_c), s	0.0	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	260.6
HCM 2010 LOS	F

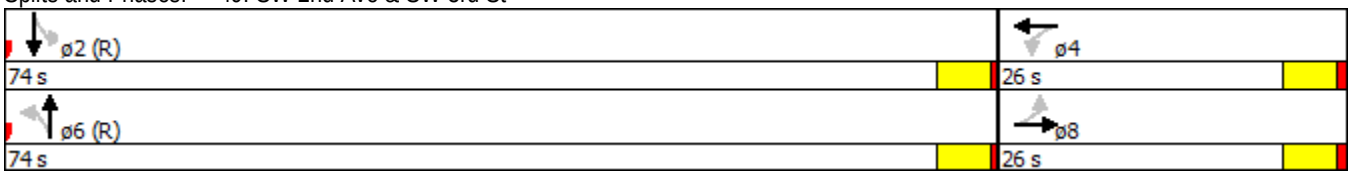
Notes

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	30	58	84	43	155	725	42	650
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.9	23.9	23.9	23.9	22.7	22.7	23.7	23.7
Total Split (s)	26.0	26.0	26.0	26.0	74.0	74.0	74.0	74.0
Total Split (%)	26.0%	26.0%	26.0%	26.0%	74.0%	74.0%	74.0%	74.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.9	0.9	0.9	0.9	0.7	0.7	0.7	0.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.7	4.7	4.7	4.7
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 17 (17%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 49: SW 2nd Ave & SW 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	58	195	84	43	53	155	725	195	42	650	4
Number	3	8	18	7	4	14	1	6	16	5	2	12
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		0.98	0.99		0.96	1.00		0.96
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0
Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Cap, veh/h	235	69	232	102	124	154	410	1699	457	351	2241	13
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.69	0.69	0.69	0.23	0.23	0.23
Sat Flow, veh/h	1123	328	1101	968	587	731	653	2452	659	504	3234	19
Grp Volume(v), veh/h	32	0	266	88	0	101	163	507	461	44	344	344
Grp Sat Flow(s),veh/h/ln	1123	0	1429	968	0	1318	653	1629	1483	504	1629	1624
Q Serve(g_s), s	2.5	0.0	18.1	3.0	0.0	6.5	16.0	13.9	13.9	7.4	17.5	17.5
Cycle Q Clear(g_c), s	9.1	0.0	18.1	21.1	0.0	6.5	33.6	13.9	13.9	21.2	17.5	17.5
Prop In Lane	1.00		0.77	1.00		0.55	1.00		0.44	1.00		0.01
Lane Grp Cap(c), veh/h	235	0	301	102	0	278	410	1129	1028	351	1129	1126
V/C Ratio(X)	0.14	0.00	0.88	0.87	0.00	0.36	0.40	0.45	0.45	0.13	0.31	0.31
Avail Cap(c_a), veh/h	235	0	301	102	0	278	410	1129	1028	351	1129	1126
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	0.0	38.2	49.5	0.0	33.7	15.5	6.8	6.8	25.9	18.6	18.6
Incr Delay (d2), s/veh	1.2	0.0	29.0	58.4	0.0	3.6	2.9	1.3	1.4	0.7	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.8	0.0	8.9	3.9	0.0	2.4	2.8	5.2	4.8	1.1	8.0	7.9
Lane Grp Delay (d), s/veh	38.8	0.0	67.2	107.9	0.0	37.4	18.4	8.1	8.3	26.6	19.3	19.3
Lane Grp LOS	D		E	F		D	B	A	A	C	B	B
Approach Vol, veh/h		298			189			1131			732	
Approach Delay, s/veh		64.1			70.2			9.7			19.7	
Approach LOS		E			E			A			B	

Timer												
Assigned Phs		8			4			6			2	
Phs Duration (G+Y+Rc), s		26.0			26.0			74.0			74.0	
Change Period (Y+Rc), s		4.9			4.9			4.7			4.7	
Max Green Setting (Gmax), s		21.1			21.1			69.3			69.3	
Max Q Clear Time (g_c+I1), s		20.1			23.1			35.6			23.2	
Green Ext Time (p_c), s		0.3			0.0			4.4			4.4	

Intersection Summary												
HCM 2010 Ctrl Delay			24.6									
HCM 2010 LOS			C									

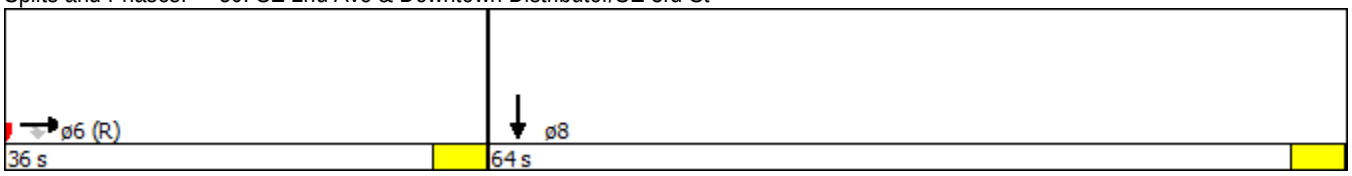
Notes

Lane Group	EBT	EBR	SBT
Lane Configurations			
Volume (vph)	429	1051	1533
Turn Type	NA	Perm	NA
Protected Phases	6		8
Permitted Phases		6	
Detector Phase	6	6	8
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	24.1	24.1	22.3
Total Split (s)	36.0	36.0	64.0
Total Split (%)	36.0%	36.0%	64.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.3
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.1	4.1	4.3
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 98 (98%), Referenced to phase 6:EBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 50: SE 2nd Ave & Downtown Distributor/SE 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	429	1051	0	0	0	0	0	0	0	1533	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.1	4.1								4.3	
Lane Util. Factor		0.91	0.91								0.91	
Frpb, ped/bikes		0.99	0.97								1.00	
Flpb, ped/bikes		1.00	1.00								1.00	
Frt		0.92	0.85								1.00	
Flt Protected		1.00	1.00								1.00	
Satd. Flow (prot)		2631	1204								4363	
Flt Permitted		1.00	1.00								1.00	
Satd. Flow (perm)		2631	1204								4363	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	466	1142	0	0	0	0	0	0	0	1666	0
RTOR Reduction (vph)	0	13	13	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1024	558	0	0	0	0	0	0	0	1666	0
Confl. Peds. (#/hr)	34		9	9		34	27		27	27		27
Confl. Bikes (#/hr)			1			3			1			1
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Turn Type		NA	Perm								NA	
Protected Phases		6									8	
Permitted Phases			6									
Actuated Green, G (s)		40.8	40.8								50.8	
Effective Green, g (s)		40.8	40.8								50.8	
Actuated g/C Ratio		0.41	0.41								0.51	
Clearance Time (s)		4.1	4.1								4.3	
Vehicle Extension (s)		1.0	1.0								2.5	
Lane Grp Cap (vph)		1073	491								2216	
v/s Ratio Prot		0.39									c0.38	
v/s Ratio Perm			c0.46									
v/c Ratio		1.07dr	1.14								0.75	
Uniform Delay, d1		28.7	29.6								19.6	
Progression Factor		1.00	1.00								1.14	
Incremental Delay, d2		18.5	83.8								1.2	
Delay (s)		47.2	113.4								23.6	
Level of Service		D	F								C	
Approach Delay (s)		70.7			0.0			0.0			23.6	
Approach LOS		E			A			A			C	

Intersection Summary

HCM 2000 Control Delay	46.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	99.9%	ICU Level of Service	F
Analysis Period (min)	15		

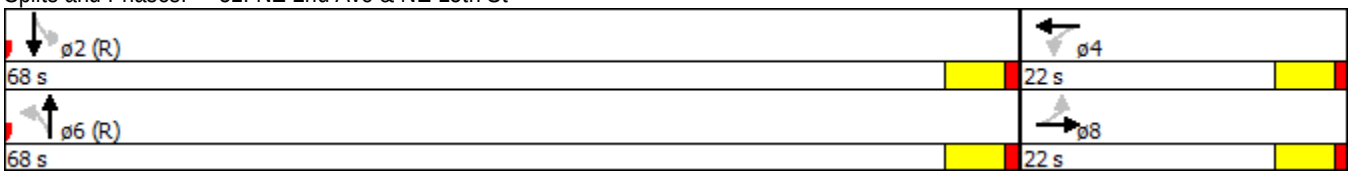
dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	38	60	133	49	31	907	409	1138
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	22.0	22.0	22.0	22.0	24.0	24.0	24.0	24.0
Total Split (s)	22.0	22.0	22.0	22.0	68.0	68.0	68.0	68.0
Total Split (%)	24.4%	24.4%	24.4%	24.4%	75.6%	75.6%	75.6%	75.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 84 (93%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 120
Control Type: Pretimed

Splits and Phases: 51: NE 2nd Ave & NE 15th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	38	60	152	133	49	104	31	907	122	409	1138	22
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.99		0.95	1.00		0.99	1.00		0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Adj Sat Flow veh/h/ln	159.8	159.8	171.0	159.8	159.8	171.0	171.0	159.8	171.0	171.0	159.8	171.0
Lanes	1	1	0	1	1	0	0	1	0	0	2	0
Cap, veh/h	159	74	188	107	83	177	41	373	49	134	896	17
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.93	0.93	0.93	0.70	0.70	0.70
Sat Flow, veh/h	1014	392	996	971	440	938	0	533	70	77	1279	25
Grp Volume(v), veh/h	41	0	230	145	0	166	1153	0	0	445	0	1261
Grp Sat Flow(s),veh/h/ln	1014	0	1388	971	0	1377	603	0	0	77	0	1304
Q Serve(g_s), s	3.5	0.0	14.5	2.5	0.0	10.0	0.0	0.0	0.0	0.0	0.0	63.0
Cycle Q Clear(g_c), s	13.5	0.0	14.5	17.0	0.0	10.0	63.0	0.0	0.0	63.0	0.0	63.0
Prop In Lane	1.00		0.72	1.00		0.68	0.03		0.12	1.00		0.02
Lane Grp Cap(c), veh/h	159	0	262	107	0	260	463	0	0	134	0	913
V/C Ratio(X)	0.26	0.00	0.88	1.36	0.00	0.64	2.49	0.00	0.00	3.32	0.00	1.38
Avail Cap(c_a), veh/h	159	0	262	107	0	260	463	0	0	134	0	913
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.9	0.0	35.5	44.7	0.0	33.7	29.4	0.0	0.0	32.3	0.0	13.5
Incr Delay (d2), s/veh	3.9	0.0	31.3	209.0	0.0	11.4	676.9	0.0	0.0	1062.9	0.0	178.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.1	0.0	7.3	8.6	0.0	4.3	95.4	0.0	0.0	42.6	0.0	62.0
Lane Grp Delay (d), s/veh	43.8	0.0	66.8	253.7	0.0	45.1	706.3	0.0	0.0	1095.2	0.0	192.0
Lane Grp LOS	D		E	F		D	F			F		F
Approach Vol, veh/h		271			311			1153			1706	
Approach Delay, s/veh		63.3			142.3			706.3			427.6	
Approach LOS		E			F			F			F	

Timer												
Assigned Phs		8			4			6			2	
Phs Duration (G+Y+Rc), s		22.0			22.0			68.0			68.0	
Change Period (Y+Rc), s		5.0			5.0			5.0			5.0	
Max Green Setting (Gmax), s		17.0			17.0			63.0			63.0	
Max Q Clear Time (g_c+I1), s		16.5			19.0			65.0			65.0	
Green Ext Time (p_c), s		0.2			0.0			0.0			0.0	

Intersection Summary												
HCM 2010 Ctrl Delay			466.5									
HCM 2010 LOS			F									

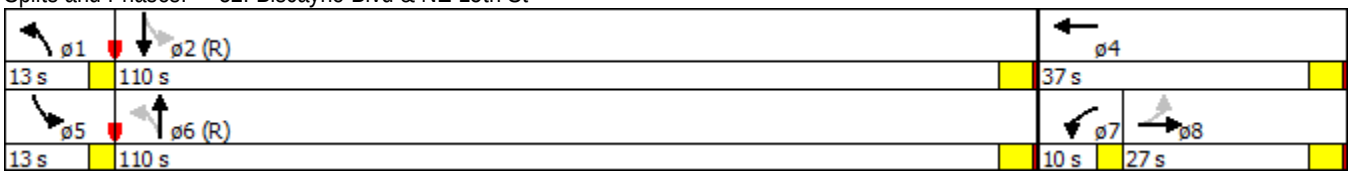
Notes

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	33	207	152	185	72	2176	176	1248
Turn Type	Perm	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases		8	7	4	1	6	5	2
Permitted Phases	8				6		2	
Detector Phase	8	8	7	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	25.8	25.8	8.0	25.8	9.0	22.6	9.0	22.6
Total Split (s)	27.0	27.0	10.0	37.0	13.0	110.0	13.0	110.0
Total Split (%)	16.9%	16.9%	6.3%	23.1%	8.1%	68.8%	8.1%	68.8%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.8	0.8	0.0	0.8	0.0	0.6	0.0	0.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.8	3.0	4.8	3.0	4.6	3.0	4.6
Lead/Lag	Lag	Lag	Lead		Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 63 (39%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 52: Biscayne Blvd & NE 15th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	207	32	152	185	95	72	2176	302	176	1248	38
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	1.00		0.97	1.00		0.99	1.00		0.99
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	171.0	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0
Lanes	0	1	0	1	1	0	1	2	0	1	2	0
Cap, veh/h	26	41	6	68	202	104	245	1848	250	146	2173	66
Arrive On Green	0.14	0.14	0.14	0.07	0.34	0.34	0.06	1.00	1.00	0.06	0.69	0.69
Sat Flow, veh/h	2	298	40	1551	1006	515	1551	2806	379	1551	3144	95
Grp Volume(v), veh/h	296	0	0	165	0	304	78	1347	1347	191	702	696
Grp Sat Flow(s),veh/h/ln	340	0	0	1551	0	1521	1551	1629	1557	1551	1629	1611
Q Serve(g_s), s	0.3	0.0	0.0	7.0	0.0	31.9	2.7	0.0	99.2	10.0	37.5	37.6
Cycle Q Clear(g_c), s	22.2	0.0	0.0	7.0	0.0	31.9	2.7	0.0	99.2	10.0	37.5	37.6
Prop In Lane	0.12		0.12	1.00		0.34	1.00		0.24	1.00		0.06
Lane Grp Cap(c), veh/h	72	0	0	68	0	306	245	1073	1025	146	1125	1113
V/C Ratio(X)	4.09	0.00	0.00	2.43	0.00	0.99	0.32	1.26	1.31	1.31	0.62	0.63
Avail Cap(c_a), veh/h	72	0	0	68	0	306	295	1073	1025	146	1125	1113
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.00	0.00	0.65	0.00	0.65	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.9	0.0	0.0	74.2	0.0	53.0	12.0	0.0	0.0	60.7	13.4	13.5
Incr Delay (d2), s/veh	1410.7	0.0	0.0	672.3	0.0	39.6	0.0	115.5	141.6	180.8	2.6	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	31.4	0.0	0.0	15.5	0.0	15.3	0.9	34.4	40.3	13.5	15.4	15.3
Lane Grp Delay (d), s/veh	1478.6	0.0	0.0	746.5	0.0	92.6	12.0	115.5	141.6	241.6	16.0	16.1
Lane Grp LOS	F			F		F	B	F	F	F	B	B
Approach Vol, veh/h		296			469			2771			1589	
Approach Delay, s/veh		1478.6			322.7			125.3			43.2	
Approach LOS		F			F			F			D	

Timer												
Assigned Phs		8		7	4		1	6		5	2	
Phs Duration (G+Y+Rc), s		27.0		10.0	37.0		7.8	110.0		13.0	115.2	
Change Period (Y+Rc), s		4.8		3.0	4.8		3.0	4.6		3.0	4.6	
Max Green Setting (Gmax), s		22.2		7.0	32.2		10.0	105.4		10.0	105.4	
Max Q Clear Time (g_c+I1), s		24.2		9.0	33.9		4.7	101.2		12.0	39.6	
Green Ext Time (p_c), s		0.0		0.0	0.0		0.0	3.9		0.0	35.0	

Intersection Summary		
HCM 2010 Ctrl Delay	196.1	
HCM 2010 LOS	F	

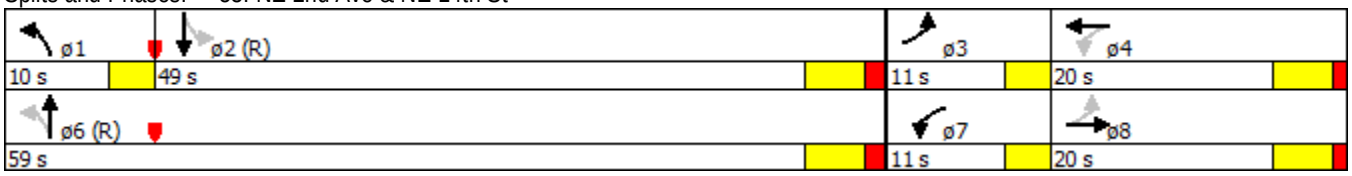
Notes

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	346	126	97	61	17	807	401	1253
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	3	8	7	4	1	6		2
Permitted Phases	8		4		6		2	
Detector Phase	3	8	7	4	1	6	2	2
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	8.0	20.0	8.0	20.0	8.0	25.4	25.4	25.4
Total Split (s)	11.0	20.0	11.0	20.0	10.0	59.0	49.0	49.0
Total Split (%)	12.2%	22.2%	12.2%	22.2%	11.1%	65.6%	54.4%	54.4%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.1	0.0	1.1	0.0	1.4	1.4	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	3.0	5.1	3.0	5.1	3.0	5.4		5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 76 (84%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Pretimed

Splits and Phases: 53: NE 2nd Ave & NE 14th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	346	126	55	97	61	86	17	807	156	401	1253	37
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.99		0.95	1.00		0.99	1.00		0.98
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	0.90
Adj Sat Flow veh/h/ln	159.8	159.8	171.0	159.8	159.8	171.0	159.8	159.8	171.0	171.0	159.8	171.0
Lanes	1	1	0	1	1	0	1	1	0	0	2	0
Cap, veh/h	276	173	76	255	97	136	198	774	150	80	613	18
Arrive On Green	0.09	0.17	0.17	0.09	0.17	0.17	0.08	0.60	0.60	0.97	0.97	0.97
Sat Flow, veh/h	1522	1045	458	1522	584	823	1522	1300	252	0	1264	37
Grp Volume(v), veh/h	376	0	197	105	0	159	18	0	1047	436	0	1402
Grp Sat Flow(s),veh/h/ln	1522	0	1502	1522	0	1407	1522	0	1551	0	0	1302
Q Serve(g_s), s	8.0	0.0	11.3	5.0	0.0	9.6	0.4	0.0	53.6	0.0	0.0	43.6
Cycle Q Clear(g_c), s	8.0	0.0	11.3	5.0	0.0	9.6	0.4	0.0	53.6	43.6	0.0	43.6
Prop In Lane	1.00		0.30	1.00		0.58	1.00		0.16	1.00		0.03
Lane Grp Cap(c), veh/h	276	0	249	255	0	233	198	0	924	80	0	631
V/C Ratio(X)	1.36	0.00	0.79	0.41	0.00	0.68	0.09	0.00	1.13	5.45	0.00	2.22
Avail Cap(c_a), veh/h	276	0	249	255	0	233	198	0	924	80	0	631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.1	0.0	36.1	27.7	0.0	35.3	19.4	0.0	18.2	23.2	0.0	1.4
Incr Delay (d2), s/veh	184.9	0.0	22.3	4.9	0.0	15.0	0.9	0.0	73.5	2029.7	0.0	555.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	14.2	0.0	5.9	2.2	0.0	4.4	0.4	0.0	37.8	46.7	0.0	97.8
Lane Grp Delay (d), s/veh	220.1	0.0	58.3	32.5	0.0	50.4	20.3	0.0	91.7	2052.9	0.0	557.1
Lane Grp LOS	F		E	C		D	C		F	F		F
Approach Vol, veh/h		573			264			1065			1838	
Approach Delay, s/veh		164.5			43.3			90.4			911.9	
Approach LOS		F			D			F			F	

Timer												
Assigned Phs	3	8		7	4		1	6			2	
Phs Duration (G+Y+Rc), s	11.0	20.0		11.0	20.0		10.0	59.0			49.0	
Change Period (Y+Rc), s	3.0	5.1		3.0	5.1		3.0	5.4			5.4	
Max Green Setting (Gmax), s	8.0	14.9		8.0	14.9		7.0	53.6			43.6	
Max Q Clear Time (g_c+I1), s	10.0	13.3		7.0	11.6		2.4	55.6			45.6	
Green Ext Time (p_c), s	0.0	0.3		0.0	0.6		0.0	0.0			0.0	

Intersection Summary												
HCM 2010 Ctrl Delay			502.2									
HCM 2010 LOS			F									

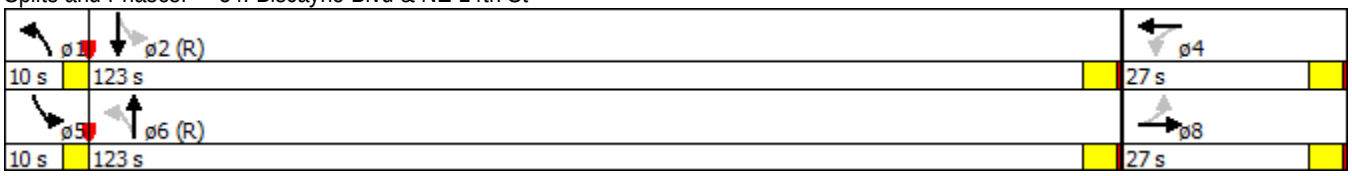
Notes

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	88	194	61	115	83	2468	158	1310
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		8		4	1	6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	24.8	24.8	24.8	24.8	9.0	22.6	9.0	22.6
Total Split (s)	27.0	27.0	27.0	27.0	10.0	123.0	10.0	123.0
Total Split (%)	16.9%	16.9%	16.9%	16.9%	6.3%	76.9%	6.3%	76.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.8	0.8	0.8	0.8	0.0	0.6	0.0	0.6
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.8		4.8	3.0	4.6	3.0	4.6
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 57 (36%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 54: Biscayne Blvd & NE 14th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	88	194	53	61	115	52	83	2468	292	158	1310	34
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.99	1.00		0.99
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	171.0	162.9	171.0	171.0	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0
Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Cap, veh/h	54	154	42	45	132	60	326	2120	245	113	2380	62
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.06	1.00	1.00	0.08	1.00	1.00
Sat Flow, veh/h	66	1111	305	0	953	435	1551	2865	331	1551	3160	82
Grp Volume(v), veh/h	96	0	269	66	0	182	90	1500	1500	172	733	728
Grp Sat Flow(s),veh/h/ln	66	0	1416	0	0	1388	1551	1629	1568	1551	1629	1614
Q Serve(g_s), s	1.4	0.0	22.2	0.0	0.0	20.8	2.3	118.4	118.4	7.0	0.0	0.0
Cycle Q Clear(g_c), s	22.2	0.0	22.2	22.2	0.0	20.8	2.3	118.4	118.4	7.0	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.31	1.00		0.21	1.00		0.05
Lane Grp Cap(c), veh/h	54	0	197	45	0	193	326	1205	1160	113	1226	1215
V/C Ratio(X)	1.77	0.00	1.37	1.47	0.00	0.94	0.28	1.24	1.29	1.52	0.60	0.60
Avail Cap(c_a), veh/h	54	0	197	45	0	193	347	1205	1160	113	1226	1215
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.85	1.85	1.85	1.85	1.85	1.85
Upstream Filter(I)	0.60	0.00	0.60	1.00	0.00	1.00	0.33	0.33	0.33	0.40	0.40	0.40
Uniform Delay (d), s/veh	79.9	0.0	68.9	80.0	0.0	68.3	4.4	0.0	0.0	59.5	0.0	0.0
Incr Delay (d2), s/veh	388.3	0.0	184.2	298.3	0.0	48.9	0.1	112.6	134.1	250.1	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	8.1	0.0	18.4	5.6	0.0	10.2	0.8	37.7	43.2	12.5	0.3	0.3
Lane Grp Delay (d), s/veh	468.2	0.0	253.1	378.3	0.0	117.1	4.4	112.6	134.1	309.6	0.9	0.9
Lane Grp LOS	F		F	F		F	A	F	F	F	A	A
Approach Vol, veh/h		365			248			3090			1633	
Approach Delay, s/veh		309.7			186.6			119.9			33.4	
Approach LOS		F			F			F			C	

Timer												
Assigned Phs		8			4		1	6		5	2	
Phs Duration (G+Y+Rc), s		27.0			27.0		7.9	123.0		10.0	125.1	
Change Period (Y+Rc), s		4.8			4.8		3.0	4.6		3.0	4.6	
Max Green Setting (Gmax), s		22.2			22.2		7.0	118.4		7.0	118.4	
Max Q Clear Time (g_c+I1), s		24.2			24.2		4.3	120.4		9.0	2.0	
Green Ext Time (p_c), s		0.0			0.0		0.0	0.0		0.0	63.9	

Intersection Summary			
HCM 2010 Ctrl Delay		109.5	
HCM 2010 LOS		F	

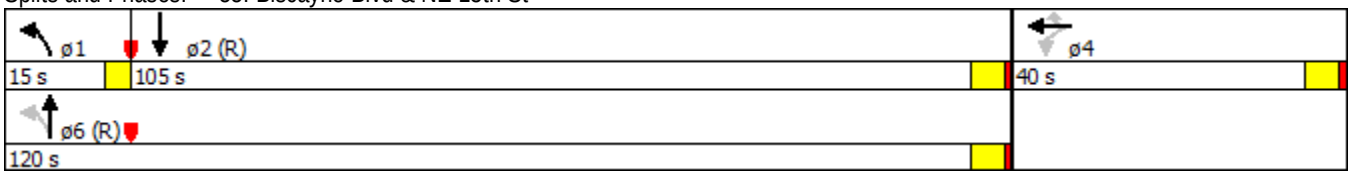
Notes

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations						
Volume (vph)	661	149	191	162	2094	1374
Turn Type	Perm	NA	Perm	pm+pt	NA	NA
Protected Phases		4		1	6	2
Permitted Phases	4		4	6		
Detector Phase	4	4	4	1	6	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	27.3	27.3	27.3	9.0	23.0	23.0
Total Split (s)	40.0	40.0	40.0	15.0	120.0	105.0
Total Split (%)	25.0%	25.0%	25.0%	9.4%	75.0%	65.6%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	1.3	1.3	1.3	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3	5.3	3.0	5.0	5.0
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 48 (30%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 55: Biscayne Blvd & NE 13th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	661	149	191	162	2094	0	71	1374	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.3	5.3	5.3	3.0	5.0			5.0	
Lane Util. Factor				0.91	0.91	1.00	1.00	0.95			0.91	
Frpb, ped/bikes				1.00	1.00	0.96	1.00	1.00			1.00	
Flpb, ped/bikes				0.97	0.98	1.00	1.00	1.00			1.00	
Frt				1.00	1.00	0.85	1.00	1.00			1.00	
Flt Protected				0.95	0.97	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1513	3112	1470	1719	3438			4914	
Flt Permitted				0.95	0.97	1.00	0.11	1.00			0.64	
Satd. Flow (perm)				1513	3112	1470	203	3438			3147	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	718	162	208	176	2276	0	77	1493	17
RTOR Reduction (vph)	0	0	0	0	0	27	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	359	521	181	176	2276	0	0	1586	0
Confl. Peds. (#/hr)	15		15	15		15	40		20	20		40
Turn Type				Perm	NA	Perm	pm+pt	NA			NA	
Protected Phases					4		1	6			2	
Permitted Phases				4		4	6					
Actuated Green, G (s)				34.7	34.7	34.7	115.0	115.0			102.4	
Effective Green, g (s)				34.7	34.7	34.7	115.0	115.0			102.4	
Actuated g/C Ratio				0.22	0.22	0.22	0.72	0.72			0.64	
Clearance Time (s)				5.3	5.3	5.3	3.0	5.0			5.0	
Vehicle Extension (s)				2.5	2.5	2.5	2.0	1.0			1.0	
Lane Grp Cap (vph)				328	674	318	236	2471			2014	
v/s Ratio Prot							0.04	c0.66				
v/s Ratio Perm				c0.24	0.17	0.12	0.49				0.50	
v/c Ratio				1.09	1.04dl	0.57	0.75	0.92			38.50dl	
Uniform Delay, d1				62.6	58.9	56.0	13.0	18.7			20.9	
Progression Factor				1.00	1.00	1.00	1.00	1.00			0.63	
Incremental Delay, d2				77.4	5.3	2.0	10.6	7.1			2.4	
Delay (s)				140.1	64.2	58.0	23.6	25.8			15.7	
Level of Service				F	E	E	C	C			B	
Approach Delay (s)		0.0			88.1			25.7			15.7	
Approach LOS		A			F			C			B	

Intersection Summary

HCM 2000 Control Delay	35.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	124.0%	ICU Level of Service	H
Analysis Period (min)	15		

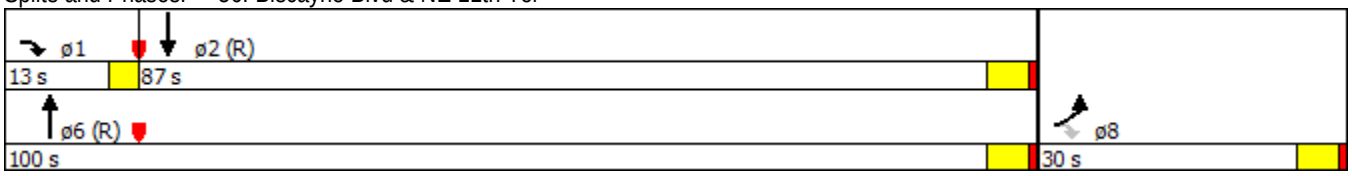
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Lane Group	EBL	EBR	NBT	SBT
Lane Configurations				
Volume (vph)	480	75	1952	1502
Turn Type	NA	custom	NA	NA
Protected Phases	8	1	6	2
Permitted Phases		8		
Detector Phase	8	1	6	2
Switch Phase				
Minimum Initial (s)	7.0	5.0	16.0	16.0
Minimum Split (s)	21.0	9.0	21.0	21.0
Total Split (s)	30.0	13.0	100.0	87.0
Total Split (%)	23.1%	10.0%	76.9%	66.9%
Yellow Time (s)	4.0	3.0	4.0	4.0
All-Red Time (s)	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	3.0	5.0	5.0
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 11 (8%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 56: Biscayne Blvd & NE 11th Ter



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	480	75	0	1952	1502	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	3.0		5.0	5.0	
Lane Util. Factor	0.97	1.00		0.91	0.91	
Frpb, ped/bikes	1.00	0.97		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	3001	1343		4446	4446	
Flt Permitted	0.95	1.00		1.00	1.00	
Satd. Flow (perm)	3001	1343		4446	4446	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	522	82	0	2122	1633	0
RTOR Reduction (vph)	0	22	0	0	0	0
Lane Group Flow (vph)	522	60	0	2122	1633	0
Confl. Peds. (#/hr)	20	20	20			20
Turn Type	NA	custom		NA	NA	
Protected Phases	8	1		6	2	
Permitted Phases		8				
Actuated Green, G (s)	28.0	33.0		92.0	84.0	
Effective Green, g (s)	28.0	33.0		92.0	84.0	
Actuated g/C Ratio	0.22	0.25		0.71	0.65	
Clearance Time (s)	5.0	3.0		5.0	5.0	
Vehicle Extension (s)	2.5	2.0		1.0	1.0	
Lane Grp Cap (vph)	646	340		3146	2872	
v/s Ratio Prot	c0.17	0.01		c0.48	0.37	
v/s Ratio Perm		0.04				
v/c Ratio	0.81	0.18		0.67	0.57	
Uniform Delay, d1	48.4	37.9		10.6	12.9	
Progression Factor	1.00	1.00		0.36	1.00	
Incremental Delay, d2	7.1	0.1		0.1	0.8	
Delay (s)	55.6	38.0		3.9	13.7	
Level of Service	E	D		A	B	
Approach Delay (s)	53.2			3.9	13.7	
Approach LOS	D			A	B	

Intersection Summary

HCM 2000 Control Delay	14.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		

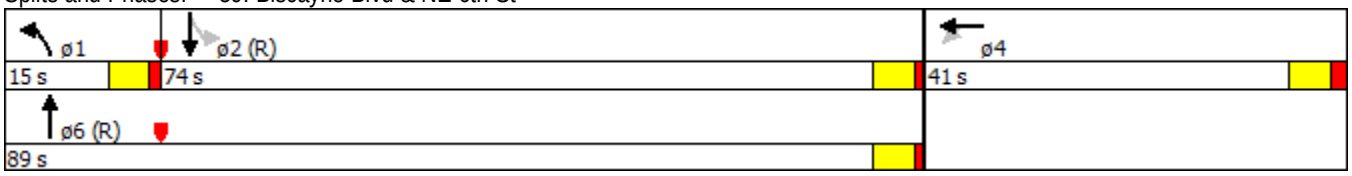
c Critical Lane Group

Lane Group	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations						
Volume (vph)	152	1052	350	2335	41	1279
Turn Type	Perm	NA	Prot	NA	Perm	NA
Protected Phases		4	1	6		2
Permitted Phases	4				2	
Detector Phase	4	4	1	6	2	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	24.8	24.8	10.0	23.0	23.0	23.0
Total Split (s)	41.0	41.0	15.0	89.0	74.0	74.0
Total Split (%)	31.5%	31.5%	11.5%	68.5%	56.9%	56.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.8	1.8	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.8	5.8	5.0	5.0		5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 59: Biscayne Blvd & NE 6th St



Movement	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Volume (vph)	152	1052	223	350	2335	41	1279	209
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.8	5.8		5.0	5.0		5.0	
Lane Util. Factor	1.00	0.91		0.97	0.86		0.86	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	
Flpb, ped/bikes	0.96	1.00		1.00	1.00		1.00	
Frt	1.00	0.97		1.00	1.00		0.98	
Flt Protected	0.95	1.00		0.95	1.00		1.00	
Satd. Flow (prot)	1442	4171		2918	5447		5328	
Flt Permitted	0.95	1.00		0.95	1.00		0.76	
Satd. Flow (perm)	1442	4171		2918	5447		4045	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	165	1143	242	380	2538	45	1390	227
RTOR Reduction (vph)	0	3	0	0	0	0	0	0
Lane Group Flow (vph)	165	1382	0	380	2538	0	1662	0
Confl. Peds. (#/hr)	20		20	20				
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Perm	NA		Prot	NA	Perm	NA	
Protected Phases		4		1	6		2	
Permitted Phases	4					2		
Actuated Green, G (s)	41.4	41.4		10.0	77.8		62.8	
Effective Green, g (s)	41.4	41.4		10.0	77.8		62.8	
Actuated g/C Ratio	0.32	0.32		0.08	0.60		0.48	
Clearance Time (s)	5.8	5.8		5.0	5.0		5.0	
Vehicle Extension (s)	3.5	3.5		2.0	1.0		1.0	
Lane Grp Cap (vph)	459	1328		224	3259		1954	
v/s Ratio Prot		c0.33		c0.13	0.47			
v/s Ratio Perm	0.11						c0.41	
v/c Ratio	0.36	1.04		1.70	0.78		0.94dl	
Uniform Delay, d1	34.1	44.3		60.0	19.6		29.5	
Progression Factor	1.00	1.00		1.00	1.00		0.39	
Incremental Delay, d2	0.6	36.0		331.9	1.9		4.4	
Delay (s)	34.7	80.3		391.9	21.5		15.8	
Level of Service	C	F		F	C		B	
Approach Delay (s)		75.5			69.8		15.8	
Approach LOS		E			E		B	

Intersection Summary

HCM 2000 Control Delay	56.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	15.8
Intersection Capacity Utilization	104.4%	ICU Level of Service	G
Analysis Period (min)	15		

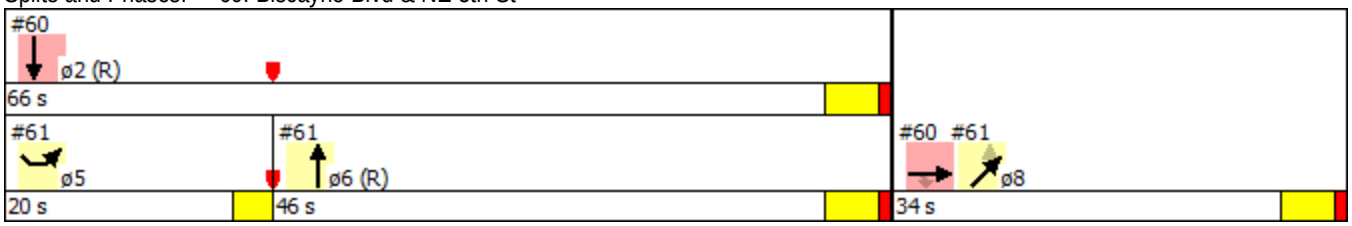
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Lane Group	EBT	EBR	SBT	ø5	ø6
Lane Configurations					
Volume (vph)	507	126	1152		
Turn Type	NA	Perm	NA		
Protected Phases	8		2	5	6
Permitted Phases		8			
Detector Phase	8	8	2		
Switch Phase					
Minimum Initial (s)	10.0	10.0	7.0	5.0	7.0
Minimum Split (s)	24.0	24.0	26.0	20.0	26.0
Total Split (s)	34.0	34.0	66.0	20.0	46.0
Total Split (%)	34.0%	34.0%	66.0%	20%	46%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		
Total Lost Time (s)	5.0	5.0	5.0		
Lead/Lag				Lead	Lag
Lead-Lag Optimize?				Yes	Yes
Recall Mode	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 70 (70%), Referenced to phase 2:SBT and 6:, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 60: Biscayne Blvd & NE 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱								↑↑↑↑	
Volume (vph)	0	507	126	0	0	0	0	0	0	191	1152	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0								5.0	
Lane Util. Factor		0.91	1.00								0.86	
Frpb, ped/bikes		1.00	0.96								1.00	
Flpb, ped/bikes		1.00	1.00								1.00	
Frt		1.00	0.85								1.00	
Flt Protected		1.00	1.00								0.99	
Satd. Flow (prot)		4404	1312								5488	
Flt Permitted		1.00	1.00								0.99	
Satd. Flow (perm)		4404	1312								5488	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	551	137	0	0	0	0	0	0	208	1252	0
RTOR Reduction (vph)	0	0	48	0	0	0	0	0	0	0	25	0
Lane Group Flow (vph)	0	551	89	0	0	0	0	0	0	0	1435	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Turn Type		NA	Perm								NA	
Protected Phases		8									2	
Permitted Phases			8									
Actuated Green, G (s)		24.3	24.3								65.7	
Effective Green, g (s)		24.3	24.3								65.7	
Actuated g/C Ratio		0.24	0.24								0.66	
Clearance Time (s)		5.0	5.0								5.0	
Vehicle Extension (s)		2.5	2.5								1.0	
Lane Grp Cap (vph)		1070	318								3605	
v/s Ratio Prot		c0.13										
v/s Ratio Perm			0.07								0.26	
v/c Ratio		0.51	0.28								2.89dl	
Uniform Delay, d1		32.8	30.7								8.0	
Progression Factor		1.38	1.85								1.00	
Incremental Delay, d2		0.3	0.3								0.3	
Delay (s)		45.4	57.3								8.3	
Level of Service		D	E								A	
Approach Delay (s)		47.8			0.0			0.0			8.3	
Approach LOS		D			A			A			A	

Intersection Summary

HCM 2000 Control Delay	20.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	45.0%	ICU Level of Service	A
Analysis Period (min)	15		

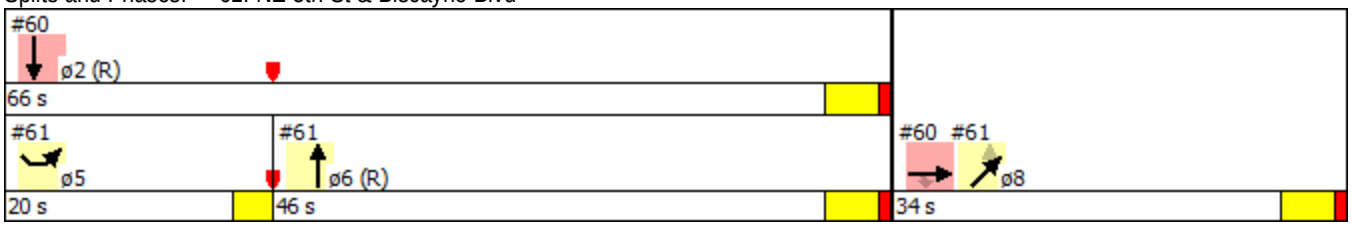
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Lane Group	NBT	SEL	NET	ø2
Lane Configurations				
Volume (vph)	2211	191	361	
Turn Type	NA	NA	NA	
Protected Phases	6	5	8	2
Permitted Phases				
Detector Phase	6	5	8	
Switch Phase				
Minimum Initial (s)	7.0	5.0	10.0	7.0
Minimum Split (s)	26.0	20.0	24.0	26.0
Total Split (s)	46.0	20.0	34.0	66.0
Total Split (%)	46.0%	20.0%	34.0%	66%
Yellow Time (s)	4.0	3.0	4.0	4.0
All-Red Time (s)	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	
Total Lost Time (s)	5.0	3.0	5.0	
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	C-Min	None	None	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 70 (70%), Referenced to phase 2:SBT and 6:, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 61: NE 5th St & Biscayne Blvd



Movement	NBT	NBR	SEL	NEL	NET
Lane Configurations					
Volume (vph)	2211	67	191	296	361
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		3.0		5.0
Lane Util. Factor	0.86		0.97		0.86
Frpb, ped/bikes	1.00		1.00		1.00
Flpb, ped/bikes	1.00		1.00		0.98
Frt	1.00		1.00		1.00
Flt Protected	1.00		0.95		0.98
Satd. Flow (prot)	5518		2973		5298
Flt Permitted	1.00		0.95		0.98
Satd. Flow (perm)	5518		2973		5298
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2403	73	208	322	392
RTOR Reduction (vph)	3	0	0	0	0
Lane Group Flow (vph)	2473	0	208	0	714
Confl. Peds. (#/hr)		20	20	20	
Heavy Vehicles (%)	6%	6%	6%	6%	6%
Turn Type	NA		NA	Perm	NA
Protected Phases	6		5		8
Permitted Phases				8	
Actuated Green, G (s)	51.4		11.3		24.3
Effective Green, g (s)	51.4		11.3		24.3
Actuated g/C Ratio	0.51		0.11		0.24
Clearance Time (s)	5.0		3.0		5.0
Vehicle Extension (s)	1.0		2.0		2.5
Lane Grp Cap (vph)	2836		335		1287
v/s Ratio Prot	c0.45		c0.07		
v/s Ratio Perm					0.13
v/c Ratio	0.87		0.62		0.89dl
Uniform Delay, d1	21.4		42.3		33.1
Progression Factor	0.53		1.00		0.39
Incremental Delay, d2	3.1		2.6		0.4
Delay (s)	14.4		44.9		13.2
Level of Service	B		D		B
Approach Delay (s)	14.4		44.9		13.2
Approach LOS	B		D		B

Intersection Summary

HCM 2000 Control Delay	16.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Lane Group	EBT	SBT	ø7
Lane Configurations			
Volume (vph)	481	889	
Turn Type	NA	NA	
Protected Phases	6	8	7
Permitted Phases			
Detector Phase	6	8	
Switch Phase			
Minimum Initial (s)	7.0	7.0	1.0
Minimum Split (s)	24.0	22.0	17.0
Total Split (s)	39.0	44.0	17.0
Total Split (%)	39.0%	44.0%	17%
Yellow Time (s)	4.0	4.0	2.0
All-Red Time (s)	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	4.0	
Lead/Lag		Lag	Lead
Lead-Lag Optimize?		Yes	Yes
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 68 (68%), Referenced to phase 6:EBT, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 62: SE 2nd Ave & SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	481	237	0	0	0	0	0	0	77	889	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0									4.0	
Lane Util. Factor		0.91									0.91	
Frpb, ped/bikes		0.98									1.00	
Flpb, ped/bikes		1.00									1.00	
Frt		0.95									1.00	
Flt Protected		1.00									1.00	
Satd. Flow (prot)		3903									4293	
Flt Permitted		1.00									1.00	
Satd. Flow (perm)		3903									4293	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	523	258	0	0	0	0	0	0	84	966	0
RTOR Reduction (vph)	0	89	0	0	0	0	0	0	0	0	33	0
Lane Group Flow (vph)	0	692	0	0	0	0	0	0	0	0	1017	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Parking (#/hr)		0										
Turn Type		NA								Perm	NA	
Protected Phases		6									8	
Permitted Phases										8		
Actuated Green, G (s)		33.0									40.0	
Effective Green, g (s)		33.0									40.0	
Actuated g/C Ratio		0.33									0.40	
Clearance Time (s)		6.0									4.0	
Lane Grp Cap (vph)		1287									1717	
v/s Ratio Prot		c0.18										
v/s Ratio Perm											0.24	
v/c Ratio		0.54									0.59	
Uniform Delay, d1		27.3									23.6	
Progression Factor		0.73									0.55	
Incremental Delay, d2		1.4									1.1	
Delay (s)		21.1									14.0	
Level of Service		C									B	
Approach Delay (s)		21.1			0.0			0.0			14.0	
Approach LOS		C			A			A			B	

Intersection Summary

HCM 2000 Control Delay	17.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		

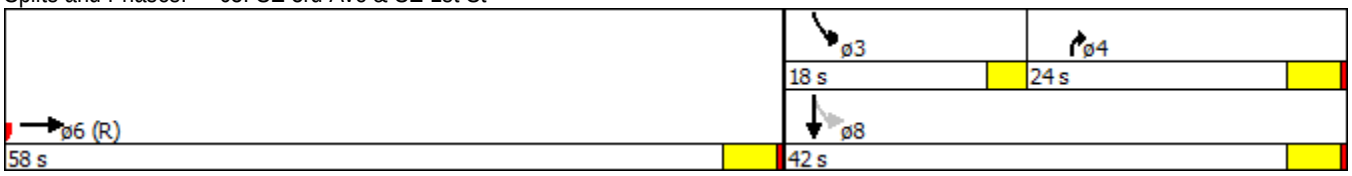
c Critical Lane Group

Lane Group	EBT	NBR	SBL	SBT
Lane Configurations				
Volume (vph)	466	198	23	69
Turn Type	NA	custom	pm+pt	NA
Protected Phases	6	4	3	8
Permitted Phases		4	8	
Detector Phase	6	4	3	8
Switch Phase				
Minimum Initial (s)	7.0	7.0	5.0	7.0
Minimum Split (s)	22.6	20.6	9.0	22.6
Total Split (s)	58.0	24.0	18.0	42.0
Total Split (%)	58.0%	24.0%	18.0%	42.0%
Yellow Time (s)	4.0	4.0	3.0	4.0
All-Red Time (s)	0.6	0.6	0.0	0.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	3.0	4.6
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 84 (84%), Referenced to phase 6:EBT, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 63: SE 3rd Ave & SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	466	91	0	0	0	0	0	198	23	69	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6							4.6	3.0	4.6	
Lane Util. Factor		0.91							0.88	1.00	1.00	
Frpb, ped/bikes		0.99							1.00	1.00	1.00	
Flpb, ped/bikes		1.00							1.00	0.97	1.00	
Frt		0.98							0.85	1.00	1.00	
Flt Protected		1.00							1.00	0.95	1.00	
Satd. Flow (prot)		4163							2369	1308	1583	
Flt Permitted		1.00							1.00	0.95	1.00	
Satd. Flow (perm)		4163							2369	1308	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	507	99	0	0	0	0	0	215	25	75	0
RTOR Reduction (vph)	0	29	0	0	0	0	0	0	173	16	0	0
Lane Group Flow (vph)	0	577	0	0	0	0	0	0	42	9	75	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Parking (#/hr)	0		0							0		0
Turn Type		NA							custom	pm+pt	NA	
Protected Phases		6							4	3	8	
Permitted Phases									4	8		
Actuated Green, G (s)		53.4							19.4	37.4	37.4	
Effective Green, g (s)		53.4							19.4	37.4	37.4	
Actuated g/C Ratio		0.53							0.19	0.37	0.37	
Clearance Time (s)		4.6							4.6	3.0	4.6	
Lane Grp Cap (vph)		2223							459	489	592	
v/s Ratio Prot		c0.14							0.02	0.00	c0.05	
v/s Ratio Perm										0.00		
v/c Ratio		0.26							0.09	0.02	0.13	
Uniform Delay, d1		12.6							33.1	19.7	20.6	
Progression Factor		0.64							1.00	1.91	1.18	
Incremental Delay, d2		0.2							0.1	0.1	0.4	
Delay (s)		8.3							33.2	37.7	24.6	
Level of Service		A							C	D	C	
Approach Delay (s)		8.3			0.0			33.2			27.9	
Approach LOS		A			A			C			C	

Intersection Summary

HCM 2000 Control Delay	16.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.21		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	39.0%	ICU Level of Service	A
Analysis Period (min)	15		

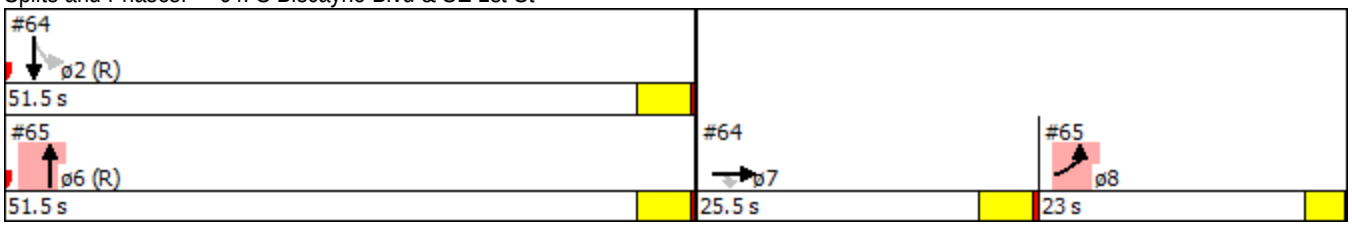
c Critical Lane Group

Lane Group	EBT	EBR	SBT	ø6	ø8
Lane Configurations					
Volume (vph)	893	337	1146		
Turn Type	NA	Perm	NA		
Protected Phases	7		2	6	8
Permitted Phases		7			
Detector Phase	7	7	2		
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	22.3
Total Split (s)	25.5	25.5	51.5	51.5	23.0
Total Split (%)	25.5%	25.5%	51.5%	52%	23%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.3
Lost Time Adjust (s)	0.0	0.0	0.0		
Total Lost Time (s)	4.5	4.5	4.5		
Lead/Lag	Lead	Lead			Lag
Lead-Lag Optimize?	Yes	Yes			Yes
Recall Mode	None	None	C-Min	C-Max	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 23 (23%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 64: S Biscayne Blvd & SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	893	337	0	0	0	0	0	0	69	1146	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5								4.5	
Lane Util. Factor		0.86	0.86								0.86	
Frpb, ped/bikes		1.00	0.96								1.00	
Flpb, ped/bikes		1.00	1.00								1.00	
Frt		0.99	0.85								1.00	
Flt Protected		1.00	1.00								1.00	
Satd. Flow (prot)		3898	997								5422	
Flt Permitted		1.00	1.00								1.00	
Satd. Flow (perm)		3898	997								5422	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	971	366	0	0	0	0	0	0	75	1246	0
RTOR Reduction (vph)	0	8	234	0	0	0	0	0	0	0	23	0
Lane Group Flow (vph)	0	1033	62	0	0	0	0	0	0	0	1298	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Parking (#/hr)		0	0									
Turn Type		NA	Perm							Perm	NA	
Protected Phases		7									2	
Permitted Phases			7							2		
Actuated Green, G (s)		21.0	21.0								55.6	
Effective Green, g (s)		21.0	21.0								55.6	
Actuated g/C Ratio		0.21	0.21								0.56	
Clearance Time (s)		4.5	4.5								4.5	
Vehicle Extension (s)		2.5	2.5								1.0	
Lane Grp Cap (vph)		818	209								3014	
v/s Ratio Prot		c0.27										
v/s Ratio Perm			0.06								0.24	
v/c Ratio		1.26	0.30								0.43	
Uniform Delay, d1		39.5	33.3								13.0	
Progression Factor		1.26	2.83								1.11	
Incremental Delay, d2		128.1	0.6								0.4	
Delay (s)		177.8	94.8								14.8	
Level of Service		F	F								B	
Approach Delay (s)		159.4			0.0			0.0			14.8	
Approach LOS		F			A			A			B	

Intersection Summary

HCM 2000 Control Delay	87.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.3
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		

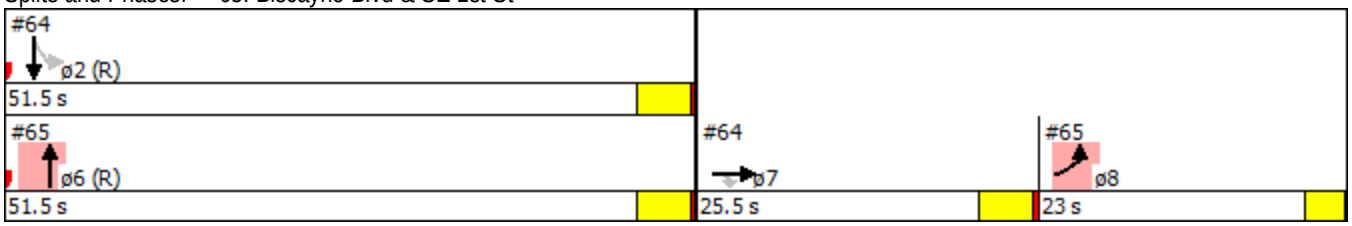
c Critical Lane Group

Lane Group	EBL	NBT	ø2	ø7
Lane Configurations				
Volume (vph)	893	2213		
Turn Type	NA	NA		
Protected Phases	8	6	2	7
Permitted Phases				
Detector Phase	8	6		
Switch Phase				
Minimum Initial (s)	5.0	7.0	7.0	7.0
Minimum Split (s)	22.3	23.5	23.5	23.5
Total Split (s)	23.0	51.5	51.5	25.5
Total Split (%)	23.0%	51.5%	52%	26%
Yellow Time (s)	3.0	4.0	4.0	4.0
All-Red Time (s)	0.3	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	3.3	4.5		
Lead/Lag	Lag			Lead
Lead-Lag Optimize?	Yes			Yes
Recall Mode	None	C-Max	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 23 (23%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 65: Biscayne Blvd & SE 1st St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	893	46	0	2213	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.3			4.5		
Lane Util. Factor	0.94			0.86		
Frpb, ped/bikes	1.00			1.00		
Flpb, ped/bikes	1.00			1.00		
Frt	0.99			1.00		
Flt Protected	0.95			1.00		
Satd. Flow (prot)	4216			5447		
Flt Permitted	0.95			1.00		
Satd. Flow (perm)	4216			5447		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	971	50	0	2405	0	0
RTOR Reduction (vph)	852	0	0	0	0	0
Lane Group Flow (vph)	169	0	0	2405	0	0
Confl. Peds. (#/hr)	20	20	20			20
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%
Turn Type	NA			NA		
Protected Phases	8			6		
Permitted Phases						
Actuated Green, G (s)	11.1			55.6		
Effective Green, g (s)	11.1			55.6		
Actuated g/C Ratio	0.11			0.56		
Clearance Time (s)	3.3			4.5		
Vehicle Extension (s)	2.0			1.0		
Lane Grp Cap (vph)	467			3028		
v/s Ratio Prot	c0.04			c0.44		
v/s Ratio Perm						
v/c Ratio	0.36			0.79		
Uniform Delay, d1	41.2			17.7		
Progression Factor	5.15			0.93		
Incremental Delay, d2	0.0			1.8		
Delay (s)	212.2			18.2		
Level of Service	F			B		
Approach Delay (s)	212.2			18.2	0.0	
Approach LOS	F			B	A	

Intersection Summary

HCM 2000 Control Delay	76.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.3
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		

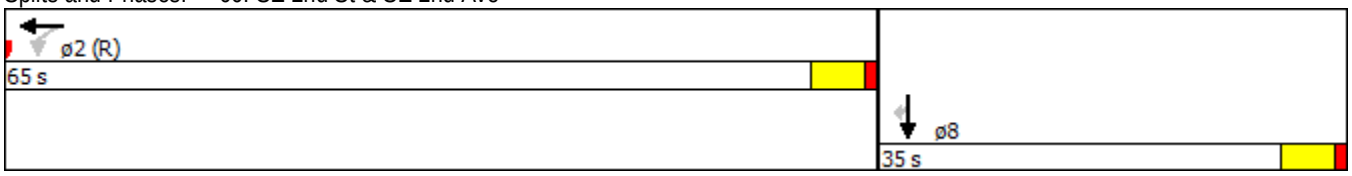
c Critical Lane Group

Lane Group	WBL	WBT	SBT	SBR
Lane Configurations				
Volume (vph)	1505	275	896	230
Turn Type	Perm	NA	NA	Perm
Protected Phases		2	8	
Permitted Phases	2			8
Detector Phase	2	2	8	8
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0
Total Split (s)	65.0	65.0	35.0	35.0
Total Split (%)	65.0%	65.0%	35.0%	35.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 91 (91%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 90
Control Type: Pretimed

Splits and Phases: 66: SE 2nd St & SE 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	1505	275	0	0	0	0	0	896	230
Number				5	2	12				3	8	18
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				159.8	159.8	0.0				0.0	159.8	159.8
Lanes				2	1	0				0	2	1
Cap, veh/h				144	959	0				0	959	359
Arrive On Green				0.60	0.60	0.00				0.00	0.30	0.30
Sat Flow, veh/h				3044	1598	0				0	3196	1198
Grp Volume(v), veh/h				1636	299	0				0	974	250
Grp Sat Flow(s),veh/h/ln				1522	1598	0				0	1598	1198
Q Serve(g_s), s				0.0	9.2	0.0				0.0	30.0	18.5
Cycle Q Clear(g_c), s				60.0	9.2	0.0				0.0	30.0	18.5
Prop In Lane				1.00		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				144	959	0				0	959	359
V/C Ratio(X)				11.36	0.31	0.00				0.00	1.02	0.70
Avail Cap(c_a), veh/h				144	959	0				0	959	359
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				50.0	9.8	0.0				0.0	35.0	31.0
Incr Delay (d2), s/veh				4676.2	0.8	0.0				0.0	33.1	10.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				95.4	3.5	0.0				0.0	16.4	6.5
Lane Grp Delay (d), s/veh				4726.2	10.7	0.0				0.0	68.1	41.6
Lane Grp LOS				F	B						F	D
Approach Vol, veh/h					1935						1224	
Approach Delay, s/veh					3997.5						62.6	
Approach LOS					F						E	

Timer	
Assigned Phs	2 8
Phs Duration (G+Y+Rc), s	65.0 35.0
Change Period (Y+Rc), s	5.0 5.0
Max Green Setting (Gmax), s	60.0 30.0
Max Q Clear Time (g_c+I1), s	62.0 32.0
Green Ext Time (p_c), s	0.0 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	2472.9
HCM 2010 LOS	F

Notes

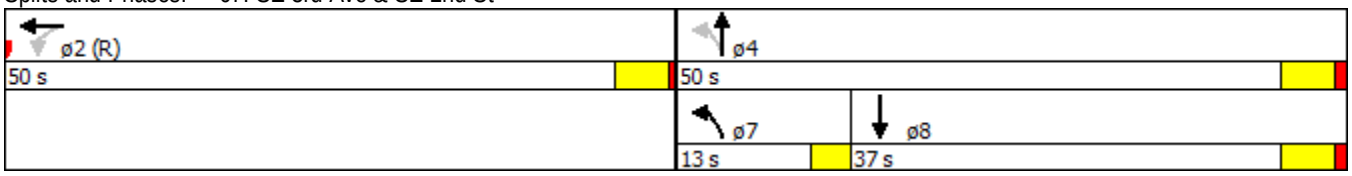
User approved volume balancing among the lanes for turning movement.

Lane Group	WBL	WBT	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	130	1926	656	176	30
Turn Type	Perm	NA	pm+pt	NA	NA
Protected Phases		2	7	4	8
Permitted Phases	2		4		
Detector Phase	2	2	7	4	8
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	22.6	22.6	9.0	23.0	20.6
Total Split (s)	50.0	50.0	13.0	50.0	37.0
Total Split (%)	50.0%	50.0%	13.0%	50.0%	37.0%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	0.6	0.6	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	4.6		5.0	5.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 85 (85%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 67: SE 3rd Ave & SE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	130	1926	23	656	176	0	0	30	130
Number				5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	0.99		1.00	1.00		0.99
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Adj Sat Flow veh/h/ln				162.9	162.9	171.0	171.0	162.9	0.0	0.0	162.9	171.0
Lanes				1	4	0	0	2	0	0	1	0
Cap, veh/h				607	2512	30	525	944	0	0	121	518
Arrive On Green				0.39	0.39	0.39	0.84	0.84	0.00	0.00	0.50	0.50
Sat Flow, veh/h				1551	6423	77	887	1482	0	0	241	1031
Grp Volume(v), veh/h				141	1592	526	713	191	0	0	0	174
Grp Sat Flow(s),veh/h/ln				1551	1629	1614	1138	1629	0	0	0	1273
Q Serve(g_s), s				5.5	26.4	26.4	0.1	2.1	0.0	0.0	0.0	7.1
Cycle Q Clear(g_c), s				5.5	26.4	26.4	45.0	2.1	0.0	0.0	0.0	7.1
Prop In Lane				1.00		0.05	1.00		0.00	0.00		0.81
Lane Grp Cap(c), veh/h				607	1911	631	80	817	0	0	0	639
V/C Ratio(X)				0.23	0.83	0.83	8.88	0.23	0.00	0.00	0.00	0.27
Avail Cap(c_a), veh/h				785	2474	817	80	817	0	0	0	639
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.60	0.60	0.60	0.87	0.87	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				18.3	24.7	24.7	29.8	3.8	0.0	0.0	0.0	12.9
Incr Delay (d2), s/veh				0.5	2.7	7.8	3567.7	0.1	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				2.1	11.0	11.7	79.6	0.7	0.0	0.0	0.0	2.2
Lane Grp Delay (d), s/veh				18.8	27.4	32.4	3597.4	3.9	0.0	0.0	0.0	13.1
Lane Grp LOS				B	C	C	F	A				B
Approach Vol, veh/h					2259			904			174	
Approach Delay, s/veh					28.0			2838.2			13.1	
Approach LOS					C			F			B	

Timer												
Assigned Phs					2		7	4			8	
Phs Duration (G+Y+Rc), s					39.7		0.0	50.0			50.0	
Change Period (Y+Rc), s					4.6		3.0	5.0			5.0	
Max Green Setting (Gmax), s					45.4		10.0	45.0			32.0	
Max Q Clear Time (g_c+I1), s					28.4		0.0	47.0			9.1	
Green Ext Time (p_c), s					6.7		0.0	0.0			7.4	

Intersection Summary		
HCM 2010 Ctrl Delay	788.5	
HCM 2010 LOS	F	

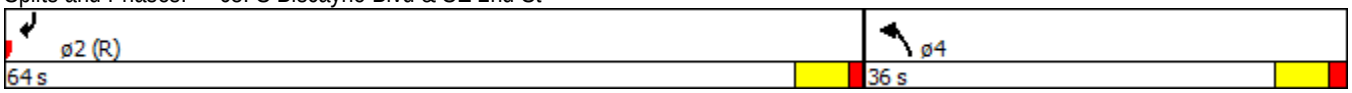
Notes

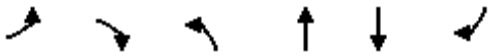
Lane Group	NBL	SBR
Lane Configurations		
Volume (vph)	549	1482
Turn Type	Prot	custom
Protected Phases	4	2
Permitted Phases		2
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	24.5	25.5
Total Split (s)	36.0	64.0
Total Split (%)	36.0%	64.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.5	1.2
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.5	5.2
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 89 (89%), Referenced to phase 2:SBR, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 68: S Biscayne Blvd & SE 2nd St





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	549	0	0	1482
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.5			5.2
Lane Util. Factor			0.97			0.64
Frpb, ped/bikes			1.00			1.00
Flpb, ped/bikes			1.00			1.00
Frt			1.00			0.85
Flt Protected			0.95			1.00
Satd. Flow (prot)			3001			3544
Flt Permitted			0.95			1.00
Satd. Flow (perm)			3001			3544
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	597	0	0	1611
RTOR Reduction (vph)	0	0	36	0	0	0
Lane Group Flow (vph)	0	0	561	0	0	1611
Confl. Peds. (#/hr)	20	20	20			20
Turn Type			Prot			custom
Protected Phases			4			2
Permitted Phases						2
Actuated Green, G (s)			30.5			58.8
Effective Green, g (s)			30.5			58.8
Actuated g/C Ratio			0.30			0.59
Clearance Time (s)			5.5			5.2
Lane Grp Cap (vph)			915			2083
v/s Ratio Prot			c0.19			c0.45
v/s Ratio Perm						
v/c Ratio			0.61			0.77
Uniform Delay, d1			29.7			15.6
Progression Factor			1.00			1.11
Incremental Delay, d2			3.1			2.5
Delay (s)			32.8			19.9
Level of Service			C			B
Approach Delay (s)	0.0			32.8	19.9	
Approach LOS	A			C	B	

Intersection Summary

HCM 2000 Control Delay	23.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.7
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		

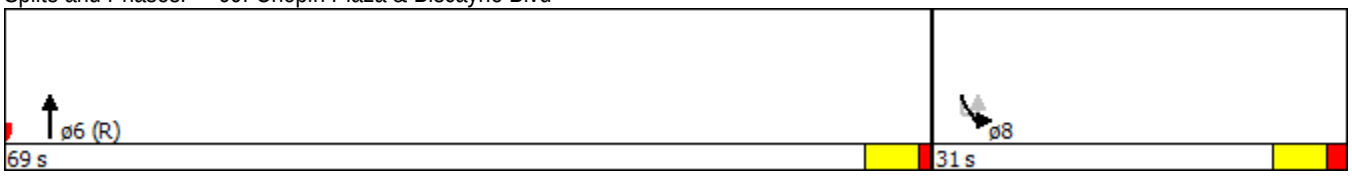
c Critical Lane Group

Lane Group	WBR	NBT	SBU	SBL
Lane Configurations				
Volume (vph)	291	1915	7	38
Turn Type	Free	NA	custom	Prot
Protected Phases		6		8
Permitted Phases	Free		8	
Detector Phase		6	8	8
Switch Phase				
Minimum Initial (s)		18.0	7.0	7.0
Minimum Split (s)		23.0	23.7	23.7
Total Split (s)		69.0	31.0	31.0
Total Split (%)		69.0%	31.0%	31.0%
Yellow Time (s)		4.0	4.0	4.0
All-Red Time (s)		1.0	1.7	1.7
Lost Time Adjust (s)		0.0		0.0
Total Lost Time (s)		5.0		5.7
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode		C-Min	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 52 (52%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 69: Chopin Plaza & Biscayne Blvd



Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Volume (vph)	0	291	1915	100	7	38	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	5.0			5.7	
Lane Util. Factor		1.00	0.91			0.97	
Frpb, ped/bikes		0.98	1.00			1.00	
Flpb, ped/bikes		1.00	1.00			0.99	
Frt		0.86	0.99			1.00	
Flt Protected		1.00	1.00			0.95	
Satd. Flow (prot)		1245	4408			2985	
Flt Permitted		1.00	1.00			0.29	
Satd. Flow (perm)		1245	4408			904	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	316	2082	109	8	41	0
RTOR Reduction (vph)	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	316	2187	0	0	49	0
Confl. Peds. (#/hr)	20	20		20	20	20	
Parking (#/hr)		0					
Turn Type		Free	NA		custom	Prot	
Protected Phases			6			8	
Permitted Phases		Free			8		
Actuated Green, G (s)		100.0	75.4			13.9	
Effective Green, g (s)		100.0	75.4			13.9	
Actuated g/C Ratio		1.00	0.75			0.14	
Clearance Time (s)			5.0			5.7	
Vehicle Extension (s)			1.0			2.5	
Lane Grp Cap (vph)		1245	3323			125	
v/s Ratio Prot			c0.50				
v/s Ratio Perm		0.25				c0.05	
v/c Ratio		0.25	0.66			0.39	
Uniform Delay, d1		0.0	6.0			39.2	
Progression Factor		1.00	1.00			0.64	
Incremental Delay, d2		0.5	1.0			1.1	
Delay (s)		0.5	7.0			26.2	
Level of Service		A	A			C	
Approach Delay (s)	0.5		7.0				26.2
Approach LOS	A		A				C

Intersection Summary

HCM 2000 Control Delay	6.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.7
Intersection Capacity Utilization	59.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	NBT	SBL2	SBL	SBT	SEL2
Lane Configurations								
Volume (vph)	23	328	30	642	7	53	100	16
Turn Type	Split	NA	Perm	NA	Perm	Perm	NA	Prot
Protected Phases	8	8		6			2	7
Permitted Phases			8		2	2		
Detector Phase	8	8	8	6	2	2	2	7
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.6	25.6	25.6	32.0	32.0	32.0	32.0	14.0
Total Split (s)	29.0	29.0	29.0	57.0	57.0	57.0	57.0	14.0
Total Split (%)	29.0%	29.0%	29.0%	57.0%	57.0%	57.0%	57.0%	14.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.6	0.6	0.6	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	5.0			5.0	5.0
Lead/Lag	Lag	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes					Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 43 (43%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 75
Control Type: Pretimed

Splits and Phases: 71: SE 3rd Ave & SE 3rd St



Movement	EBL2	EBL	EBT	EBR	NBT	NBR	NBR2	SBL2	SBL	SBT	SEL2
Lane Configurations											
Volume (vph)	176	23	328	30	642	23	38	7	53	100	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.6	5.0					5.0	5.0
Lane Util. Factor		1.00	1.00	1.00	0.95					1.00	1.00
Frpb, ped/bikes		1.00	1.00	0.93	1.00					1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00
Frt		1.00	1.00	0.85	0.99					1.00	1.00
Flt Protected		0.95	1.00	1.00	1.00					0.98	0.95
Satd. Flow (prot)		1547	1629	1292	3040					1591	1547
Flt Permitted		0.95	1.00	1.00	1.00					0.64	0.95
Satd. Flow (perm)		1547	1629	1292	3040					1040	1547
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	191	25	357	33	698	25	41	8	58	109	17
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	0	0	0
Lane Group Flow (vph)	0	216	357	33	760	0	0	0	0	175	17
Confl. Peds. (#/hr)	20	20		20		20	20	20	20		20
Turn Type	Split	Split	NA	Perm	NA			Perm	Perm	NA	Prot
Protected Phases	8	8	8		6					2	7
Permitted Phases				8				2	2		
Actuated Green, G (s)		24.4	24.4	24.4	52.0					52.0	9.0
Effective Green, g (s)		24.4	24.4	24.4	52.0					52.0	9.0
Actuated g/C Ratio		0.24	0.24	0.24	0.52					0.52	0.09
Clearance Time (s)		4.6	4.6	4.6	5.0					5.0	5.0
Lane Grp Cap (vph)		377	397	315	1580					540	139
v/s Ratio Prot		0.14	c0.22		c0.25						c0.01
v/s Ratio Perm				0.03						0.17	
v/c Ratio		0.57	0.90	0.10	0.48					0.32	0.12
Uniform Delay, d1		33.2	36.6	29.3	15.4					13.9	41.9
Progression Factor		0.54	0.57	0.52	1.10					1.91	1.35
Incremental Delay, d2		4.8	21.1	0.5	0.7					1.6	0.9
Delay (s)		22.8	42.0	15.8	17.7					28.1	57.3
Level of Service		C	D	B	B					C	E
Approach Delay (s)			33.7		17.7					28.1	
Approach LOS			C		B					C	

Intersection Summary

HCM 2000 Control Delay	25.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.6
Intersection Capacity Utilization	99.4%	ICU Level of Service	F
Analysis Period (min)	15		

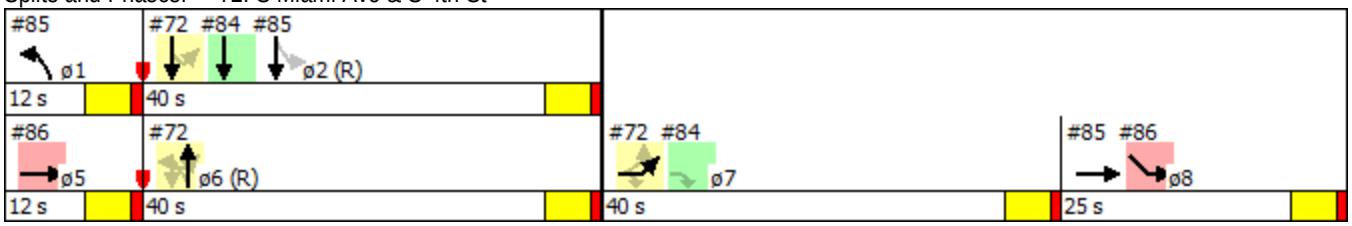
c Critical Lane Group

Lane Group	EBL	EBR	NBU	NBL	NBT	NBR	SBL	SBT	ø1	ø5	ø8
Lane Configurations											
Volume (vph)	101	98	3	94	82	1230	1	1351			
Turn Type	NA	Perm	Perm	Perm	NA	Perm	Perm	NA			
Protected Phases	7				6			2	1	5	8
Permitted Phases		7	6	6		6	2				
Detector Phase	7	7	6	6	6	6	2	2			
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	25.0	25.0	25.0	25.0	25.0	25.0	12.0	12.0	25.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	12.0	12.0	25.0
Total Split (%)	34.2%	34.2%	34.2%	34.2%	34.2%	34.2%	34.2%	34.2%	10%	10%	21%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0		5.0			
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 117
Actuated Cycle Length: 117
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 72: S Miami Ave & S 4th St



Movement	EBL2	EBL	EBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations												
Volume (vph)	14	101	98	3	94	82	1230	1	1351	147	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0	5.0	5.0		5.0			
Lane Util. Factor		1.00	1.00		1.00	1.00	0.88		0.91			
Frpb, ped/bikes		1.00	0.95		1.00	1.00	0.94		0.99			
Flpb, ped/bikes		0.91	1.00		0.99	1.00	1.00		1.00			
Frt		1.00	0.85		1.00	1.00	0.85		0.99			
Flt Protected		0.95	1.00		0.95	1.00	1.00		1.00			
Satd. Flow (prot)		1411	1308		1538	1629	2283		4353			
Flt Permitted		0.95	1.00		0.12	1.00	1.00		0.94			
Satd. Flow (perm)		1411	1308		188	1629	2283		4092			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	110	107	3	102	89	1337	1	1468	160	0	0
RTOR Reduction (vph)	0	0	93	0	0	0	0	0	5	0	0	0
Lane Group Flow (vph)	0	125	14	0	105	89	1337	0	1624	0	0	0
Confl. Peds. (#/hr)	15	15	15	15	15		15	15		15		
Turn Type	Perm	NA	Perm	Perm	Perm	NA	Perm	Perm	NA			
Protected Phases		7				6			2			
Permitted Phases	7		7	6	6		6	2				
Actuated Green, G (s)		15.3	15.3		78.7	78.7	78.7		78.7			
Effective Green, g (s)		15.3	15.3		78.7	78.7	78.7		78.7			
Actuated g/C Ratio		0.13	0.13		0.67	0.67	0.67		0.67			
Clearance Time (s)		5.0	5.0		5.0	5.0	5.0		5.0			
Vehicle Extension (s)		2.5	2.5		1.0	1.0	1.0		1.0			
Lane Grp Cap (vph)		184	171		126	1095	1535		2752			
v/s Ratio Prot						0.05						
v/s Ratio Perm		0.09	0.01		0.56		c0.59		0.40			
v/c Ratio		0.68	0.08		0.83	0.08	0.87		0.59			
Uniform Delay, d1		48.5	44.7		14.3	6.6	15.1		10.4			
Progression Factor		1.00	1.00		1.00	1.00	1.00		0.85			
Incremental Delay, d2		8.7	0.2		44.7	0.1	7.1		0.9			
Delay (s)		57.2	44.8		59.0	6.8	22.2		9.8			
Level of Service		E	D		E	A	C		A			
Approach Delay (s)		51.5				23.8			9.8		0.0	
Approach LOS		D				C			A		A	

Intersection Summary

HCM 2000 Control Delay	19.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	117.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	90.5%	ICU Level of Service	E
Analysis Period (min)	15		

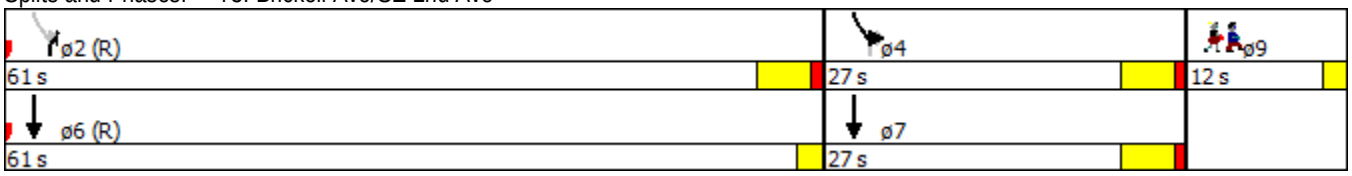
c Critical Lane Group

Lane Group	NBR	SBL	SBT	ø6	ø7	ø9
Lane Configurations						
Volume (vph)	2190	337	1873			
Turn Type	custom	custom	NA			
Protected Phases	2	4	6 7	6	7	9
Permitted Phases	4	2				
Detector Phase	2	4	6 7			
Switch Phase						
Minimum Initial (s)	7.0	7.0		7.0	7.0	1.0
Minimum Split (s)	21.0	23.0		20.0	12.0	12.0
Total Split (s)	61.0	27.0		61.0	27.0	12.0
Total Split (%)	61.0%	27.0%		61%	27%	12%
Yellow Time (s)	4.0	4.0		2.0	4.0	2.0
All-Red Time (s)	1.0	1.0		0.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0				
Total Lost Time (s)	5.0	5.0				
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	None		C-Min	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 37 (37%), Referenced to phase 2:SBL and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 73: Brickell Ave/SE 2nd Ave



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	0	2190	337	1873
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0	5.0	2.0
Lane Util. Factor				0.88	1.00	0.91
Frpb, ped/bikes				1.00	1.00	1.00
Flpb, ped/bikes				1.00	0.99	1.00
Frt				0.85	1.00	1.00
Flt Protected				1.00	0.95	1.00
Satd. Flow (prot)				2379	1508	4363
Flt Permitted				1.00	0.95	1.00
Satd. Flow (perm)				2379	1508	4363
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	2380	366	2036
RTOR Reduction (vph)	0	0	0	307	59	0
Lane Group Flow (vph)	0	0	0	2073	307	2036
Confl. Peds. (#/hr)	20	20		20	20	
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%
Turn Type				custom	custom	NA
Protected Phases				2	4	6 7
Permitted Phases				4	2	
Actuated Green, G (s)				84.0	84.0	89.0
Effective Green, g (s)				84.0	84.0	89.0
Actuated g/C Ratio				0.84	0.84	0.89
Clearance Time (s)				5.0	5.0	
Vehicle Extension (s)				1.0	2.5	
Lane Grp Cap (vph)				2117	1342	3883
v/s Ratio Prot				c0.61	0.05	0.47
v/s Ratio Perm				0.26	0.16	
v/c Ratio				0.98	0.23	0.52
Uniform Delay, d1				7.2	1.6	1.1
Progression Factor				1.00	1.45	1.09
Incremental Delay, d2				14.8	0.0	0.1
Delay (s)				22.0	2.3	1.3
Level of Service				C	A	A
Approach Delay (s)	0.0		22.0			1.4
Approach LOS	A		C			A

Intersection Summary

HCM 2000 Control Delay	11.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	116.1%	ICU Level of Service	H
Analysis Period (min)	15		

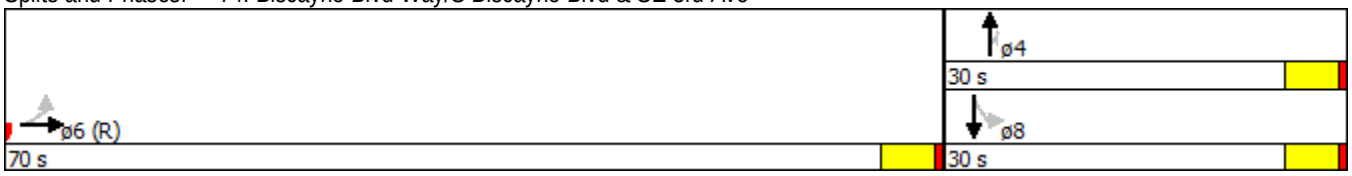
c Critical Lane Group

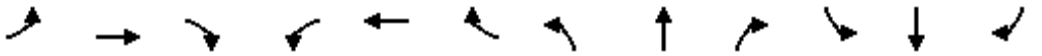
Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	672	1763	91	46	100	61
Turn Type	Perm	NA	NA	Perm	Perm	NA
Protected Phases		6	4			8
Permitted Phases	6			4	8	
Detector Phase	6	6	4	4	8	8
Switch Phase						
Minimum Initial (s)	14.0	14.0	7.0	7.0	7.0	7.0
Minimum Split (s)	20.8	20.8	22.8	22.8	22.8	22.8
Total Split (s)	70.0	70.0	30.0	30.0	30.0	30.0
Total Split (%)	70.0%	70.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.8	0.8	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.8	4.8	4.8	4.8		4.8
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:EBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 74: Biscayne Blvd Way/S Biscayne Blvd & SE 3rd Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	672	1763	100	0	0	0	0	91	46	100	61	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.8	4.8						4.8	4.8		4.8	
Lane Util. Factor	0.86	0.86						1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00						1.00	0.95		1.00	
Flpb, ped/bikes	0.99	1.00						1.00	1.00		0.98	
Frt	1.00	0.99						1.00	0.85		1.00	
Flt Protected	0.95	1.00						1.00	1.00		0.97	
Satd. Flow (prot)	1318	4153						1629	1320		1549	
Flt Permitted	0.95	1.00						1.00	1.00		0.75	
Satd. Flow (perm)	1318	4153						1629	1320		1202	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	730	1916	109	0	0	0	0	99	50	109	66	0
RTOR Reduction (vph)	0	6	0	0	0	0	0	0	15	0	0	0
Lane Group Flow (vph)	657	2092	0	0	0	0	0	99	35	0	175	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Perm	NA						NA	Perm	Perm	NA	
Protected Phases		6						4			8	
Permitted Phases	6								4	8		
Actuated Green, G (s)	65.2	65.2						25.2	25.2		25.2	
Effective Green, g (s)	65.2	65.2						25.2	25.2		25.2	
Actuated g/C Ratio	0.65	0.65						0.25	0.25		0.25	
Clearance Time (s)	4.8	4.8						4.8	4.8		4.8	
Lane Grp Cap (vph)	859	2707						410	332		302	
v/s Ratio Prot								0.06				
v/s Ratio Perm	0.50	0.50							0.03		c0.15	
v/c Ratio	0.76	0.77						0.24	0.11		0.58	
Uniform Delay, d1	12.1	12.2						29.8	28.7		32.8	
Progression Factor	1.18	1.18						1.00	1.00		0.89	
Incremental Delay, d2	2.2	0.7						1.4	0.6		7.8	
Delay (s)	16.4	15.1						31.2	29.4		37.0	
Level of Service	B	B						C	C		D	
Approach Delay (s)		15.5			0.0			30.6			37.0	
Approach LOS		B			A			C			D	

Intersection Summary

HCM 2000 Control Delay	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.6
Intersection Capacity Utilization	82.0%	ICU Level of Service	E
Analysis Period (min)	15		

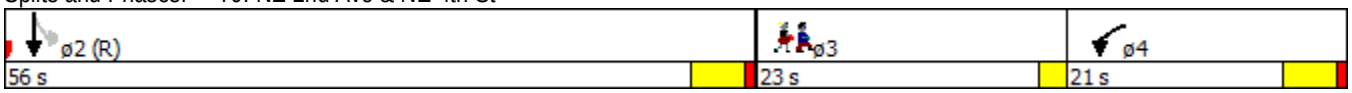
c Critical Lane Group

Lane Group	WBL	SBT	ø3
Lane Configurations			
Volume (vph)	220	1445	
Turn Type	NA	NA	
Protected Phases	4	2	3
Permitted Phases			
Detector Phase	4	2	
Switch Phase			
Minimum Initial (s)	7.0	7.0	1.0
Minimum Split (s)	11.9	22.9	23.0
Total Split (s)	21.0	56.0	23.0
Total Split (%)	21.0%	56.0%	23%
Yellow Time (s)	4.0	4.0	2.0
All-Red Time (s)	0.9	0.9	0.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	4.9	4.9	
Lead/Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 90
Control Type: Pretimed

Splits and Phases: 79: NE 2nd Ave & NE 4th St



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	220	0	0	0	36	1445
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9					4.9
Lane Util. Factor	1.00					0.91
Frpb, ped/bikes	1.00					1.00
Flpb, ped/bikes	1.00					1.00
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	1518					4208
Flt Permitted	0.95					1.00
Satd. Flow (perm)	1518					4208
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	239	0	0	0	39	1571
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	239	0	0	0	0	1610
Confl. Peds. (#/hr)	305	384		41	41	
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%
Parking (#/hr)					0	0
Turn Type	NA				Perm	NA
Protected Phases	4					2
Permitted Phases					2	
Actuated Green, G (s)	16.1					51.1
Effective Green, g (s)	16.1					51.1
Actuated g/C Ratio	0.16					0.51
Clearance Time (s)	4.9					4.9
Lane Grp Cap (vph)	244					2150
v/s Ratio Prot	c0.16					
v/s Ratio Perm						0.38
v/c Ratio	0.98					0.75
Uniform Delay, d1	41.8					19.4
Progression Factor	0.93					0.69
Incremental Delay, d2	52.5					2.4
Delay (s)	91.2					15.6
Level of Service	F					B
Approach Delay (s)	91.2		0.0			15.6
Approach LOS	F		A			B

Intersection Summary

HCM 2000 Control Delay	25.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.8
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		

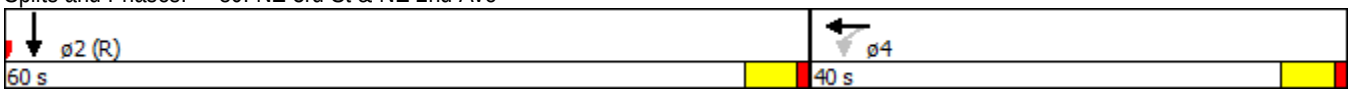
c Critical Lane Group

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	422	1037
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	40.0	60.0
Total Split (%)	40.0%	60.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 18 (18%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 80: NE 3rd St & NE 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	146	422	0	0	0	0	0	1037	541
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.94
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	159.8	0.0				0.0	159.8	171.0
Lanes				0	2	0				0	3	0
Cap, veh/h				72	509	0				0	1758	633
Arrive On Green				0.35	0.35	0.00				0.00	0.18	0.18
Sat Flow, veh/h				0	1454	0				0	3196	1151
Grp Volume(v), veh/h				159	459	0				0	1127	588
Grp Sat Flow(s),veh/h/ln				0	1454	0				0	1598	1151
Q Serve(g_s), s				0.0	30.0	0.0				0.0	32.7	50.3
Cycle Q Clear(g_c), s				35.0	30.0	0.0				0.0	32.7	50.3
Prop In Lane				1.00		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				72	509	0				0	1758	633
V/C Ratio(X)				2.21	0.90	0.00				0.00	0.64	0.93
Avail Cap(c_a), veh/h				72	509	0				0	1758	633
HCM Platoon Ratio				1.00	1.00	1.00				1.00	0.33	0.33
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				50.0	30.9	0.0				0.0	31.8	39.0
Incr Delay (d2), s/veh				586.1	21.8	0.0				0.0	1.8	22.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				13.6	13.8	0.0				0.0	14.5	19.5
Lane Grp Delay (d), s/veh				636.1	52.6	0.0				0.0	33.6	61.1
Lane Grp LOS				F	D						C	E
Approach Vol, veh/h					618						1715	
Approach Delay, s/veh					202.7						43.0	
Approach LOS					F						D	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	40.0 60.0
Change Period (Y+Rc), s	5.0 5.0
Max Green Setting (Gmax), s	35.0 55.0
Max Q Clear Time (g_c+I1), s	37.0 52.3
Green Ext Time (p_c), s	0.0 1.6

Intersection Summary	
HCM 2010 Ctrl Delay	85.3
HCM 2010 LOS	F

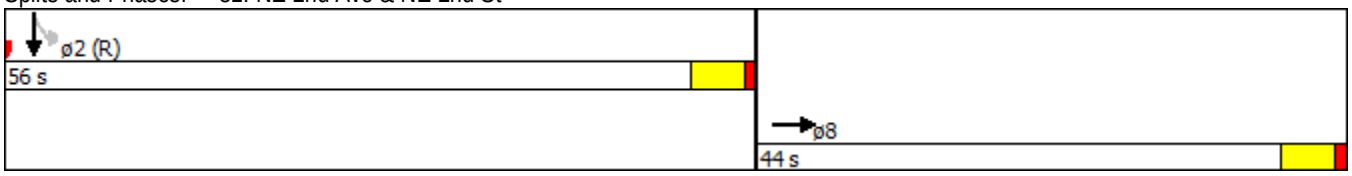
Notes

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	224	964
Turn Type	NA	NA
Protected Phases	8	2
Permitted Phases		
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	44.0	56.0
Total Split (%)	44.0%	56.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 21 (21%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 81: NE 2nd Ave & NE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	224	286	0	0	0	0	0	0	166	964	0
Number	3	8	18							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95							1.00		1.00
Parking Bus Adj	1.00	1.00	0.90							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	159.8	171.0							171.0	159.8	0.0
Lanes	0	2	0							0	3	0
Cap, veh/h	0	623	454							72	1483	0
Arrive On Green	0.00	0.39	0.39							0.17	0.17	0.00
Sat Flow, veh/h	0	1598	1164							0	2909	0
Grp Volume(v), veh/h	0	243	311							180	1048	0
Grp Sat Flow(s),veh/h/ln	0	1598	1164							0	1454	0
Q Serve(g_s), s	0.0	10.9	22.2							0.0	34.0	0.0
Cycle Q Clear(g_c), s	0.0	10.9	22.2							51.0	34.0	0.0
Prop In Lane	0.00		1.00							1.00		0.00
Lane Grp Cap(c), veh/h	0	623	454							72	1483	0
V/C Ratio(X)	0.00	0.39	0.68							2.50	0.71	0.00
Avail Cap(c_a), veh/h	0	623	454							72	1483	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	21.9	25.4							67.1	34.5	0.0
Incr Delay (d2), s/veh	0.0	1.8	8.1							714.4	2.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	4.6	7.3							16.2	13.9	0.0
Lane Grp Delay (d), s/veh	0.0	23.8	33.5							781.5	37.4	0.0
Lane Grp LOS		C	C							F	D	
Approach Vol, veh/h		554									1228	
Approach Delay, s/veh		29.3									146.4	
Approach LOS		C									F	

Timer	
Assigned Phs	8	2
Phs Duration (G+Y+Rc), s	44.0	56.0
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	39.0	51.0
Max Q Clear Time (g_c+I1), s	24.2	53.0
Green Ext Time (p_c), s	2.7	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	110.0
HCM 2010 LOS	F

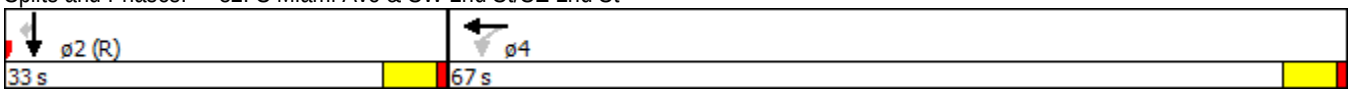
Notes

Lane Group	WBT	SBT	SBR
Lane Configurations			
Volume (vph)	1703	702	61
Turn Type	NA	NA	Perm
Protected Phases	4	2	
Permitted Phases			2
Detector Phase	4	2	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	22.9	22.9	22.9
Total Split (s)	67.0	33.0	33.0
Total Split (%)	67.0%	33.0%	33.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.9	0.9	0.9
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 65 (65%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 82: S Miami Ave & SW 2nd St/SE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	241	1703	0	0	0	0	0	702	61
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	162.9	0.0				0.0	162.9	162.9
Lanes				0	2	0				0	2	1
Cap, veh/h				75	955	0				0	827	352
Arrive On Green				0.21	0.21	0.00				0.00	0.08	0.00
Sat Flow, veh/h				0	1482	0				0	3257	1384
Grp Volume(v), veh/h				251	1774	0				0	731	0
Grp Sat Flow(s),veh/h/ln				0	1482	0				0	1629	1384
Q Serve(g_s), s				0.0	62.1	0.0				0.0	21.4	0.0
Cycle Q Clear(g_c), s				62.1	62.1	0.0				0.0	21.4	0.0
Prop In Lane				1.00		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				75	955	0				0	827	352
V/C Ratio(X)				3.36	1.86	0.00				0.00	0.88	0.00
Avail Cap(c_a), veh/h				75	955	0				0	950	404
HCM Platoon Ratio				0.33	0.33	1.00				1.00	0.33	0.33
Upstream Filter(I)				0.26	0.26	0.00				0.00	0.25	0.00
Uniform Delay (d), s/veh				69.0	37.9	0.0				0.0	42.7	0.0
Incr Delay (d2), s/veh				1070.8	387.0	0.0				0.0	3.8	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				24.2	127.8	0.0				0.0	9.9	0.0
Lane Grp Delay (d), s/veh				1139.8	425.0	0.0				0.0	46.6	0.0
Lane Grp LOS				F	F						D	
Approach Vol, veh/h					2025						731	
Approach Delay, s/veh					513.6						46.6	
Approach LOS					F						D	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	67.0	29.4
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	62.1	28.1
Max Q Clear Time (g_c+I1), s	64.1	23.4
Green Ext Time (p_c), s	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	389.7
HCM 2010 LOS	F

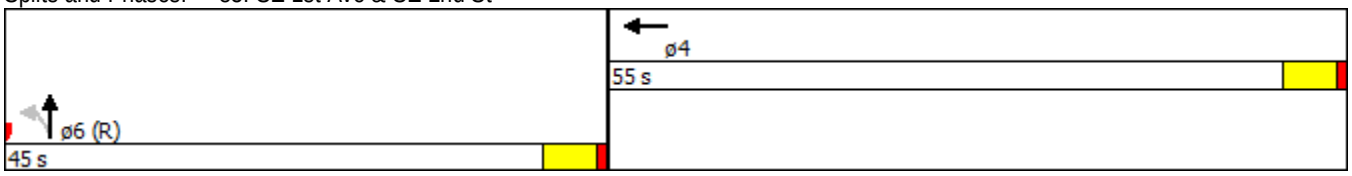
Notes

Lane Group	WBT	NBT
Lane Configurations		
Volume (vph)	1055	1148
Turn Type	NA	NA
Protected Phases	4	6
Permitted Phases		
Detector Phase	4	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	55.0	45.0
Total Split (%)	55.0%	45.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 52 (52%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 83: SE 1st Ave & SE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	1055	192	765	1148	0	0	0	0
Number				7	4	14	1	6	16			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln				0.0	162.9	171.0	171.0	162.9	0.0			
Lanes				0	2	0	0	3	0			
Cap, veh/h				0	1267	230	76	1258	0			
Arrive On Green				0.00	0.16	0.16	0.42	0.42	0.00			
Sat Flow, veh/h				0	2685	487	0	2964	0			
Grp Volume(v), veh/h				0	694	662	832	1248	0			
Grp Sat Flow(s),veh/h/ln				0	1629	1543	0	1482	0			
Q Serve(g_s), s				0.0	39.5	39.9	0.0	39.5	0.0			
Cycle Q Clear(g_c), s				0.0	39.5	39.9	40.1	39.5	0.0			
Prop In Lane				0.00		0.32	1.00		0.00			
Lane Grp Cap(c), veh/h				0	768	728	76	1258	0			
V/C Ratio(X)				0.00	0.90	0.91	10.92	0.99	0.00			
Avail Cap(c_a), veh/h				0	864	818	76	1258	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.72	0.72	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	37.8	37.9	47.2	27.0	0.0			
Incr Delay (d2), s/veh				0.0	8.4	9.5	4488.2	23.5	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln				0.0	19.2	18.5	96.8	18.3	0.0			
Lane Grp Delay (d), s/veh				0.0	46.2	47.5	4535.4	50.5	0.0			
Lane Grp LOS					D	D	F	D				
Approach Vol, veh/h					1356			2080				
Approach Delay, s/veh					46.8			1844.5				
Approach LOS					D			F				

Timer	
Assigned Phs	4 6
Phs Duration (G+Y+Rc), s	49.5 45.0
Change Period (Y+Rc), s	4.9 4.9
Max Green Setting (Gmax), s	50.1 40.1
Max Q Clear Time (g_c+I1), s	41.9 42.1
Green Ext Time (p_c), s	2.7 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	1135.0
HCM 2010 LOS	F

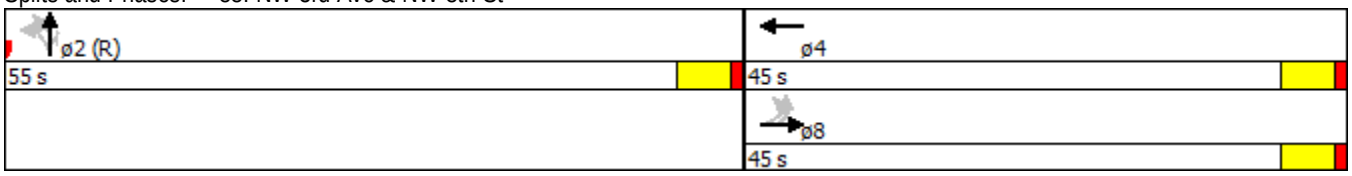
Notes

Lane Group	EBL2	EBL	EBT	WBT	NBL2	NBL	NBT	NBR
Lane Configurations								
Volume (vph)	159	80	523	395	40	1009	370	85
Turn Type	Perm	Perm	NA	NA	Perm	Perm	NA	Perm
Protected Phases			8	4			2	
Permitted Phases	8	8			2	2		2
Detector Phase	8	8	8	4	2	2	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0	24.0	24.0	24.0	24.0
Total Split (s)	45.0	45.0	45.0	45.0	55.0	55.0	55.0	55.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	55.0%	55.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 17 (17%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 88: NW 3rd Ave & NW 8th St



Movement	EBL2	EBL	EBT	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations										
Volume (vph)	159	80	523	395	445	48	40	1009	370	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0			5.0	5.0	5.0	5.0
Lane Util. Factor		1.00	1.00	1.00			1.00	1.00	1.00	1.00
Frpb, ped/bikes		1.00	1.00	0.96			1.00	1.00	1.00	0.97
Flpb, ped/bikes		1.00	1.00	1.00			1.00	0.98	1.00	1.00
Frt		1.00	1.00	0.93			1.00	1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00			0.95	0.95	1.00	1.00
Satd. Flow (prot)		1719	1810	1612			1719	1679	1810	1498
Flt Permitted		0.10	1.00	1.00			0.95	0.95	1.00	1.00
Satd. Flow (perm)		181	1810	1612			1719	1679	1810	1498
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	162	82	534	403	454	49	41	1030	378	87
RTOR Reduction (vph)	0	0	0	2	0	0	0	0	0	44
Lane Group Flow (vph)	0	244	534	904	0	0	41	1030	378	44
Confl. Peds. (#/hr)	8	8			8	8		8		2
Turn Type	Perm	Perm	NA	NA			Perm	Perm	NA	Perm
Protected Phases			8	4					2	
Permitted Phases	8	8					2	2		2
Actuated Green, G (s)		40.0	40.0	40.0			50.0	50.0	50.0	50.0
Effective Green, g (s)		40.0	40.0	40.0			50.0	50.0	50.0	50.0
Actuated g/C Ratio		0.40	0.40	0.40			0.50	0.50	0.50	0.50
Clearance Time (s)		5.0	5.0	5.0			5.0	5.0	5.0	5.0
Lane Grp Cap (vph)		72	724	644			859	839	905	749
v/s Ratio Prot			0.30	0.56					0.21	
v/s Ratio Perm		c1.35					0.02	c0.61		0.03
v/c Ratio		3.39	0.74	1.40			0.05	1.23	0.42	0.06
Uniform Delay, d1		30.0	25.5	30.0			12.8	25.0	15.8	12.9
Progression Factor		0.79	0.78	1.28			0.56	0.86	0.68	0.55
Incremental Delay, d2		1091.8	3.3	182.7			0.1	110.8	1.1	0.1
Delay (s)		1115.6	23.2	221.0			7.2	132.2	11.8	7.2
Level of Service		F	C	F			A	F	B	A
Approach Delay (s)			365.8	221.0					92.2	
Approach LOS			F	F					F	

Intersection Summary

HCM 2000 Control Delay	194.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.18		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	133.1%	ICU Level of Service	H
Analysis Period (min)	15		

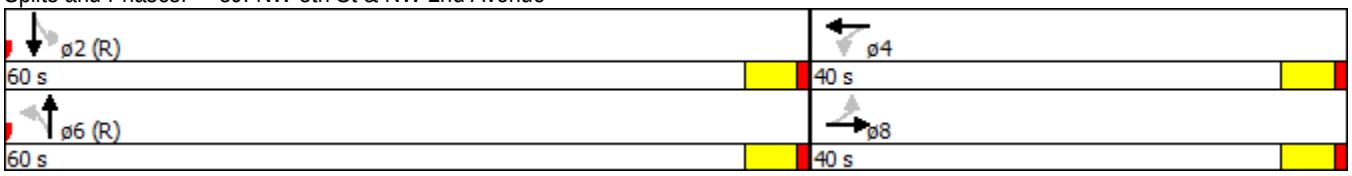
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	46	469	23	488	212	376	33	152
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	40.0	40.0	40.0	40.0	60.0	60.0	60.0	60.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 31 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 100
Control Type: Pretimed

Splits and Phases: 89: NW 8th St & NW 2nd Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	46	469	60	23	488	65	212	376	84	33	152	87
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	0.98		0.97	1.00		0.97
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	190.0	181.0	190.0	190.0	181.0	190.0	190.0	181.0	190.0	190.0	181.0	190.0
Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cap, veh/h	60	370	46	49	481	63	271	413	91	111	492	264
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	60	1058	131	33	1374	180	407	751	166	128	894	480
Grp Volume(v), veh/h	668	0	0	670	0	0	782	0	0	316	0	0
Grp Sat Flow(s),veh/h/ln	1249	0	0	1588	0	0	1324	0	0	1503	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	42.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	35.0	0.0	0.0	35.0	0.0	0.0	55.0	0.0	0.0	12.7	0.0	0.0
Prop In Lane	0.08		0.10	0.04		0.11	0.32		0.13	0.12		0.32
Lane Grp Cap(c), veh/h	476	0	0	593	0	0	776	0	0	867	0	0
V/C Ratio(X)	1.40	0.00	0.00	1.13	0.00	0.00	1.01	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	476	0	0	593	0	0	776	0	0	867	0	0
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	0.75	0.75	0.75	0.75	0.75	0.75
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.8	0.0	0.0	44.5	0.0	0.0	32.7	0.0	0.0	17.0	0.0	0.0
Incr Delay (d2), s/veh	193.8	0.0	0.0	78.0	0.0	0.0	34.3	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	38.5	0.0	0.0	28.9	0.0	0.0	27.7	0.0	0.0	5.7	0.0	0.0
Lane Grp Delay (d), s/veh	237.6	0.0	0.0	122.6	0.0	0.0	67.1	0.0	0.0	18.1	0.0	0.0
Lane Grp LOS	F			F			F			B		
Approach Vol, veh/h		668			670			782			316	
Approach Delay, s/veh		237.6			122.6			67.1			18.1	
Approach LOS		F			F			E			B	

Timer												
Assigned Phs		8			4			6			2	
Phs Duration (G+Y+Rc), s		40.0			40.0			60.0			60.0	
Change Period (Y+Rc), s		5.0			5.0			5.0			5.0	
Max Green Setting (Gmax), s		35.0			35.0			55.0			55.0	
Max Q Clear Time (g_c+I1), s		37.0			37.0			57.0			14.7	
Green Ext Time (p_c), s		0.0			0.0			0.0			3.1	

Intersection Summary		
HCM 2010 Ctrl Delay	122.7	
HCM 2010 LOS	F	

Notes

Intersection

Intersection Delay, s/veh 50.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	469	123	30	340	194	146
Conflicting Peds, #/hr	0	15	15	0	3	34
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	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	515	135	33	374	213	160

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	685	0	1057	632
Stage 1	-	-	-	-	617	-
Stage 2	-	-	-	-	440	-
Follow-up Headway	-	-	2.245	-	3.545	3.345
Pot Capacity-1 Maneuver	-	-	895	-	246	475
Stage 1	-	-	-	-	532	-
Stage 2	-	-	-	-	643	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	884	-	225	456
Mov Capacity-2 Maneuver	-	-	-	-	225	-
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	605	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	192.9
HCM LOS			F

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	288	-	-	884	-
HCM Lane V/C Ratio	1.297	-	-	0.037	-
HCM Control Delay (s)	192.9	-	-	9.23	0
HCM Lane LOS	F			A	A
HCM 95th %tile Q(veh)	18.342	-	-	0.116	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	60.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	177	348	136	44	218	33	107	218	74	4	62	22
Conflicting Peds, #/hr	16	0	19	19	0	16	19	0	14	14	0	19
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	186	366	143	46	229	35	113	229	78	4	65	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	283	0	0	528	0	0	1233	1206	476	1341	1259	285
Stage 1	-	-	-	-	-	-	830	830	-	358	358	-
Stage 2	-	-	-	-	-	-	403	376	-	983	901	-
Follow-up Headway	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Capacity-1 Maneuver	1262	-	-	1024	-	-	152	# 181	583	128	168	747
Stage 1	-	-	-	-	-	-	360	381	-	654	622	-
Stage 2	-	-	-	-	-	-	618	611	-	296	353	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1242	-	-	1008	-	-	# 67	# 130	565	-	121	724
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 67	# 130	-	-	121	-
Stage 1	-	-	-	-	-	-	278	295	-	506	579	-
Stage 2	-	-	-	-	-	-	494	569	-	44	273	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	1.3	215.3	+
HCM LOS			F	-

Minor Lane / Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	67	106	189	1242	-	-	1008	-	-	+	+
HCM Lane V/C Ratio	1.121	1.437	1.019	0.15	-	-	0.046	-	-	+	+
HCM Control Delay (s)	252.7	$ 315	121.9	8.409	0	-	8.743	0	-	+	+
HCM Lane LOS	F	F	F	A	A		A	A		+	+
HCM 95th %tile Q(veh)	5.836	10.984	8.729	0.527	-	-	0.144	-	-	+	+

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	10	52	625	0	0	230
Conflicting Peds, #/hr	9	11	0	11	11	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	11	59	710	0	0	261

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	982	732	0	0	721	0
Stage 1	721	-	-	-	-	-
Stage 2	261	-	-	-	-	-
Follow-up Headway	3.545	3.345	-	-	2.245	-
Pot Capacity-1 Maneuver	273	416	-	-	867	-
Stage 1	476	-	-	-	-	-
Stage 2	776	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	268	408	-	-	859	-
Mov Capacity-2 Maneuver	268	-	-	-	-	-
Stage 1	472	-	-	-	-	-
Stage 2	769	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.8	0	0
HCM LOS	C		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	376	859	-
HCM Lane V/C Ratio	-	-	0.187	-	-
HCM Control Delay (s)	-	-	16.8	0	-
HCM Lane LOS			C	A	
HCM 95th %tile Q(veh)	-	-	0.68	0	-

Notes

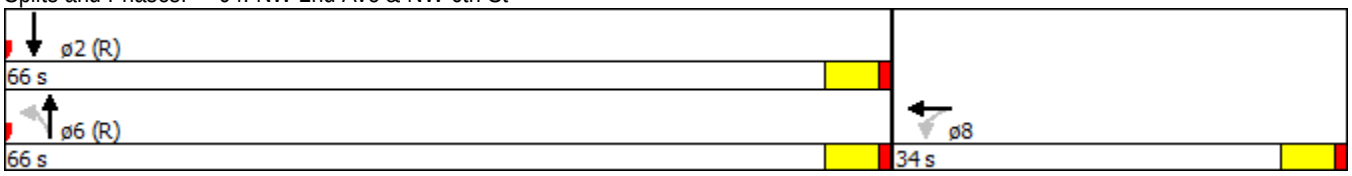
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	994	213	472	184
Turn Type	NA	Perm	NA	NA
Protected Phases	8		6	2
Permitted Phases		6		
Detector Phase	8	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	15.0	15.0	15.0
Minimum Split (s)	27.0	21.0	21.0	21.0
Total Split (s)	34.0	66.0	66.0	66.0
Total Split (%)	34.0%	66.0%	66.0%	66.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 88 (88%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 110
Control Type: Pretimed

Splits and Phases: 94: NW 2nd Ave & NW 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	133	994	104	213	472	0	0	184	67
Number				3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	0.99		1.00	1.00		0.97
Parking Bus Adj				0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	158.3	171.0	171.0	158.3	0.0	0.0	158.3	171.0
Lanes				0	2	0	0	1	0	0	1	0
Cap, veh/h				88	691	76	228	427	0	0	670	243
Arrive On Green				0.29	0.29	0.29	1.00	1.00	0.00	0.00	0.20	0.20
Sat Flow, veh/h				303	2382	260	297	700	0	0	1099	398
Grp Volume(v), veh/h				693	0	690	769	0	0	0	0	282
Grp Sat Flow(s),veh/h/ln				1410	0	1535	996	0	0	0	0	1497
Q Serve(g_s), s				29.0	0.0	29.0	45.0	0.0	0.0	0.0	0.0	16.0
Cycle Q Clear(g_c), s				29.0	0.0	29.0	61.0	0.0	0.0	0.0	0.0	16.0
Prop In Lane				0.21		0.17	0.31		0.00	0.00		0.27
Lane Grp Cap(c), veh/h				409	0	445	655	0	0	0	0	913
V/C Ratio(X)				1.70	0.00	1.55	1.17	0.00	0.00	0.00	0.00	0.31
Avail Cap(c_a), veh/h				409	0	445	655	0	0	0	0	913
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				35.5	0.0	35.5	9.1	0.0	0.0	0.0	0.0	22.0
Incr Delay (d2), s/veh				323.6	0.0	257.9	93.9	0.0	0.0	0.0	0.0	0.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				47.0	0.0	43.0	30.8	0.0	0.0	0.0	0.0	6.7
Lane Grp Delay (d), s/veh				359.1	0.0	293.4	103.0	0.0	0.0	0.0	0.0	22.9
Lane Grp LOS				F		F	F					C
Approach Vol, veh/h					1383			769			282	
Approach Delay, s/veh					326.3			103.0			22.9	
Approach LOS					F			F			C	

Timer	
Assigned Phs	8 6 2
Phs Duration (G+Y+Rc), s	34.0 66.0 66.0
Change Period (Y+Rc), s	5.0 5.0 5.0
Max Green Setting (Gmax), s	29.0 61.0 61.0
Max Q Clear Time (g_c+I1), s	31.0 63.0 18.0
Green Ext Time (p_c), s	0.0 0.0 2.8

Intersection Summary	
HCM 2010 Ctrl Delay	220.6
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	97	1067	249	14	85	0	0	48	145
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	0	0	0	123	1351	315	18	108	0	0	61	184
Pedestrians		3			39			3			5	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			3			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		357			1009							
pX, platoon unblocked												
vC, conflicting volume	1671			3			1141	1919	42	1852	1762	841
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1671			3			1141	1919	42	1852	1762	841
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			92			0	0	100	0	18	39
cM capacity (veh/h)	366			1592			18	59	975	0	74	301

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	798	991	125	244
Volume Left	123	0	18	0
Volume Right	0	315	0	184
cSH	1592	1700	44	171
Volume to Capacity	0.08	0.58	2.83	1.43
Queue Length 95th (ft)	6	0	340	380
Control Delay (s)	2.0	0.0	1020.1	274.3
Lane LOS	A		F	F
Approach Delay (s)	0.9		1020.1	274.3
Approach LOS			F	F

Intersection Summary			
Average Delay	91.0		
Intersection Capacity Utilization	66.7%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	61	683	40	149	376	0	0	140	126
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	66	742	43	162	409	0	0	152	137
Pedestrians		42			7			5			5	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			1			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		844			522							
pX, platoon unblocked	0.86						0.86	0.86		0.86	0.86	0.86
vC, conflicting volume	791			5			764	928	12	1113	907	440
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	418			5			386	579	12	794	553	7
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			35	0	100	0	57	85
cM capacity (veh/h)	951			1587			249	340	1045	0	352	905

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	438	415	162	204	204	101	188
Volume Left	66	0	162	0	0	0	0
Volume Right	0	43	0	0	0	0	137
cSH	1587	1700	249	340	340	352	635
Volume to Capacity	0.04	0.24	0.65	0.60	0.60	0.29	0.30
Queue Length 95th (ft)	3	0	101	93	93	29	31
Control Delay (s)	1.5	0.0	42.7	30.3	30.3	19.3	13.0
Lane LOS	A		E	D	D	C	B
Approach Delay (s)	0.7		33.8			15.2	
Approach LOS			D			C	

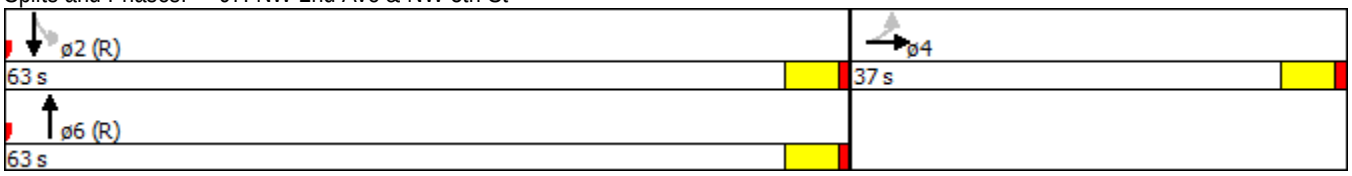
Intersection Summary				
Average Delay	14.2			
Intersection Capacity Utilization	60.7%	ICU Level of Service		B
Analysis Period (min)	15			

Lane Group	EBT	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	543	771	27	290
Turn Type	NA	NA	Perm	NA
Protected Phases	4	6		2
Permitted Phases			2	
Detector Phase	4	6	2	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	21.0	21.0	21.0
Total Split (s)	37.0	63.0	63.0	63.0
Total Split (%)	37.0%	63.0%	63.0%	63.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0
Total Lost Time (s)	5.0	5.0		5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 97 (97%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 90
Control Type: Pretimed

Splits and Phases: 97: NW 2nd Ave & NW 5th St

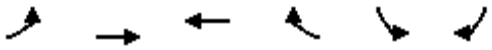


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	38	543	125	0	0	0	0	771	221	27	290	0
Number	7	4	14				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.99	1.00		1.00
Parking Bus Adj	0.90	1.00	1.00				1.00	1.00	0.90	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	171.0	161.3	171.0				0.0	161.3	171.0	171.0	161.3	0.0
Lanes	0	3	0				0	1	0	0	1	0
Cap, veh/h	73	1110	259				0	628	180	40	326	0
Arrive On Green	0.32	0.32	0.32				0.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	227	3468	810				0	1082	310	1	562	0
Grp Volume(v), veh/h	254	259	238				0	0	1055	338	0	0
Grp Sat Flow(s),veh/h/ln	1441	1613	1451				0	0	1392	563	0	0
Q Serve(g_s), s	14.6	13.0	13.4				0.0	0.0	57.4	0.6	0.0	0.0
Cycle Q Clear(g_c), s	14.6	13.0	13.4				0.0	0.0	57.4	58.0	0.0	0.0
Prop In Lane	0.16		0.56				0.00		0.22	0.09		0.00
Lane Grp Cap(c), veh/h	461	516	464				0	0	807	366	0	0
V/C Ratio(X)	0.55	0.50	0.51				0.00	0.00	1.31	0.92	0.00	0.00
Avail Cap(c_a), veh/h	461	516	464				0	0	807	366	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.1	27.5	27.7				0.0	0.0	0.0	38.7	0.0	0.0
Incr Delay (d2), s/veh	4.7	3.4	4.0				0.0	0.0	146.9	31.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	5.8	5.7	5.3				0.0	0.0	33.0	9.0	0.0	0.0
Lane Grp Delay (d), s/veh	32.8	31.0	31.7				0.0	0.0	146.9	70.0	0.0	0.0
Lane Grp LOS	C	C	C						F	E		
Approach Vol, veh/h		751						1055			338	
Approach Delay, s/veh		31.8						146.9			70.0	
Approach LOS		C						F			E	

Timer												
Assigned Phs		4						6			2	
Phs Duration (G+Y+Rc), s		37.0						63.0			63.0	
Change Period (Y+Rc), s		5.0						5.0			5.0	
Max Green Setting (Gmax), s		32.0						58.0			58.0	
Max Q Clear Time (g_c+I1), s		16.6						59.4			60.0	
Green Ext Time (p_c), s		3.5						0.0			0.0	

Intersection Summary	
HCM 2010 Ctrl Delay	94.5
HCM 2010 LOS	F

Notes



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	98	715	0	0	137	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	103	753	0	0	144	0
Pedestrians		8	159		5	
Lane Width (ft)		12.0	0.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		1	0		0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		360	492			
pX, platoon unblocked					0.93	
vC, conflicting volume	5				621	13
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	5				335	13
tC, single (s)	4.2				6.9	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	93				73	100
cM capacity (veh/h)	1587				543	1043

Direction, Lane #	EB 1	EB 2	EB 3	SB 1
Volume Total	254	301	301	144
Volume Left	103	0	0	144
Volume Right	0	0	0	0
cSH	1587	1700	1700	543
Volume to Capacity	0.07	0.18	0.18	0.27
Queue Length 95th (ft)	5	0	0	27
Control Delay (s)	3.3	0.0	0.0	14.0
Lane LOS	A			B
Approach Delay (s)	1.0			14.0
Approach LOS				B

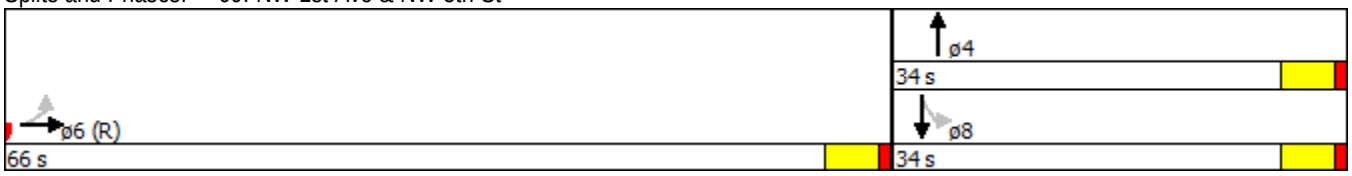
Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	33.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	715	413	22	191
Turn Type	NA	NA	Perm	NA
Protected Phases	6	4		8
Permitted Phases			8	
Detector Phase	6	4	8	8
Switch Phase				
Minimum Initial (s)	18.0	7.0	7.0	7.0
Minimum Split (s)	23.0	21.0	21.0	21.0
Total Split (s)	66.0	34.0	34.0	34.0
Total Split (%)	66.0%	34.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 82 (82%), Referenced to phase 6:EBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 99: NW 1st Ave & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	114	715	138	0	0	0	0	413	219	22	191	0
Number	1	6	16				7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	1.00		1.00
Parking Bus Adj	0.90	1.00	0.90				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	171.0	161.3	171.0				0.0	161.3	171.0	161.3	161.3	0.0
Lanes	0	3	0				0	2	0	1	2	0
Cap, veh/h	296	1981	392				0	573	300	122	936	0
Arrive On Green	0.20	0.20	0.20				0.00	0.10	0.10	0.29	0.29	0.00
Sat Flow, veh/h	486	3248	642				0	1974	1035	667	3226	0
Grp Volume(v), veh/h	350	359	299				0	350	308	23	199	0
Grp Sat Flow(s),veh/h/ln	1428	1613	1336				0	1613	1396	667	1613	0
Q Serve(g_s), s	21.3	19.2	19.3				0.0	21.2	21.5	3.3	4.7	0.0
Cycle Q Clear(g_c), s	21.3	19.2	19.3				0.0	21.2	21.5	24.8	4.7	0.0
Prop In Lane	0.34		0.48				0.00		0.74	1.00		0.00
Lane Grp Cap(c), veh/h	871	984	815				0	468	405	122	936	0
V/C Ratio(X)	0.40	0.36	0.37				0.00	0.75	0.76	0.19	0.21	0.00
Avail Cap(c_a), veh/h	871	984	815				0	468	405	122	936	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.1	23.2	23.3				0.0	41.7	41.8	44.3	26.9	0.0
Incr Delay (d2), s/veh	1.4	1.0	1.3				0.0	10.5	12.6	3.4	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	8.5	8.6	7.2				0.0	10.6	9.5	0.7	1.9	0.0
Lane Grp Delay (d), s/veh	25.5	24.3	24.6				0.0	52.2	54.4	47.7	27.4	0.0
Lane Grp LOS	C	C	C					D	D	D	C	
Approach Vol, veh/h		1008						658			222	
Approach Delay, s/veh		24.8						53.2			29.5	
Approach LOS		C						D			C	

Timer

Assigned Phs		6						4			8	
Phs Duration (G+Y+Rc), s		66.0						34.0			34.0	
Change Period (Y+Rc), s		5.0						5.0			5.0	
Max Green Setting (Gmax), s		61.0						29.0			29.0	
Max Q Clear Time (g_c+I1), s		23.3						23.5			26.8	
Green Ext Time (p_c), s		2.4						2.3			1.1	

Intersection Summary

HCM 2010 Ctrl Delay			35.2									
HCM 2010 LOS			D									

Notes

Intersection	
Intersection Delay, s/veh	36.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	95	168	796	6	39	373
Conflicting Peds, #/hr	3	7	0	19	19	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	104	185	875	7	43	410

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1381	904	0	0	888	0
Stage 1	885	-	-	-	-	-
Stage 2	496	-	-	-	-	-
Follow-up Headway	3.545	3.345	-	-	2.245	-
Pot Capacity-1 Maneuver	156	331	-	-	750	-
Stage 1	398	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	144	324	-	-	738	-
Mov Capacity-2 Maneuver	144	-	-	-	-	-
Stage 1	396	-	-	-	-	-
Stage 2	562	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	205.4	0	1
HCM LOS	F		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	223	738	-
HCM Lane V/C Ratio	-	-	1.296	0.058	-
HCM Control Delay (s)	-	-	205.4	10.179	-
HCM Lane LOS			F	B	
HCM 95th %tile Q(veh)	-	-	15.324	0.185	-

Notes

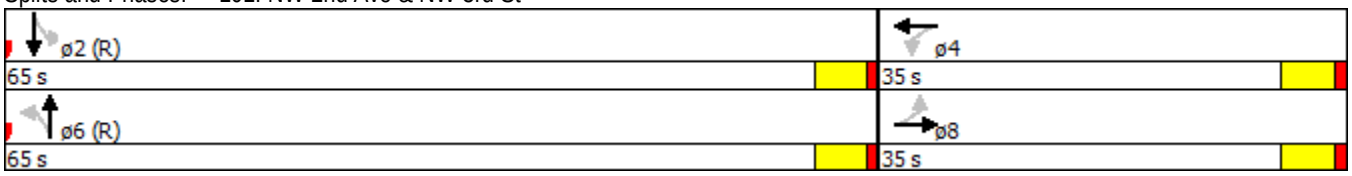
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	37	189	170	649	152	662	56	277
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	30.0	30.0	30.0	31.8	31.8	31.8	31.8
Total Split (s)	35.0	35.0	35.0	35.0	65.0	65.0	65.0	65.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	65.0%	65.0%	65.0%	65.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.8	0.8	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.8	4.8	4.8	4.8
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 79 (79%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 75
Control Type: Pretimed

Splits and Phases: 101: NW 2nd Ave & NW 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	37	189	19	170	649	158	152	662	103	56	277	145
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.98		0.96	0.99		0.98	1.00		0.99
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	0.90
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0
Lanes	1	1	0	1	2	0	1	1	0	1	1	0
Cap, veh/h	93	435	44	259	753	183	409	827	128	184	543	285
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	562	1450	146	989	2511	610	818	1373	213	587	903	473
Grp Volume(v), veh/h	39	0	219	179	443	406	160	0	805	59	0	445
Grp Sat Flow(s),veh/h/ln	562	0	1596	989	1629	1492	818	0	1586	587	0	1376
Q Serve(g_s), s	3.8	0.0	11.1	17.9	26.1	26.2	14.3	0.0	41.0	9.0	0.0	19.0
Cycle Q Clear(g_c), s	30.0	0.0	11.1	29.1	26.1	26.2	33.3	0.0	41.0	50.1	0.0	19.0
Prop In Lane	1.00		0.09	1.00		0.41	1.00		0.13	1.00		0.34
Lane Grp Cap(c), veh/h	93	0	479	259	489	448	409	0	955	184	0	828
V/C Ratio(X)	0.42	0.00	0.46	0.69	0.91	0.91	0.39	0.00	0.84	0.32	0.00	0.54
Avail Cap(c_a), veh/h	93	0	479	259	489	448	409	0	955	184	0	828
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.0	0.0	28.4	40.2	33.6	33.7	21.5	0.0	16.1	36.3	0.0	11.7
Incr Delay (d2), s/veh	13.1	0.0	3.1	14.2	23.0	24.7	2.8	0.0	9.0	4.5	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.3	0.0	4.9	5.5	13.7	12.8	3.2	0.0	17.4	1.6	0.0	6.5
Lane Grp Delay (d), s/veh	62.1	0.0	31.5	54.4	56.7	58.4	24.3	0.0	25.1	40.8	0.0	14.2
Lane Grp LOS	E		C	D	E	E	C		C	D		B
Approach Vol, veh/h		258			1028			965			504	
Approach Delay, s/veh		36.1			57.0			24.9			17.3	
Approach LOS		D			E			C			B	

Timer												
Assigned Phs		8			4			6			2	
Phs Duration (G+Y+Rc), s		35.0			35.0			65.0			65.0	
Change Period (Y+Rc), s		5.0			5.0			4.8			4.8	
Max Green Setting (Gmax), s		30.0			30.0			60.2			60.2	
Max Q Clear Time (g_c+I1), s		32.0			31.1			43.0			52.1	
Green Ext Time (p_c), s		0.0			0.0			3.3			2.6	

Intersection Summary												
HCM 2010 Ctrl Delay			36.5									
HCM 2010 LOS			D									

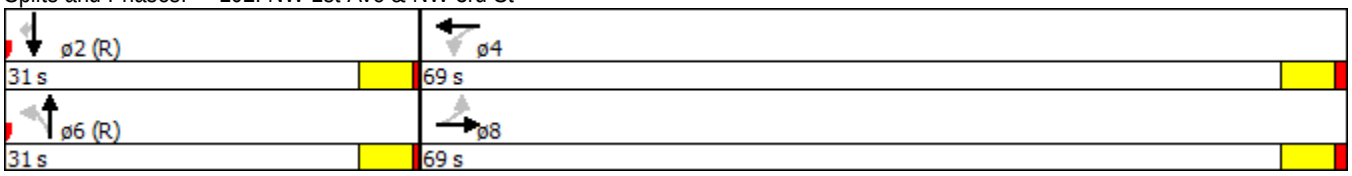
Notes

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Volume (vph)	209	0	69	408	186	293	214	178
Turn Type	Perm	NA	Perm	NA	Perm	NA	NA	Perm
Protected Phases		8		4		6	2	
Permitted Phases	8		4		6			2
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	26.0	26.0	29.0	29.0	25.6	25.6	25.6	25.6
Total Split (s)	69.0	69.0	69.0	69.0	31.0	31.0	31.0	31.0
Total Split (%)	69.0%	69.0%	69.0%	69.0%	31.0%	31.0%	31.0%	31.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.6	0.6	0.6	0.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	4.6	4.6	4.6	4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 70 (70%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 102: NW 1st Ave & NW 3rd St



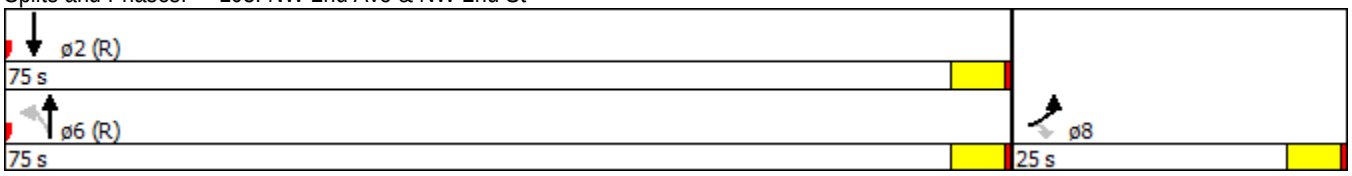
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	209	0	198	69	408	92	186	293	0	0	214	178
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.99	0.98		1.00	1.00		0.95
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Adj Sat Flow veh/h/ln	171.0	162.9	171.0	162.9	162.9	171.0	162.9	162.9	0.0	0.0	162.9	162.9
Lanes	0	1	0	1	2	0	1	1	0	0	1	1
Cap, veh/h	332	14	276	318	1646	368	188	430	0	0	430	312
Arrive On Green	0.64	0.00	0.64	0.64	0.64	0.64	0.26	0.26	0.00	0.00	0.26	0.26
Sat Flow, veh/h	433	23	432	1005	2572	576	819	1629	0	0	1629	1181
Grp Volume(v), veh/h	442	0	0	75	279	264	202	318	0	0	233	193
Grp Sat Flow(s),veh/h/ln	887	0	0	1005	1629	1519	819	1629	0	0	1629	1181
Q Serve(g_s), s	32.0	0.0	0.0	6.1	7.4	7.6	14.1	17.9	0.0	0.0	12.3	14.4
Cycle Q Clear(g_c), s	39.5	0.0	0.0	45.6	7.4	7.6	26.4	17.9	0.0	0.0	12.3	14.4
Prop In Lane	0.51		0.49	1.00		0.38	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	622	0	0	318	1042	972	188	430	0	0	430	312
V/C Ratio(X)	0.71	0.00	0.00	0.24	0.27	0.27	1.08	0.74	0.00	0.00	0.54	0.62
Avail Cap(c_a), veh/h	622	0	0	318	1042	972	188	430	0	0	430	312
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	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	0.0	30.8	7.8	7.8	45.7	33.7	0.0	0.0	31.6	32.4
Incr Delay (d2), s/veh	6.7	0.0	0.0	1.7	0.6	0.7	87.8	10.9	0.0	0.0	4.8	8.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	8.9	0.0	0.0	1.7	2.8	2.8	9.4	8.6	0.0	0.0	5.6	5.1
Lane Grp Delay (d), s/veh	21.7	0.0	0.0	32.6	8.5	8.5	133.4	44.5	0.0	0.0	36.4	41.3
Lane Grp LOS	C			C	A	A	F	D			D	D
Approach Vol, veh/h		442			618			520			426	
Approach Delay, s/veh		21.7			11.4			79.1			38.6	
Approach LOS		C			B			E			D	
Timer												
Assigned Phs		8			4			6			2	
Phs Duration (G+Y+Rc), s		69.0			69.0			31.0			31.0	
Change Period (Y+Rc), s		5.0			5.0			4.6			4.6	
Max Green Setting (Gmax), s		64.0			64.0			26.4			26.4	
Max Q Clear Time (g_c+I1), s		41.5			47.6			28.4			16.4	
Green Ext Time (p_c), s		5.8			5.2			0.0			1.2	
Intersection Summary												
HCM 2010 Ctrl Delay			37.0									
HCM 2010 LOS			D									
Notes												

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	73	88	61	855	401
Turn Type	NA	Perm	Perm	NA	NA
Protected Phases	8			6	2
Permitted Phases		8	6		
Detector Phase	8	8	6	6	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	22.0	22.0	22.6	22.6	22.6
Total Split (s)	25.0	25.0	75.0	75.0	75.0
Total Split (%)	25.0%	25.0%	75.0%	75.0%	75.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.6	0.6	0.6	0.6	0.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	4.6		4.6	4.6
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 94 (94%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 103: NW 2nd Ave & NW 2nd St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	73	88	61	855	401	44
Number	3	18	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	0.99			0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	171.0
Lanes	1	1	0	2	1	0
Cap, veh/h	316	282	150	1965	1014	112
Arrive On Green	0.20	0.20	0.94	0.94	1.00	1.00
Sat Flow, veh/h	1551	1384	155	2791	1440	159
Grp Volume(v), veh/h	79	96	496	499	0	484
Grp Sat Flow(s),veh/h/ln	1551	1384	1464	1482	0	1599
Q Serve(g_s), s	4.3	5.9	0.0	3.9	0.0	0.0
Cycle Q Clear(g_c), s	4.3	5.9	3.3	3.9	0.0	0.0
Prop In Lane	1.00	1.00	0.13			0.10
Lane Grp Cap(c), veh/h	316	282	1071	1043	0	1125
V/C Ratio(X)	0.25	0.34	0.46	0.48	0.00	0.43
Avail Cap(c_a), veh/h	316	282	1071	1043	0	1125
HCM Platoon Ratio	1.00	1.00	1.33	1.33	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.4	34.0	1.0	1.1	0.0	0.0
Incr Delay (d2), s/veh	1.9	3.2	1.4	1.6	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.8	2.3	1.1	1.2	0.0	0.4
Lane Grp Delay (d), s/veh	35.3	37.3	2.5	2.6	0.0	1.2
Lane Grp LOS	D	D	A	A		A
Approach Vol, veh/h	175			995	484	
Approach Delay, s/veh	36.4			2.6	1.2	
Approach LOS	D			A	A	

Timer		
Assigned Phs	6	2
Phs Duration (G+Y+Rc), s	75.0	75.0
Change Period (Y+Rc), s	4.6	4.6
Max Green Setting (Gmax), s	70.4	70.4
Max Q Clear Time (g_c+I1), s	5.9	2.0
Green Ext Time (p_c), s	3.8	3.8

Intersection Summary	
HCM 2010 Ctrl Delay	5.7
HCM 2010 LOS	A

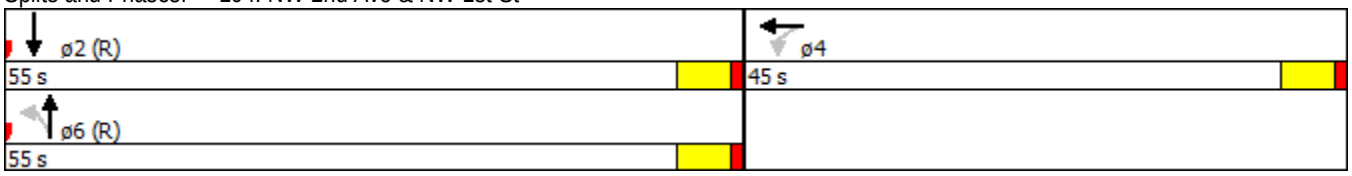
Notes

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	450	80	920	391
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	25.0	25.0	25.0
Total Split (s)	45.0	55.0	55.0	55.0
Total Split (%)	45.0%	55.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 87 (87%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 104: NW 2nd Ave & NW 1st St



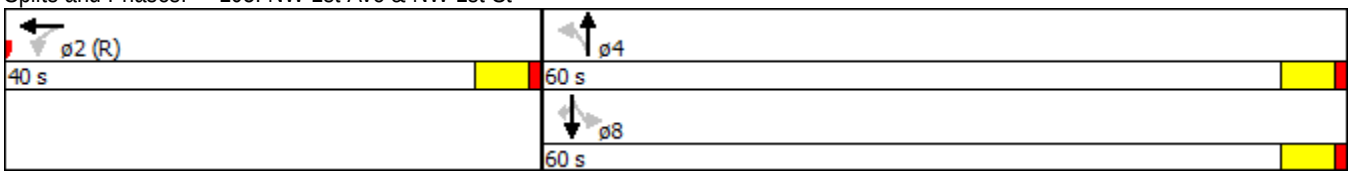
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	52	450	78	80	920	0	0	391	140
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.92	1.00		1.00	1.00		0.99
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	162.9	171.0	171.0	162.9	0.0	0.0	162.9	171.0
Lanes				0	3	0	0	2	0	0	1	0
Cap, veh/h				160	1459	255	105	1018	0	0	571	205
Arrive On Green				0.13	0.13	0.13	0.50	0.50	0.00	0.00	0.50	0.50
Sat Flow, veh/h				400	3647	639	120	2036	0	0	1142	410
Grp Volume(v), veh/h				233	214	197	356	755	0	0	0	590
Grp Sat Flow(s),veh/h/ln				1609	1629	1448	673	1482	0	0	0	1552
Q Serve(g_s), s				13.2	11.9	12.4	19.3	50.0	0.0	0.0	0.0	30.7
Cycle Q Clear(g_c), s				13.2	11.9	12.4	50.0	50.0	0.0	0.0	0.0	30.7
Prop In Lane				0.25		0.44	0.25		0.00	0.00		0.26
Lane Grp Cap(c), veh/h				643	651	579	382	741	0	0	0	776
V/C Ratio(X)				0.36	0.33	0.34	0.93	1.02	0.00	0.00	0.00	0.76
Avail Cap(c_a), veh/h				643	651	579	382	741	0	0	0	776
HCM Platoon Ratio				0.33	0.33	0.33	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	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				31.8	31.2	31.4	30.6	25.0	0.0	0.0	0.0	20.2
Incr Delay (d2), s/veh				1.6	1.3	1.6	31.7	38.0	0.0	0.0	0.0	6.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				6.0	5.5	5.1	12.5	25.5	0.0	0.0	0.0	12.8
Lane Grp Delay (d), s/veh				33.4	32.6	33.0	62.4	63.0	0.0	0.0	0.0	27.1
Lane Grp LOS				C	C	C	E	F				C
Approach Vol, veh/h					645			1111			590	
Approach Delay, s/veh					33.0			62.8			27.1	
Approach LOS					C			E			C	
Timer												
Assigned Phs					4			6			2	
Phs Duration (G+Y+Rc), s					45.0			55.0			55.0	
Change Period (Y+Rc), s					5.0			5.0			5.0	
Max Green Setting (Gmax), s					40.0			50.0			50.0	
Max Q Clear Time (g_c+I1), s					15.2			52.0			32.7	
Green Ext Time (p_c), s					2.6			0.0			4.4	
Intersection Summary												
HCM 2010 Ctrl Delay			45.6									
HCM 2010 LOS			D									
Notes												

Lane Group	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations						
Volume (vph)	473	59	271	67	157	80
Turn Type	NA	Perm	NA	Perm	NA	Perm
Protected Phases	2		4		8	
Permitted Phases		4		8		8
Detector Phase	2	4	4	8	8	8
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	25.0	25.0	23.0	23.0	23.0
Total Split (s)	40.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	40.0%	60.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 24 (24%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 105: NW 1st Ave & NW 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	27	473	114	59	271	13	67	157	80
Number				5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.82	0.99		0.98	0.99		0.99
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	162.9	171.0	171.0	162.9	171.0	171.0	162.9	162.9
Lanes				0	2	0	0	1	0	0	2	1
Cap, veh/h				44	802	204	144	599	28	355	926	751
Arrive On Green				0.35	0.35	0.35	0.18	0.18	0.18	1.00	1.00	1.00
Sat Flow, veh/h				127	2291	583	185	1089	50	531	1684	1366
Grp Volume(v), veh/h				396	0	310	394	0	0	103	154	92
Grp Sat Flow(s),veh/h/ln				1622	0	1379	1325	0	0	733	1482	1366
Q Serve(g_s), s				21.0	0.0	18.8	16.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				21.0	0.0	18.8	26.3	0.0	0.0	0.0	0.0	0.0
Prop In Lane				0.08		0.42	0.17		0.04	0.75		1.00
Lane Grp Cap(c), veh/h				568	0	482	771	0	0	466	815	751
V/C Ratio(X)				0.70	0.00	0.64	0.51	0.00	0.00	0.22	0.19	0.12
Avail Cap(c_a), veh/h				568	0	482	771	0	0	466	815	751
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				28.0	0.0	27.2	28.9	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				7.0	0.0	6.4	2.4	0.0	0.0	1.1	0.5	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				9.5	0.0	7.2	10.1	0.0	0.0	0.1	0.1	0.1
Lane Grp Delay (d), s/veh				34.9	0.0	33.7	31.3	0.0	0.0	1.1	0.5	0.3
Lane Grp LOS				C		C	C			A	A	A
Approach Vol, veh/h					706			394			349	
Approach Delay, s/veh					34.4			31.3			0.6	
Approach LOS					C			C			A	

Timer	
Assigned Phs	2 4 8
Phs Duration (G+Y+Rc), s	40.0 60.0 60.0
Change Period (Y+Rc), s	5.0 5.0 5.0
Max Green Setting (Gmax), s	35.0 55.0 55.0
Max Q Clear Time (g_c+I1), s	23.0 28.3 2.0
Green Ext Time (p_c), s	2.5 2.8 2.9

Intersection Summary	
HCM 2010 Ctrl Delay	25.4
HCM 2010 LOS	C

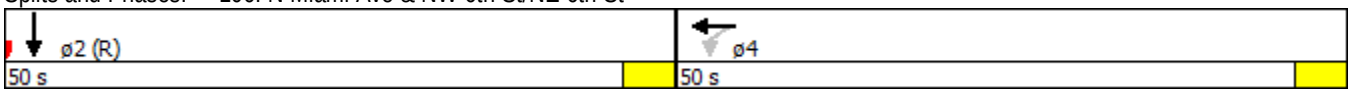
Notes

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	638	744
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.0	22.0
Total Split (s)	50.0	50.0
Total Split (%)	50.0%	50.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.0	4.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 94 (94%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 106: N Miami Ave & NW 6th St/NE 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	113	638	0	0	0	0	0	744	143
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.99
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	158.3	0.0				0.0	158.3	171.0
Lanes				0	2	0				0	3	0
Cap, veh/h				72	663	0				0	1723	328
Arrive On Green				0.15	0.15	0.00				0.00	0.46	0.46
Sat Flow, veh/h				0	1441	0				0	3746	713
Grp Volume(v), veh/h				120	679	0				0	668	275
Grp Sat Flow(s),veh/h/ln				0	1441	0				0	1583	1292
Q Serve(g_s), s				0.0	46.0	0.0				0.0	14.4	14.6
Cycle Q Clear(g_c), s				46.0	46.0	0.0				0.0	14.4	14.6
Prop In Lane				1.00		0.00				0.00		0.55
Lane Grp Cap(c), veh/h				72	663	0				0	1457	594
V/C Ratio(X)				1.67	1.02	0.00				0.00	0.46	0.46
Avail Cap(c_a), veh/h				72	663	0				0	1457	594
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				65.4	42.4	0.0				0.0	18.5	18.5
Incr Delay (d2), s/veh				353.1	41.3	0.0				0.0	1.0	2.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				9.0	25.5	0.0				0.0	5.7	4.9
Lane Grp Delay (d), s/veh				418.5	83.7	0.0				0.0	19.5	21.1
Lane Grp LOS				F	F						B	C
Approach Vol, veh/h					799						943	
Approach Delay, s/veh					134.0						20.0	
Approach LOS					F						B	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	50.0	50.0
Change Period (Y+Rc), s	4.0	4.0
Max Green Setting (Gmax), s	46.0	46.0
Max Q Clear Time (g_c+I1), s	48.0	16.6
Green Ext Time (p_c), s	0.0	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	72.3
HCM 2010 LOS	E

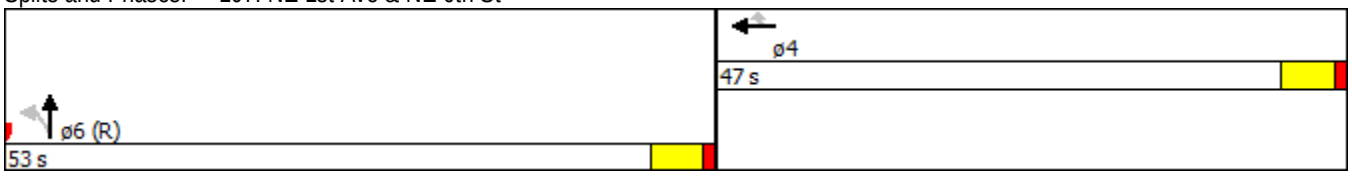
Notes

Lane Group	WBT	WBR	NBT
Lane Configurations			
Volume (vph)	631	1241	1509
Turn Type	NA	Perm	NA
Protected Phases	4		6
Permitted Phases		4	
Detector Phase	4	4	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0
Total Split (s)	47.0	47.0	53.0
Total Split (%)	47.0%	47.0%	53.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 3 (3%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 140
Control Type: Pretimed

Splits and Phases: 107: NE 1st Ave & NE 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	631	1241	136	1509	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.0	5.0		5.0				
Lane Util. Factor					0.91	0.91		0.91				
Frpb, ped/bikes					0.99	0.98		1.00				
Flpb, ped/bikes					1.00	1.00		1.00				
Frt					0.93	0.85		1.00				
Flt Protected					1.00	1.00		1.00				
Satd. Flow (prot)					2638	1198		4145				
Flt Permitted					1.00	1.00		1.00				
Satd. Flow (perm)					2638	1198		4145				
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	0	0	0	734	1443	158	1755	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	4	13	0	11	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	1452	708	0	1902	0	0	0	0
Confl. Peds. (#/hr)	5		11	11		5	23		7	7		23
Confl. Bikes (#/hr)			7									4
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Parking (#/hr)							0	0				
Turn Type					NA	Perm	Perm	NA				
Protected Phases					4			6				
Permitted Phases						4	6					
Actuated Green, G (s)					42.0	42.0		48.0				
Effective Green, g (s)					42.0	42.0		48.0				
Actuated g/C Ratio					0.42	0.42		0.48				
Clearance Time (s)					5.0	5.0		5.0				
Lane Grp Cap (vph)					1107	503		1989				
v/s Ratio Prot					0.55							
v/s Ratio Perm						c0.59		0.46				
v/c Ratio					1.35dr	1.41		0.96				
Uniform Delay, d1					29.0	29.0		25.0				
Progression Factor					0.65	0.64		1.14				
Incremental Delay, d2					145.6	193.2		9.5				
Delay (s)					164.4	211.6		37.9				
Level of Service					F	F		D				
Approach Delay (s)		0.0			180.1			37.9			0.0	
Approach LOS		A			F			D			A	

Intersection Summary			
HCM 2000 Control Delay	113.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	101.3%	ICU Level of Service	G
Analysis Period (min)	15		

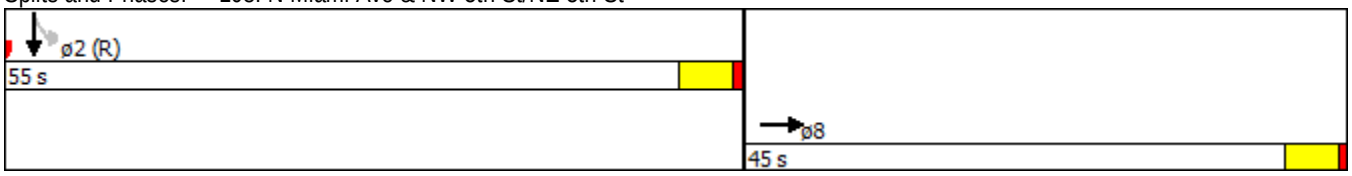
dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	1122	502
Turn Type	NA	NA
Protected Phases	8	2
Permitted Phases		
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.8	22.8
Total Split (s)	45.0	55.0
Total Split (%)	45.0%	55.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.8	0.8
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.8	4.8
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 3 (3%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 108: N Miami Ave & NW 5th St/NE 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1122	103	0	0	0	0	0	0	328	502	0
Number	3	8	18							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	161.3	171.0							171.0	161.3	0.0
Lanes	0	3	0							0	3	0
Cap, veh/h	0	1755	161							72	1474	0
Arrive On Green	0.00	0.13	0.13							0.17	0.17	0.00
Sat Flow, veh/h	0	4365	400							0	2936	0
Grp Volume(v), veh/h	0	911	435							360	552	0
Grp Sat Flow(s),veh/h/ln	0	1613	1538							0	1468	0
Q Serve(g_s), s	0.0	27.0	27.0							0.0	16.7	0.0
Cycle Q Clear(g_c), s	0.0	27.0	27.0							50.2	16.7	0.0
Prop In Lane	0.00		0.26							1.00		0.00
Lane Grp Cap(c), veh/h	0	1297	618							72	1474	0
V/C Ratio(X)	0.00	0.70	0.70							5.00	0.37	0.00
Avail Cap(c_a), veh/h	0	1297	618							72	1474	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	37.7	37.7							66.8	27.8	0.0
Incr Delay (d2), s/veh	0.0	3.2	6.6							1830.7	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	12.4	12.4							38.6	6.8	0.0
Lane Grp Delay (d), s/veh	0.0	40.9	44.2							1897.5	28.5	0.0
Lane Grp LOS		D	D							F	C	
Approach Vol, veh/h		1346									912	
Approach Delay, s/veh		41.9									766.3	
Approach LOS		D									F	

Timer

Assigned Phs		8									2	
Phs Duration (G+Y+Rc), s		45.0									55.0	
Change Period (Y+Rc), s		4.8									4.8	
Max Green Setting (Gmax), s		40.2									50.2	
Max Q Clear Time (g_c+I1), s		29.0									52.2	
Green Ext Time (p_c), s		3.2									0.0	

Intersection Summary

HCM 2010 Ctrl Delay			334.5									
HCM 2010 LOS			F									

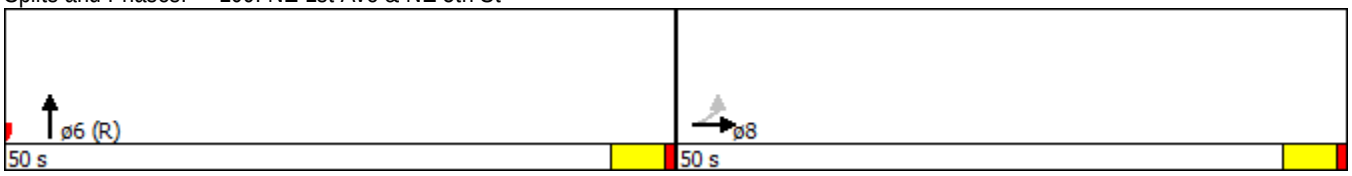
Notes

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	988	1082
Turn Type	NA	NA
Protected Phases	8	6
Permitted Phases		
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	50.0	50.0
Total Split (%)	50.0%	50.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 58 (58%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 109: NE 1st Ave & NE 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	548	988	0	0	0	0	0	1082	283	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	0.90			
Adj Sat Flow veh/h/ln	171.0	161.3	0.0				0.0	161.3	171.0			
Lanes	0	3	0				0	3	0			
Cap, veh/h	72	1324	0				0	1607	421			
Arrive On Green	0.15	0.15	0.00				0.00	0.15	0.15			
Sat Flow, veh/h	0	2936	0				0	3563	933			
Grp Volume(v), veh/h	571	1029	0				0	1020	402			
Grp Sat Flow(s),veh/h/ln	0	1468	0				0	1613	1270			
Q Serve(g_s), s	0.0	33.7	0.0				0.0	30.1	30.1			
Cycle Q Clear(g_c), s	45.1	33.7	0.0				0.0	30.1	30.1			
Prop In Lane	1.00		0.00				0.00		0.73			
Lane Grp Cap(c), veh/h	72	1324	0				0	1455	573			
V/C Ratio(X)	7.93	0.78	0.00				0.00	0.70	0.70			
Avail Cap(c_a), veh/h	72	1324	0				0	1455	573			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	0.33	0.33			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	65.1	37.7	0.0				0.0	36.2	36.2			
Incr Delay (d2), s/veh	3147.1	4.5	0.0				0.0	2.8	7.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	64.9	14.2	0.0				0.0	13.7	11.4			
Lane Grp Delay (d), s/veh	3212.2	42.3	0.0				0.0	39.0	43.2			
Lane Grp LOS	F	D						D	D			
Approach Vol, veh/h		1600						1422				
Approach Delay, s/veh		1173.5						40.2				
Approach LOS		F						D				

Timer	
Assigned Phs	8	6
Phs Duration (G+Y+Rc), s	50.0	50.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	45.1	45.1
Max Q Clear Time (g_c+I1), s	47.1	32.1
Green Ext Time (p_c), s	0.0	3.8

Intersection Summary	
HCM 2010 Ctrl Delay	640.2
HCM 2010 LOS	F

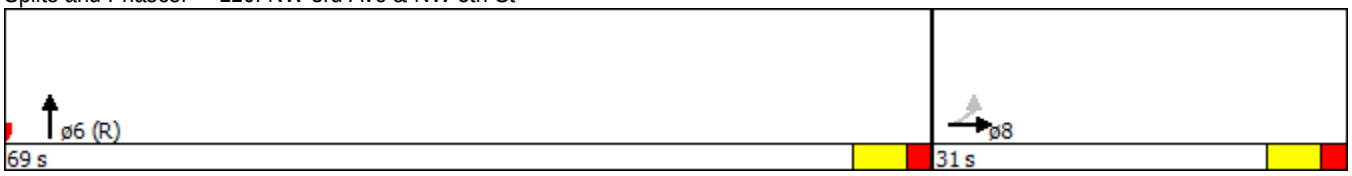
Notes

Lane Group	EBL	EBT	NBT
Lane Configurations			
Volume (vph)	124	480	1269
Turn Type	Perm	NA	NA
Protected Phases		8	6
Permitted Phases	8		
Detector Phase	8	8	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	26.1	26.1	24.9
Total Split (s)	31.0	31.0	69.0
Total Split (%)	31.0%	31.0%	69.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.1	2.1	1.9
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	5.9
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 87 (87%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 110: NW 3rd Ave & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	124	480	0	0	0	0	0	1269	159	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	181.0	181.0	0.0				0.0	181.0	190.0			
Lanes	1	3	0				0	3	0			
Cap, veh/h	72	1352	0				0	2985	374			
Arrive On Green	0.08	0.08	0.00				0.00	0.63	0.63			
Sat Flow, veh/h	1723	5429	0				0	4730	593			
Grp Volume(v), veh/h	128	495	0				0	1001	471			
Grp Sat Flow(s),veh/h/ln	1723	1810	0				0	1810	1704			
Q Serve(g_s), s	0.0	8.6	0.0				0.0	14.1	14.1			
Cycle Q Clear(g_c), s	24.9	8.6	0.0				0.0	14.1	14.1			
Prop In Lane	1.00		0.00				0.00		0.35			
Lane Grp Cap(c), veh/h	72	1352	0				0	2284	1075			
V/C Ratio(X)	1.78	0.37	0.00				0.00	0.44	0.44			
Avail Cap(c_a), veh/h	72	1352	0				0	2284	1075			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	58.3	38.4	0.0				0.0	9.4	9.4			
Incr Delay (d2), s/veh	400.0	0.8	0.0				0.0	0.6	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	10.0	4.4	0.0				0.0	5.9	5.8			
Lane Grp Delay (d), s/veh	458.3	39.2	0.0				0.0	10.0	10.7			
Lane Grp LOS	F	D						B	B			
Approach Vol, veh/h		623						1472				
Approach Delay, s/veh		125.3						10.2				
Approach LOS		F						B				

Timer	
Assigned Phs	8	6
Phs Duration (G+Y+Rc), s	31.0	69.0
Change Period (Y+Rc), s	6.1	5.9
Max Green Setting (Gmax), s	24.9	63.1
Max Q Clear Time (g_c+I1), s	26.9	16.1
Green Ext Time (p_c), s	0.0	4.6

Intersection Summary	
HCM 2010 Ctrl Delay	44.5
HCM 2010 LOS	D

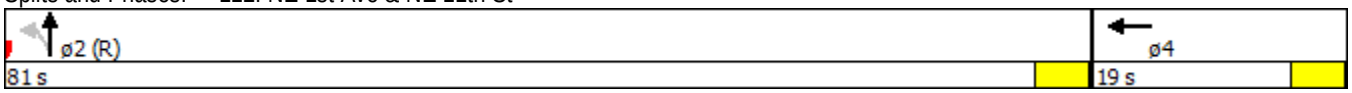
Notes

Lane Group	WBT	NBT
Lane Configurations		
Volume (vph)	150	3914
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	3.0
Minimum Split (s)	19.0	22.4
Total Split (s)	19.0	81.0
Total Split (%)	19.0%	81.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.3	0.4
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.3	4.4
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 19 (19%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 150
Control Type: Pretimed

Splits and Phases: 112: NE 1st Ave & NE 11th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	150	200	86	3914	0	0	0	0
Number				7	4	14	5	2	12			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00			
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln				0.0	181.0	190.0	190.0	181.0	0.0			
Lanes				0	2	0	0	3	0			
Cap, veh/h				0	266	225	72	2523	0			
Arrive On Green				0.00	0.15	0.15	0.77	0.77	0.00			
Sat Flow, veh/h				0	1810	1528	0	3293	0			
Grp Volume(v), veh/h				0	165	220	95	4301	0			
Grp Sat Flow(s),veh/h/ln				0	1810	1528	0	1647	0			
Q Serve(g_s), s				0.0	8.6	14.4	0.0	76.6	0.0			
Cycle Q Clear(g_c), s				0.0	8.6	14.4	76.6	76.6	0.0			
Prop In Lane				0.00		1.00	1.00		0.00			
Lane Grp Cap(c), veh/h				0	266	225	72	2523	0			
V/C Ratio(X)				0.00	0.62	0.98	1.32	1.70	0.00			
Avail Cap(c_a), veh/h				0	266	225	72	2523	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	40.0	42.5	50.0	11.7	0.0			
Incr Delay (d2), s/veh				0.0	10.4	55.0	213.3	318.9	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln				0.0	4.7	9.1	6.1	137.0	0.0			
Lane Grp Delay (d), s/veh				0.0	50.5	97.6	263.3	330.6	0.0			
Lane Grp LOS					D	F	F	F				
Approach Vol, veh/h					385			4396				
Approach Delay, s/veh					77.4			329.2				
Approach LOS					E			F				

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	19.0 81.0
Change Period (Y+Rc), s	4.3 4.4
Max Green Setting (Gmax), s	14.7 76.6
Max Q Clear Time (g_c+I1), s	16.4 78.6
Green Ext Time (p_c), s	0.0 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	308.9
HCM 2010 LOS	F

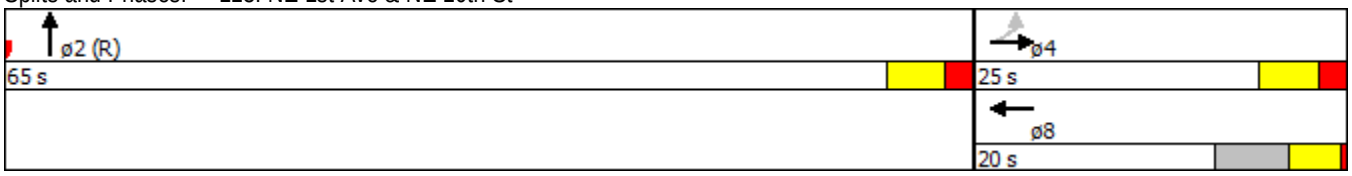
Notes

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Volume (vph)	367	190	195	3258
Turn Type	Perm	NA	NA	NA
Protected Phases		4	8	2
Permitted Phases	4			
Detector Phase	4	4	8	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	4.0	7.0
Minimum Split (s)	20.0	20.0	20.0	22.4
Total Split (s)	25.0	25.0	20.0	65.0
Total Split (%)	27.8%	27.8%	22.2%	72.2%
Yellow Time (s)	4.0	4.0	3.5	4.0
All-Red Time (s)	2.0	2.0	0.5	2.0
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.0	4.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 5 (6%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 150
Control Type: Pretimed

Splits and Phases: 113: NE 1st Ave & NE 10th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	367	190	0	0	195	0	0	3258	311	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	190.0	181.0	0.0	0.0	181.0	190.0	0.0	181.0	190.0			
Lanes	0	2	0	0	1	0	0	3	0			
Cap, veh/h	198	348	0	0	382	0	0	3209	296			
Arrive On Green	0.21	0.21	0.00	0.00	0.21	0.00	0.00	0.66	0.66			
Sat Flow, veh/h	558	1647	0	0	1810	0	0	4896	452			
Grp Volume(v), veh/h	399	207	0	0	212	0	0	2586	1293			
Grp Sat Flow(s),veh/h/ln	558	1647	0	0	1810	0	0	1810	1729			
Q Serve(g_s), s	9.6	10.2	0.0	0.0	9.4	0.0	0.0	59.0	59.0			
Cycle Q Clear(g_c), s	19.0	10.2	0.0	0.0	9.4	0.0	0.0	59.0	59.0			
Prop In Lane	1.00		0.00	0.00		0.00	0.00		0.26			
Lane Grp Cap(c), veh/h	198	348	0	0	382	0	0	2372	1133			
V/C Ratio(X)	2.02	0.60	0.00	0.00	0.55	0.00	0.00	1.09	1.14			
Avail Cap(c_a), veh/h	198	348	0	0	382	0	0	2372	1133			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00			
Uniform Delay (d), s/veh	42.1	32.0	0.0	0.0	31.7	0.0	0.0	15.5	15.5			
Incr Delay (d2), s/veh	474.8	7.3	0.0	0.0	5.7	0.0	0.0	48.2	74.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	30.6	4.9	0.0	0.0	4.8	0.0	0.0	38.6	45.1			
Lane Grp Delay (d), s/veh	517.0	39.4	0.0	0.0	37.4	0.0	0.0	63.7	89.9			
Lane Grp LOS	F	D			D			F	F			
Approach Vol, veh/h		606			212			3879				
Approach Delay, s/veh		353.8			37.4			72.5				
Approach LOS		F			D			E				

Timer												
Assigned Phs		4			8			2				
Phs Duration (G+Y+Rc), s		25.0			25.0			65.0				
Change Period (Y+Rc), s		6.0			6.0			6.0				
Max Green Setting (Gmax), s		19.0			16.0			59.0				
Max Q Clear Time (g_c+I1), s		21.0			11.4			61.0				
Green Ext Time (p_c), s		0.0			1.9			0.0				

Intersection Summary												
HCM 2010 Ctrl Delay			107.2									
HCM 2010 LOS			F									

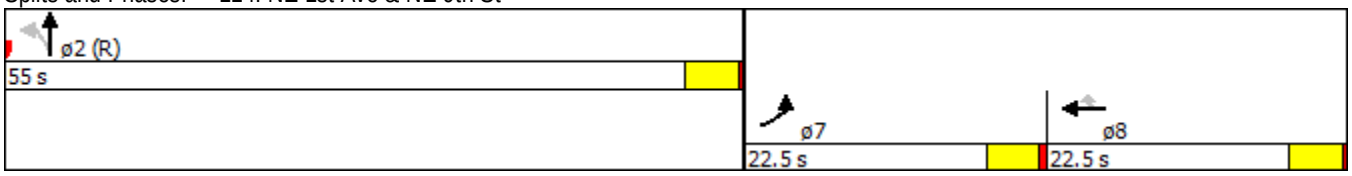
Notes

Lane Group	EBL	WBT	WBR	NBT
Lane Configurations				
Volume (vph)	62	103	225	3217
Turn Type	Prot	NA	Perm	NA
Protected Phases	7	8		2
Permitted Phases			8	
Detector Phase	7	8	8	2
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	4.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	55.0
Total Split (%)	22.5%	22.5%	22.5%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.4
Lead/Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 150
Control Type: Pretimed

Splits and Phases: 114: NE 1st Ave & NE 9th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	62	0	0	0	103	225	104	3217	13	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5				4.5	4.5		4.4				
Lane Util. Factor	1.00				0.95	0.95		0.91				
Frpb, ped/bikes	1.00				0.99	0.96		1.00				
Flpb, ped/bikes	1.00				1.00	1.00		1.00				
Frt	1.00				0.94	0.85		1.00				
Flt Protected	0.95				1.00	1.00		1.00				
Satd. Flow (prot)	1719				1591	1407		4926				
Flt Permitted	0.95				1.00	1.00		1.00				
Satd. Flow (perm)	1719				1591	1407		4926				
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	63	0	0	0	104	227	105	3249	13	0	0	0
RTOR Reduction (vph)	0	0	0	0	25	129	0	0	0	0	0	0
Lane Group Flow (vph)	63	0	0	0	149	28	0	3367	0	0	0	0
Confl. Peds. (#/hr)	12		6	6		12	5		7	7		5
Turn Type	Prot				NA	Perm	Perm	NA				
Protected Phases	7				8			2				
Permitted Phases						8	2					
Actuated Green, G (s)	18.0				18.0	18.0		50.6				
Effective Green, g (s)	18.0				18.0	18.0		50.6				
Actuated g/C Ratio	0.18				0.18	0.18		0.51				
Clearance Time (s)	4.5				4.5	4.5		4.4				
Lane Grp Cap (vph)	309				286	253		2492				
v/s Ratio Prot	c0.04				c0.09							
v/s Ratio Perm						0.02		0.68				
v/c Ratio	0.20				0.52	0.11		1.35				
Uniform Delay, d1	34.9				37.1	34.3		24.7				
Progression Factor	1.00				1.00	1.00		0.97				
Incremental Delay, d2	1.5				6.7	0.9		158.2				
Delay (s)	36.4				43.8	35.2		182.2				
Level of Service	D				D	D		F				
Approach Delay (s)		36.4			39.7			182.2			0.0	
Approach LOS		D			D			F			A	

Intersection Summary

HCM 2000 Control Delay	167.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.4
Intersection Capacity Utilization	93.0%	ICU Level of Service	F
Analysis Period (min)	15		

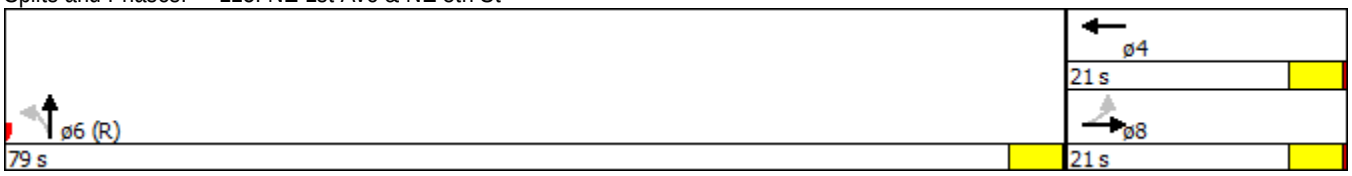
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations					
Volume (vph)	312	301	448	783	2884
Turn Type	Perm	NA	NA	NA	NA
Protected Phases		8	4		6
Permitted Phases	8				
Detector Phase	8	8	4		6
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0		7.0
Minimum Split (s)	18.5	18.5	18.5		22.3
Total Split (s)	21.0	21.0	21.0		79.0
Total Split (%)	21.0%	21.0%	21.0%		79.0%
Yellow Time (s)	4.0	4.0	4.0		4.0
All-Red Time (s)	0.5	0.5	0.5		0.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5		4.3
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max		Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 1 (1%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Pretimed

Splits and Phases: 115: NE 1st Ave & NE 8th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	312	301	0	0	448	783	190	2884	438	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5	4.0		4.3				
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91				
Frpb, ped/bikes	1.00	1.00			1.00	1.00		0.99				
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00				
Frt	1.00	1.00			1.00	0.85		0.98				
Flt Protected	0.95	1.00			1.00	1.00		1.00				
Satd. Flow (prot)	1547	1629			1629	1384		4322				
Flt Permitted	0.24	1.00			1.00	1.00		1.00				
Satd. Flow (perm)	395	1629			1629	1384		4322				
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	343	331	0	0	492	860	209	3169	481	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	63	0	16	0	0	0	0
Lane Group Flow (vph)	343	331	0	0	492	797	0	3843	0	0	0	0
Confl. Peds. (#/hr)	4		9	9		4	8		6	6		8
Parking (#/hr)			0				0		0			
Turn Type	Perm	NA			NA	NA	Perm	NA				
Protected Phases		8			4			6				
Permitted Phases	8						6					
Actuated Green, G (s)	16.5	16.5			16.5	0.0		74.7				
Effective Green, g (s)	16.5	16.5			16.5	0.0		74.7				
Actuated g/C Ratio	0.16	0.16			0.16	0.00		0.75				
Clearance Time (s)	4.5	4.5			4.5			4.3				
Lane Grp Cap (vph)	65	268			268	0		3228				
v/s Ratio Prot		0.20			0.30							
v/s Ratio Perm	c0.87							0.89				
v/c Ratio	5.28	1.24			1.84	no cap		1.19				
Uniform Delay, d1	41.8	41.8			41.8	Error		12.6				
Progression Factor	1.00	1.00			1.00			1.14				
Incremental Delay, d2	1958.2	133.7			390.3	Error		86.9				
Delay (s)	1999.9	175.5			432.1	Error		101.3				
Level of Service	F	F			F	F		F				
Approach Delay (s)		1103.9			Error			101.3			0.0	
Approach LOS		F			F			F			A	

Intersection Summary

HCM 2000 Control Delay	Error	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.93		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.8
Intersection Capacity Utilization	161.3%	ICU Level of Service	H
Analysis Period (min)	15		

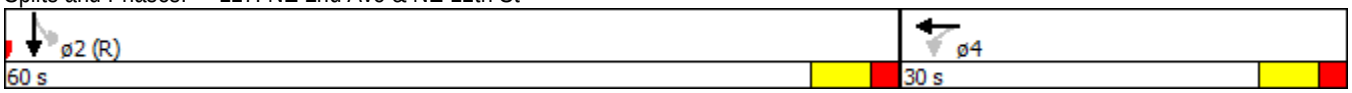
c Critical Lane Group

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	146	1129
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	24.0	24.0
Total Split (s)	30.0	60.0
Total Split (%)	33.3%	66.7%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 89 (99%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 117: NE 2nd Ave & NE 11th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	82	146	0	0	0	0	188	1129	103
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.99
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				190.0	181.0	0.0				190.0	181.0	190.0
Lanes				0	2	0				0	3	0
Cap, veh/h				80	439	0				80	1782	163
Arrive On Green				0.27	0.27	0.00				0.60	0.60	0.60
Sat Flow, veh/h				0	1647	0				0	2971	271
Grp Volume(v), veh/h				93	166	0				214	711	689
Grp Sat Flow(s),veh/h/ln				0	1647	0				0	1647	1595
Q Serve(g_s), s				0.0	7.4	0.0				0.0	27.4	27.4
Cycle Q Clear(g_c), s				24.0	7.4	0.0				54.0	27.4	27.4
Prop In Lane				1.00		0.00				1.00		0.17
Lane Grp Cap(c), veh/h				80	439	0				80	988	957
V/C Ratio(X)				1.16	0.38	0.00				2.67	0.72	0.72
Avail Cap(c_a), veh/h				80	439	0				80	988	957
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh				45.0	26.9	0.0				45.0	12.7	12.7
Incr Delay (d2), s/veh				151.0	2.5	0.0				788.1	4.5	4.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				5.2	3.3	0.0				19.3	11.3	11.0
Lane Grp Delay (d), s/veh				196.0	29.4	0.0				833.1	17.2	17.3
Lane Grp LOS				F	C					F	B	B
Approach Vol, veh/h					259						1614	
Approach Delay, s/veh					89.2						125.4	
Approach LOS					F						F	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	30.0 60.0
Change Period (Y+Rc), s	6.0 6.0
Max Green Setting (Gmax), s	24.0 54.0
Max Q Clear Time (g_c+I1), s	26.0 56.0
Green Ext Time (p_c), s	0.0 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	120.4
HCM 2010 LOS	F

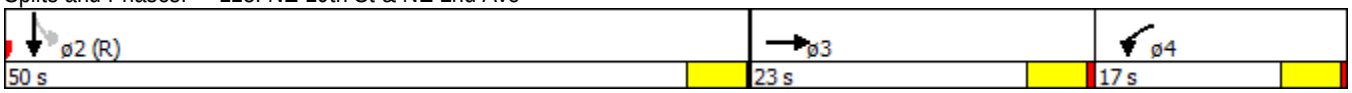
Notes

Lane Group	EBT	WBT	SBT	ø4
Lane Configurations				
Volume (vph)	339	135	1016	
Turn Type	NA	NA	NA	
Protected Phases	3		2	4
Permitted Phases				
Detector Phase	3		2	
Switch Phase				
Minimum Initial (s)	7.0		7.0	7.0
Minimum Split (s)	18.5		22.3	11.5
Total Split (s)	23.0		50.0	17.0
Total Split (%)	25.6%		55.6%	19%
Yellow Time (s)	4.0		4.0	4.0
All-Red Time (s)	0.5		0.3	0.5
Lost Time Adjust (s)	0.0		0.0	
Total Lost Time (s)	4.5		4.3	
Lead/Lag	Lead			Lag
Lead-Lag Optimize?	Yes			Yes
Recall Mode	Max		Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 2 (2%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 118: NE 10th St & NE 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	339	217	239	135	0	0	0	0	160	1016	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.0						4.3	
Lane Util. Factor		0.95			1.00						0.91	
Frpb, ped/bikes		0.97			1.00						0.99	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.94			1.00						0.98	
Flt Protected		1.00			0.97						0.99	
Satd. Flow (prot)		2782			1549						4219	
Flt Permitted		1.00			0.97						0.99	
Satd. Flow (perm)		2782			1549						4219	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	0	413	265	291	165	0	0	0	0	195	1239	220
RTOR Reduction (vph)	0	37	0	0	0	0	0	0	0	0	23	0
Lane Group Flow (vph)	0	641	0	0	456	0	0	0	0	0	1631	0
Confl. Peds. (#/hr)	6		30	30		6	10		5	5		10
Confl. Bikes (#/hr)						3						5
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Parking (#/hr)	0		0									0
Turn Type		NA		Prot	NA					Perm	NA	
Protected Phases		3		4							2	
Permitted Phases										2		
Actuated Green, G (s)		18.5			12.5						45.7	
Effective Green, g (s)		18.5			12.5						45.7	
Actuated g/C Ratio		0.21			0.14						0.51	
Clearance Time (s)		4.5									4.3	
Lane Grp Cap (vph)		571			215						2142	
v/s Ratio Prot		c0.23			0.29							
v/s Ratio Perm											0.39	
v/c Ratio		1.12			2.12						0.76	
Uniform Delay, d1		35.8			38.8						17.8	
Progression Factor		1.04			1.00						0.59	
Incremental Delay, d2		58.0			519.8						2.4	
Delay (s)		95.1			558.5						12.8	
Level of Service		F			F						B	
Approach Delay (s)		95.1			558.5			0.0			12.8	
Approach LOS		F			F			A			B	

Intersection Summary

HCM 2000 Control Delay	122.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	84.7%	ICU Level of Service	E
Analysis Period (min)	15		

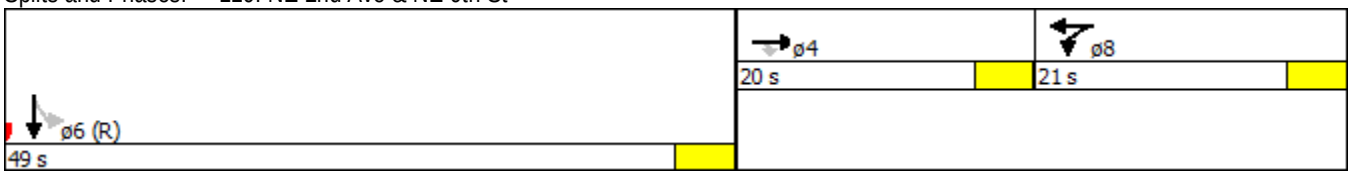
c Critical Lane Group

Lane Group	EBT	EBR	WBT	SBT
Lane Configurations				
Volume (vph)	51	143	51	1253
Turn Type	NA	Perm	NA	NA
Protected Phases	4		8	6
Permitted Phases		4		
Detector Phase	4	4	8	6
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	4.0
Minimum Split (s)	8.1	8.1	20.1	20.1
Total Split (s)	20.0	20.0	21.0	49.0
Total Split (%)	22.2%	22.2%	23.3%	54.4%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.1	0.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.1	4.1	4.1	4.1
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 20 (22%), Referenced to phase 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 119: NE 2nd Ave & NE 9th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	51	143	105	51	0	0	0	0	68	1253	333
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		0.98
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	181.0	181.0	190.0	181.0	0.0				190.0	181.0	190.0
Lanes	0	1	1	0	1	0				0	3	0
Cap, veh/h	0	437	361	284	138	0				130	2511	692
Arrive On Green	0.00	0.24	0.24	0.24	0.24	0.00				0.21	0.21	0.21
Sat Flow, veh/h	0	1810	1494	1178	573	0				202	3915	1079
Grp Volume(v), veh/h	0	54	151	165	0	0				640	586	516
Grp Sat Flow(s),veh/h/ln	0	1810	1494	1751	0	0				1799	1810	1588
Q Serve(g_s), s	0.0	1.6	6.0	5.5	0.0	0.0				22.2	20.0	20.1
Cycle Q Clear(g_c), s	0.0	1.6	6.0	5.5	0.0	0.0				22.2	20.0	20.1
Prop In Lane	0.00		1.00	0.67		0.00				0.11		0.68
Lane Grp Cap(c), veh/h	0	437	361	423	0	0				1154	1161	1018
V/C Ratio(X)	0.00	0.12	0.42	0.39	0.00	0.00				0.55	0.50	0.51
Avail Cap(c_a), veh/h	0	437	361	423	0	0				1154	1161	1018
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	20.8	22.4	22.2	0.0	0.0				18.7	17.8	17.8
Incr Delay (d2), s/veh	0.0	0.6	3.5	2.7	0.0	0.0				1.9	1.6	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.8	2.5	2.7	0.0	0.0				11.7	10.4	9.3
Lane Grp Delay (d), s/veh	0.0	21.3	25.9	24.9	0.0	0.0				20.6	19.3	19.6
Lane Grp LOS		C	C	C						C	B	B
Approach Vol, veh/h		205			165						1742	
Approach Delay, s/veh		24.7			24.9						19.9	
Approach LOS		C			C						B	

Timer	
Assigned Phs	4	8	6
Phs Duration (G+Y+Rc), s	21.0	21.0	49.0
Change Period (Y+Rc), s	4.1	4.1	4.1
Max Green Setting (Gmax), s	15.9	16.9	44.9
Max Q Clear Time (g_c+I1), s	8.0	7.5	24.2
Green Ext Time (p_c), s	0.9	1.0	4.8

Intersection Summary	
HCM 2010 Ctrl Delay	20.7
HCM 2010 LOS	C

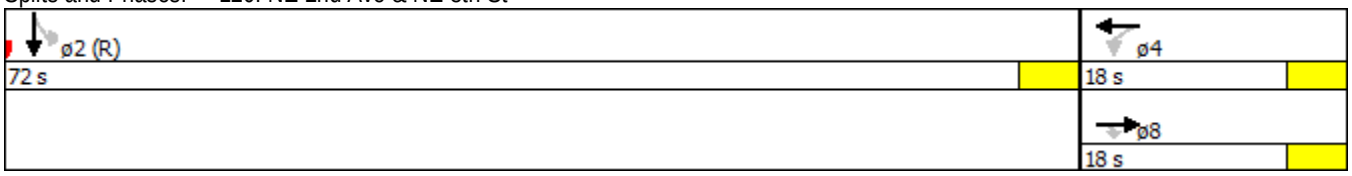
Notes

Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations					
Volume (vph)	496	266	72	552	809
Turn Type	NA	Perm	Perm	NA	NA
Protected Phases	8			4	2
Permitted Phases		8	4		
Detector Phase	8	8	4	4	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	16.0
Minimum Split (s)	17.1	17.1	17.1	17.1	20.5
Total Split (s)	18.0	18.0	18.0	18.0	72.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	80.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.1	0.1	0.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.1	4.1		4.1	4.1
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 39 (43%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 120: NE 2nd Ave & NE 8th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	496	266	72	552	0	0	0	0	95	809	257
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	0.99		1.00				1.00		0.94
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	159.8	159.8	171.0	159.8	0.0				171.0	159.8	171.0
Lanes	0	1	1	0	1	0				0	3	0
Cap, veh/h	0	581	469	111	234	0				147	1324	435
Arrive On Green	0.00	0.36	0.36	0.36	0.36	0.00				0.14	0.14	0.14
Sat Flow, veh/h	0	1598	1289	17	643	0				348	3140	1033
Grp Volume(v), veh/h	0	539	289	678	0	0				468	430	363
Grp Sat Flow(s),veh/h/ln	0	1598	1289	660	0	0				1581	1598	1342
Q Serve(g_s), s	0.0	12.4	7.0	1.5	0.0	0.0				10.8	9.7	9.8
Cycle Q Clear(g_c), s	0.0	12.4	7.0	13.9	0.0	0.0				10.8	9.7	9.8
Prop In Lane	0.00		1.00	0.12		0.00				0.22		0.77
Lane Grp Cap(c), veh/h	0	581	469	345	0	0				666	674	566
V/C Ratio(X)	0.00	0.93	0.62	1.96	0.00	0.00				0.70	0.64	0.64
Avail Cap(c_a), veh/h	0	581	469	345	0	0				2809	2840	2385
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.09	0.09	0.66	0.00	0.00				0.74	0.74	0.74
Uniform Delay (d), s/veh	0.0	11.7	10.0	12.7	0.0	0.0				14.2	13.7	13.7
Incr Delay (d2), s/veh	0.0	2.9	0.2	440.7	0.0	0.0				4.6	3.4	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	4.5	1.9	45.1	0.0	0.0				5.4	4.8	4.1
Lane Grp Delay (d), s/veh	0.0	14.5	10.2	453.4	0.0	0.0				18.7	17.1	17.8
Lane Grp LOS		B	B	F						B	B	B
Approach Vol, veh/h		828			678						1261	
Approach Delay, s/veh		13.0			453.4						17.9	
Approach LOS		B			F						B	

Timer												
Assigned Phs		8			4						2	
Phs Duration (G+Y+Rc), s		18.0			18.0						20.2	
Change Period (Y+Rc), s		4.1			4.1						4.1	
Max Green Setting (Gmax), s		13.9			13.9						67.9	
Max Q Clear Time (g_c+I1), s		14.4			15.9						12.8	
Green Ext Time (p_c), s		0.0			0.0						3.3	

Intersection Summary		
HCM 2010 Ctrl Delay		123.2
HCM 2010 LOS		F

Notes

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	30	0	0	0	22	1078
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	41	0	0	0	30	1477
Pedestrians	19		32			39
Lane Width (ft)	0.0		0.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	0		0			3
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			346			368
pX, platoon unblocked						
vC, conflicting volume	604	58			19	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	604	58			19	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	90	100			98	
cM capacity (veh/h)	415	954			1574	

Direction, Lane #	SB 1	SB 2	SB 3
Volume Total	325	591	591
Volume Left	30	0	0
Volume Right	0	0	0
cSH	1574	1700	1700
Volume to Capacity	0.02	0.35	0.35
Queue Length 95th (ft)	1	0	0
Control Delay (s)	0.8	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.2		
Approach LOS			

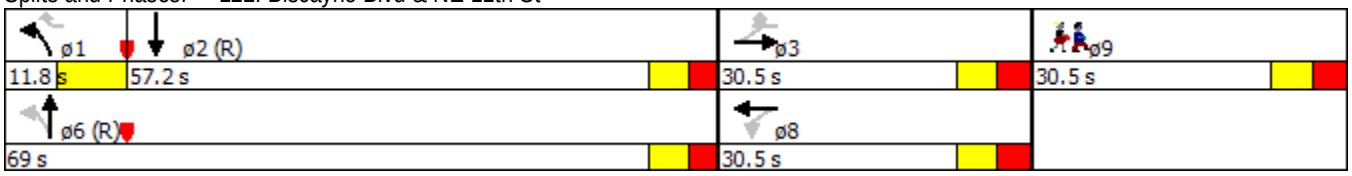
Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		

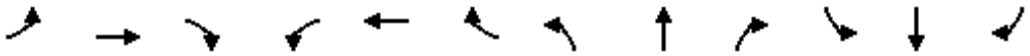
Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT	ø1	ø9
Lane Configurations									
Volume (vph)	9	5	15	13	209	2260	1792		
Turn Type	Perm	NA	Perm	NA	custom	NA	NA		
Protected Phases		3		8		6	2	1	9
Permitted Phases	3		8		1 3				
Detector Phase	3	3	8	8	1 3	6	2		
Switch Phase									
Minimum Initial (s)	7.0	7.0	4.0	4.0		16.0	16.0	5.0	7.0
Minimum Split (s)	30.5	30.5	26.5	26.5		22.8	22.8	11.8	30.5
Total Split (s)	30.5	30.5	30.5	30.5		69.0	57.2	11.8	30.5
Total Split (%)	23.5%	23.5%	23.5%	23.5%		53.1%	44.0%	9%	23%
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0	4.0	6.8	4.0
All-Red Time (s)	3.5	3.5	3.5	3.5		2.8	2.8	0.0	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		
Total Lost Time (s)	7.5	7.5	7.5	7.5		6.8	6.8		
Lead/Lag							Lag	Lead	
Lead-Lag Optimize?							Yes	Yes	
Recall Mode	None	None	None	None		C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 122: Biscayne Blvd & NE 11th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	5	306	15	13	209	0	2260	187	0	1792	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5		7.5	7.5	6.8		6.8			6.8	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		0.91			0.91	
Frpb, ped/bikes	1.00	0.86		1.00	1.00	0.84		0.98			0.99	
Flpb, ped/bikes	0.76	1.00		0.95	1.00	1.00		1.00			1.00	
Frt	1.00	0.85		1.00	1.00	0.85		0.99			0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00			1.00	
Satd. Flow (prot)	1181	1200		1475	1629	1156		4311			4346	
Flt Permitted	0.75	1.00		0.20	1.00	1.00		1.00			1.00	
Satd. Flow (perm)	930	1200		314	1629	1156		4311			4346	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	10	6	344	17	15	235	0	2539	210	0	2013	204
RTOR Reduction (vph)	0	292	0	0	0	190	0	7	0	0	9	0
Lane Group Flow (vph)	10	58	0	17	15	45	0	2742	0	0	2208	0
Confl. Peds. (#/hr)	99		76	76		99	64		237	237		64
Turn Type	Perm	NA		Perm	NA	custom	pm+pt	NA			NA	
Protected Phases		3			8		1	6			2	
Permitted Phases	3			8		1 3	6					
Actuated Green, G (s)	19.8	19.8		19.8	19.8	24.8		65.4			53.6	
Effective Green, g (s)	19.8	19.8		19.8	19.8	24.8		65.4			53.6	
Actuated g/C Ratio	0.15	0.15		0.15	0.15	0.19		0.50			0.41	
Clearance Time (s)	7.5	7.5		7.5	7.5			6.8			6.8	
Vehicle Extension (s)	2.5	2.5		3.0	3.0			1.0			1.0	
Lane Grp Cap (vph)	141	182		47	248	220		2168			1791	
v/s Ratio Prot		0.05			0.01			c0.64			0.51	
v/s Ratio Perm	0.01			c0.05		0.04						
v/c Ratio	0.07	0.32		0.36	0.06	0.20		1.26			1.23	
Uniform Delay, d1	47.2	49.1		49.4	47.1	44.3		32.3			38.2	
Progression Factor	1.00	1.00		1.00	1.00	1.00		0.83			0.82	
Incremental Delay, d2	0.2	0.7		4.7	0.1	0.2		119.5			109.6	
Delay (s)	47.4	49.9		54.1	47.2	44.5		146.4			141.0	
Level of Service	D	D		D	D	D		F			F	
Approach Delay (s)		49.8			45.2			146.4			141.0	
Approach LOS		D			D			F			F	

Intersection Summary

HCM 2000 Control Delay	133.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	28.6
Intersection Capacity Utilization	97.5%	ICU Level of Service	F
Analysis Period (min)	15		

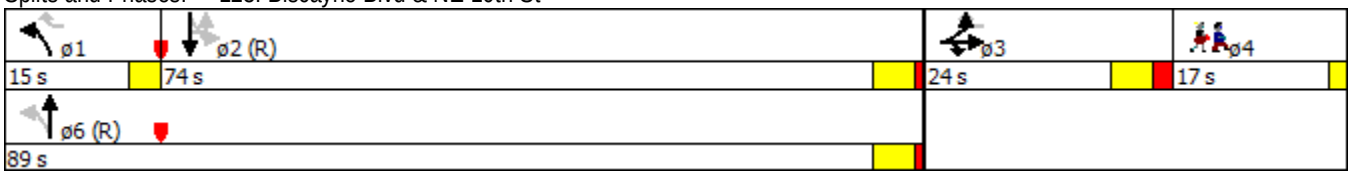
c Critical Lane Group

Lane Group	EBT	EBR	WBR	NBL	NBT	SBU	SBL	SBT	ø4
Lane Configurations									
Volume (vph)	1	120	22	80	1559	421	0	1341	
Turn Type	NA	custom	custom	pm+pt	NA	Perm	Perm	NA	
Protected Phases	3	3		1	6			2	4
Permitted Phases		3	1 3	6		2	2		
Detector Phase	3	3	1 3	1	6	2	2	2	
Switch Phase									
Minimum Initial (s)	7.0	7.0		5.0	17.0	17.0	17.0	17.0	1.0
Minimum Split (s)	23.0	23.0		9.0	22.0	22.0	22.0	22.0	17.0
Total Split (s)	24.0	24.0		15.0	89.0	74.0	74.0	74.0	17.0
Total Split (%)	18.5%	18.5%		11.5%	68.5%	56.9%	56.9%	56.9%	13%
Yellow Time (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0		0.0	1.0	1.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		3.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lead		Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None		None	C-Min	C-Min	C-Min	C-Min	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 123: Biscayne Blvd & NE 10th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (vph)	432	1	120	0	0	22	80	1559	1	421	0	1341
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0			3.0	3.0	5.0			5.0	5.0
Lane Util. Factor		1.00	1.00			1.00	1.00	0.91			1.00	0.91
Frpb, ped/bikes		1.00	1.00			0.93	1.00	1.00			1.00	0.98
Flpb, ped/bikes		1.00	1.00			1.00	1.00	1.00			0.99	1.00
Frt		1.00	0.85			0.86	1.00	1.00			1.00	0.97
Flt Protected		0.95	1.00			1.00	0.95	1.00			0.95	1.00
Satd. Flow (prot)		1551	1384			1312	1547	4445			1531	4252
Flt Permitted		0.95	1.00			1.00	0.08	1.00			0.12	1.00
Satd. Flow (perm)		1551	1384			1312	124	4445			187	4252
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	470	1	130	0	0	24	87	1695	1	458	0	1458
RTOR Reduction (vph)	0	0	84	0	0	19	0	0	0	0	0	22
Lane Group Flow (vph)	0	471	46	0	0	5	87	1696	0	0	458	1732
Confl. Peds. (#/hr)	38		19	19		38	104		132		132	
Confl. Bikes (#/hr)												
Parking (#/hr)												
Turn Type	custom	NA	custom			custom	pm+pt	NA		Perm	Perm	NA
Protected Phases	3	3	3				1	6				2
Permitted Phases	3		3			1 3	6			2	2	
Actuated Green, G (s)		18.0	18.0			25.6	84.0	84.0			73.4	73.4
Effective Green, g (s)		18.0	18.0			25.6	84.0	84.0			73.4	73.4
Actuated g/C Ratio		0.14	0.14			0.20	0.65	0.65			0.56	0.56
Clearance Time (s)		6.0	6.0				3.0	5.0			5.0	5.0
Vehicle Extension (s)		2.5	2.5				2.0	1.0			1.0	1.0
Lane Grp Cap (vph)		214	191			258	163	2872			105	2400
v/s Ratio Prot		c0.30	0.03				0.03	c0.38				0.41
v/s Ratio Perm						0.00	0.31				c2.45	
v/c Ratio		2.20	0.24			0.02	0.53	0.59			4.36	0.72
Uniform Delay, d1		56.0	49.9			42.1	14.5	13.2			28.3	20.8
Progression Factor		1.00	1.00			1.00	1.00	1.00			0.48	0.13
Incremental Delay, d2		555.4	0.5			0.0	1.7	0.9			1514.9	0.2
Delay (s)		611.4	50.4			42.1	16.2	14.1			1528.5	2.9
Level of Service		F	D			D	B	B			F	A
Approach Delay (s)		490.1			42.1			14.2				318.8
Approach LOS		F			D			B				F

Intersection Summary

HCM 2000 Control Delay	222.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	3.18		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	107.5%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



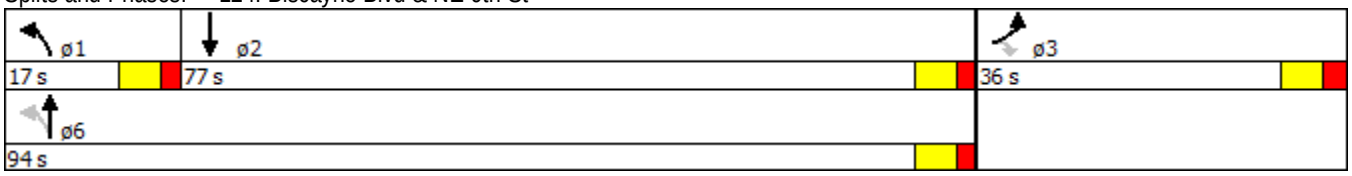
Movement	SBR
Lane Configurations	
Volume (vph)	272
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	296
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	104
Confl. Bikes (#/hr)	1
Parking (#/hr)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	94	40	33	1482	1431
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	3		1	6	2
Permitted Phases		3	6		
Detector Phase	3	3	1	6	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	16.0	16.0
Minimum Split (s)	35.5	35.5	11.0	22.0	22.0
Total Split (s)	36.0	36.0	17.0	94.0	77.0
Total Split (%)	27.7%	27.7%	13.1%	72.3%	59.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Min	Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 66
Natural Cycle: 80
Control Type: Semi Act-Uncoord

Splits and Phases: 124: Biscayne Blvd & NE 9th St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	94	40	33	1482	1431	58
Number	3	18	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	0.99			0.93
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0
Lanes	1	1	1	3	3	0
Cap, veh/h	184	164	283	3723	2831	114
Arrive On Green	0.11	0.11	0.04	0.69	0.55	0.55
Sat Flow, veh/h	1723	1538	1723	5429	5164	209
Grp Volume(v), veh/h	106	45	37	1665	1127	546
Grp Sat Flow(s),veh/h/ln	1723	1538	1723	1810	1810	1754
Q Serve(g_s), s	3.5	1.6	0.5	8.4	12.3	12.3
Cycle Q Clear(g_c), s	3.5	1.6	0.5	8.4	12.3	12.3
Prop In Lane	1.00	1.00	1.00			0.12
Lane Grp Cap(c), veh/h	184	164	283	3723	1984	961
V/C Ratio(X)	0.58	0.27	0.13	0.45	0.57	0.57
Avail Cap(c_a), veh/h	843	752	532	7921	4261	2065
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	25.6	24.8	6.4	4.3	8.9	8.9
Incr Delay (d2), s/veh	2.1	0.7	0.1	0.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.6	0.6	0.2	2.6	4.7	4.6
Lane Grp Delay (d), s/veh	27.7	25.4	6.5	4.3	9.0	9.1
Lane Grp LOS	C	C	A	A	A	A
Approach Vol, veh/h	151			1702	1673	
Approach Delay, s/veh	27.1			4.4	9.1	
Approach LOS	C			A	A	

Timer			
Assigned Phs	1	6	2
Phs Duration (G+Y+Rc), s	8.3	47.4	39.1
Change Period (Y+Rc), s	6.0	6.0	6.0
Max Green Setting (Gmax), s	11.0	88.0	71.0
Max Q Clear Time (g_c+I1), s	2.5	10.4	14.3
Green Ext Time (p_c), s	0.0	19.7	18.7

Intersection Summary	
HCM 2010 Ctrl Delay	7.6
HCM 2010 LOS	A

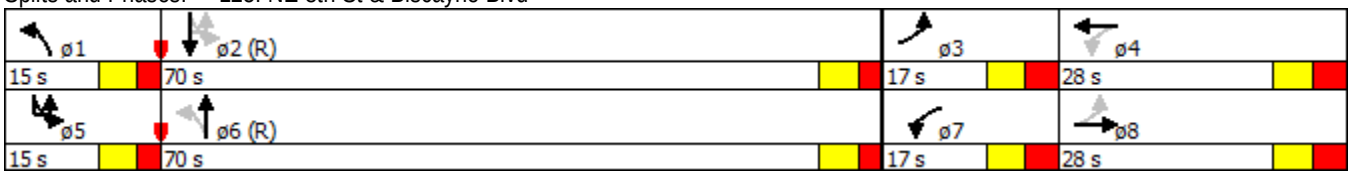
Notes

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBU	SBL	SBT
Lane Configurations									
Volume (vph)	196	243	1	83	153	1443	39	108	1032
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	pm+pt	NA
Protected Phases	3	8	7	4	1	6	5	5	2
Permitted Phases	8		4		6	6	2	2	
Detector Phase	3	8	7	4	1	6	5	5	2
Switch Phase									
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	5.0	7.0
Minimum Split (s)	12.1	19.4	12.1	19.4	11.0	27.3	11.0	11.0	27.3
Total Split (s)	17.0	28.0	17.0	28.0	15.0	70.0	15.0	15.0	70.0
Total Split (%)	13.1%	21.5%	13.1%	21.5%	11.5%	53.8%	11.5%	11.5%	53.8%
Yellow Time (s)	3.7	4.0	3.7	4.0	3.7	4.0	3.7	3.7	4.0
All-Red Time (s)	3.4	3.4	3.4	3.4	2.3	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.1	7.4	7.1	7.4	6.0	6.3		6.0	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	None	C-Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 125: NE 8th St & Biscayne Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (veh/h)	196	243	110	1	83	29	153	1443	39	39	108	1032
Number	3	8	18	7	4	14	1	6	16		5	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	0.87		0.80	0.88		0.65	0.99		0.92		0.99	
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
Adj Sat Flow veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	181.0	181.0	190.0		181.0	181.0
Lanes	1	1	0	1	1	0	1	3	0		1	3
Cap, veh/h	299	243	110	97	132	46	276	2247	60		267	1685
Arrive On Green	0.11	0.22	0.22	0.00	0.12	0.12	0.16	0.86	0.86		0.06	0.41
Sat Flow, veh/h	1723	1089	493	1723	1108	389	1723	5249	141		1723	4117
Grp Volume(v), veh/h	223	0	401	1	0	127	174	1131	553		123	1031
Grp Sat Flow(s),veh/h/ln	1723	0	1582	1723	0	1497	1723	1810	1770		1723	1810
Q Serve(g_s), s	9.0	0.0	20.9	0.0	0.0	7.6	5.3	11.2	11.2		3.8	22.0
Cycle Q Clear(g_c), s	9.0	0.0	20.9	0.0	0.0	7.6	5.3	11.2	11.2		3.8	22.0
Prop In Lane	1.00		0.31	1.00		0.26	1.00		0.08		1.00	
Lane Grp Cap(c), veh/h	299	0	353	97	0	178	276	1549	758		267	1481
V/C Ratio(X)	0.74	0.00	1.13	0.01	0.00	0.71	0.63	0.73	0.73		0.46	0.70
Avail Cap(c_a), veh/h	299	0	353	278	0	330	307	2469	1208		330	2469
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00		1.00	1.00
Upstream Filter(I)	0.65	0.00	0.65	1.00	0.00	1.00	1.00	1.00	1.00		0.78	0.78
Uniform Delay (d), s/veh	25.1	0.0	36.3	36.6	0.0	39.6	16.4	4.6	4.6		15.0	22.8
Incr Delay (d2), s/veh	5.7	0.0	81.1	0.0	0.0	3.9	2.2	3.1	6.1		0.4	2.1
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
%ile Back of Q (50%), veh/ln	5.7	0.0	16.2	0.0	0.0	3.1	2.0	2.7	3.3		1.6	10.2
Lane Grp Delay (d), s/veh	30.8	0.0	117.4	36.6	0.0	43.5	18.7	7.7	10.8		15.4	24.9
Lane Grp LOS	C		F	D		D	B	A	B		B	C
Approach Vol, veh/h		624			128			1858				1532
Approach Delay, s/veh		86.5			43.5			9.6				25.0
Approach LOS		F			D			A				C

Timer												
Assigned Phs	3	8		7	4		1	6			5	2
Phs Duration (G+Y+Rc), s	17.0	28.3		7.2	18.5		13.4	46.3			11.6	44.5
Change Period (Y+Rc), s	7.1	7.4		7.1	7.4		6.0	6.3			6.0	6.3
Max Green Setting (Gmax), s	9.9	20.6		9.9	20.6		9.0	63.7			9.0	63.7
Max Q Clear Time (g_c+I1), s	11.0	22.9		2.0	9.6		7.3	13.2			5.8	24.0
Green Ext Time (p_c), s	0.0	0.0		0.0	1.4		0.0	15.0			0.0	14.2

Intersection Summary			
HCM 2010 Ctrl Delay		28.0	
HCM 2010 LOS		C	

Notes



Movement	SBR
Lane Configurations	
Volume (veh/h)	208
Number	12
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.86
Parking Bus Adj	0.90
Adj Sat Flow veh/h/ln	190.0
Lanes	0
Cap, veh/h	339
Arrive On Green	0.41
Sat Flow, veh/h	828
Grp Volume(v), veh/h	378
Grp Sat Flow(s),veh/h/ln	1326
Q Serve(g_s), s	22.0
Cycle Q Clear(g_c), s	22.0
Prop In Lane	0.62
Lane Grp Cap(c), veh/h	543
V/C Ratio(X)	0.70
Avail Cap(c_a), veh/h	905
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.78
Uniform Delay (d), s/veh	22.8
Incr Delay (d2), s/veh	5.7
Initial Q Delay(d3),s/veh	0.0
%ile Back of Q (50%), veh/ln	8.0
Lane Grp Delay (d), s/veh	28.5
Lane Grp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	

Timer

Assigned Phs	
Phs Duration (G+Y+Rc), s	
Change Period (Y+Rc), s	
Max Green Setting (Gmax), s	
Max Q Clear Time (g_c+I1), s	
Green Ext Time (p_c), s	

Intersection Summary

Intersection	
Intersection Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	63	0	1639	1445	6
Conflicting Peds, #/hr	7	14	83	0	0	83
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	65	0	1690	1490	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2183	845	1510	0	-	0
Stage 1	1507	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Follow-up Headway	3.85	3.95	3.15	-	-	-
Pot Capacity-1 Maneuver	72	258	214	-	-	-
Stage 1	114	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Time blocked-Platoon, %				-	-	-
Mov Capacity-1 Maneuver	70	237	199	-	-	-
Mov Capacity-2 Maneuver	99	-	-	-	-	-
Stage 1	113	-	-	-	-	-
Stage 2	413	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.8	0	0
HCM LOS	D		

Minor Lane / Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	199	-	237	-	-
HCM Lane V/C Ratio	-	-	0.274	-	-
HCM Control Delay (s)	0	-	25.8	-	-
HCM Lane LOS	A		D		
HCM 95th %tile Q(veh)	0	-	1.078	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	17	78	175	53	0	0	0	0	55	1504	85
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	18	84	188	57	0	0	0	0	59	1617	91
Pedestrians		15			7			19			22	
Lane Width (ft)		12.0			12.0			0.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			0			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								355			351	
pX, platoon unblocked	0.97	0.97	0.97	0.97	0.97		0.97					
vC, conflicting volume	1847	1803	619	776	1849	29	1724			7		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1766	1721	501	663	1768	29	1639			7		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	77	83	12	22	100	100			96		
cM capacity (veh/h)	17	79	487	214	73	1005	362			1581		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3
Volume Total	102	245	463	809	496
Volume Left	0	188	59	0	0
Volume Right	84	0	0	0	91
cSH	252	148	1581	1700	1700
Volume to Capacity	0.40	1.65	0.04	0.48	0.29
Queue Length 95th (ft)	46	435	3	0	0
Control Delay (s)	28.6	375.6	1.3	0.0	0.0
Lane LOS	D	F	A		
Approach Delay (s)	28.6	375.6	0.3		
Approach LOS	D	F			

Intersection Summary				
Average Delay	45.2			
Intersection Capacity Utilization	60.2%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	25	90	3	0	0	0	0	9	0	33	4	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	27	97	3	0	0	0	0	10	0	35	4	0
Pedestrians		10			5			9			14	
Lane Width (ft)		12.0			0.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			0			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					809							
pX, platoon unblocked												
vC, conflicting volume	14			109			173	175	64	126	177	24
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	14			109			173	175	64	126	177	24
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			100	99	100	95	99	100
cM capacity (veh/h)	1563			1447			729	685	970	786	683	1016

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	75	52	10	40
Volume Left	27	0	0	35
Volume Right	0	3	0	0
cSH	1563	1700	685	773
Volume to Capacity	0.02	0.03	0.01	0.05
Queue Length 95th (ft)	1	0	1	4
Control Delay (s)	2.7	0.0	10.3	9.9
Lane LOS	A		B	A
Approach Delay (s)	1.6		10.3	9.9
Approach LOS			B	A

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	26.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	105	42	0	0	0	0	193	237	51	7	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	7	117	47	0	0	0	0	214	263	57	8	0
Pedestrians		4			7			10			5	
Lane Width (ft)		12.0			0.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					635							
pX, platoon unblocked												
vC, conflicting volume	5			173			171	168	99	454	192	9
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	5			173			171	168	99	454	192	9
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	70	71	78	99	100
cM capacity (veh/h)	1587			1368			743	705	921	259	684	1052

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	65	105	478	64
Volume Left	7	0	0	57
Volume Right	0	47	263	0
cSH	1587	1700	809	280
Volume to Capacity	0.00	0.06	0.59	0.23
Queue Length 95th (ft)	0	0	99	22
Control Delay (s)	0.8	0.0	15.6	21.7
Lane LOS	A		C	C
Approach Delay (s)	0.3		15.6	21.7
Approach LOS			C	C

Intersection Summary			
Average Delay	12.5		
Intersection Capacity Utilization	49.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	10	177	98	9	71	0	0	30	27
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	0	0	0	12	219	121	11	88	0	0	37	33
Pedestrians		6			4			19			9	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			2			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					803							
pX, platoon unblocked												
vC, conflicting volume	349			19			211	392	23	361	332	185
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	349			19			211	392	23	361	332	185
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			98	83	100	100	93	96
cM capacity (veh/h)	1177			1549			630	519	1019	473	562	811

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	122	230	99	70
Volume Left	12	0	11	0
Volume Right	0	121	0	33
cSH	1549	1700	530	657
Volume to Capacity	0.01	0.14	0.19	0.11
Queue Length 95th (ft)	1	0	17	9
Control Delay (s)	0.8	0.0	13.4	11.1
Lane LOS	A		B	B
Approach Delay (s)	0.3		13.4	11.1
Approach LOS			B	B

Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	30.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	25	104	3	117	30	0	0	1	9
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	0	0	0	30	125	4	141	36	0	0	1	11
Pedestrians		3			1			16			5	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					639							
pX, platoon unblocked												
vC, conflicting volume	134			16			153	210	17	211	208	72
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	134			16			153	210	17	211	208	72
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			81	94	100	100	100	99
cM capacity (veh/h)	1421			1557			749	654	1033	666	656	961

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	93	66	177	12
Volume Left	30	0	141	0
Volume Right	0	4	0	11
cSH	1557	1700	727	918
Volume to Capacity	0.02	0.04	0.24	0.01
Queue Length 95th (ft)	1	0	24	1
Control Delay (s)	2.5	0.0	11.5	9.0
Lane LOS	A		B	A
Approach Delay (s)	1.5		11.5	9.0
Approach LOS			B	A

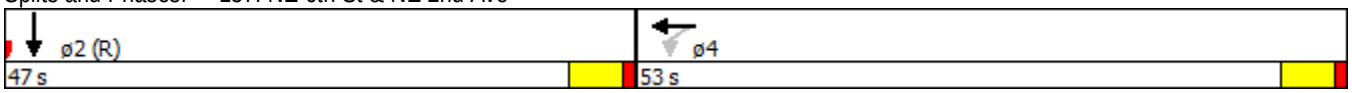
Intersection Summary				
Average Delay	6.8			
Intersection Capacity Utilization	30.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	1342	847
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	53.0	47.0
Total Split (%)	53.0%	47.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 93 (93%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 137: NE 6th St & NE 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	40	1342	0	0	0	0	0	847	277
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.96
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	158.3	0.0				0.0	158.3	171.0
Lanes				0	3	0				0	3	0
Cap, veh/h				57	1401	0				0	1425	464
Arrive On Green				0.48	0.48	0.00				0.00	0.42	0.42
Sat Flow, veh/h				0	2918	0				0	3392	1104
Grp Volume(v), veh/h				73	1429	0				0	860	362
Grp Sat Flow(s),veh/h/ln				36	1441	0				0	1583	1329
Q Serve(g_s), s				0.0	48.0	0.0				0.0	21.6	21.7
Cycle Q Clear(g_c), s				48.0	48.0	0.0				0.0	21.6	21.7
Prop In Lane				0.59		0.00				0.00		0.83
Lane Grp Cap(c), veh/h				75	1383	0				0	1330	558
V/C Ratio(X)				0.98	1.03	0.00				0.00	0.65	0.65
Avail Cap(c_a), veh/h				75	1383	0				0	1330	558
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				38.7	26.0	0.0				0.0	23.1	23.1
Incr Delay (d2), s/veh				99.2	33.1	0.0				0.0	2.4	5.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				3.9	22.9	0.0				0.0	8.8	7.9
Lane Grp Delay (d), s/veh				137.9	59.1	0.0				0.0	25.5	28.9
Lane Grp LOS				F	F						C	C
Approach Vol, veh/h					1502						1222	
Approach Delay, s/veh					62.9						26.5	
Approach LOS					E						C	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	53.0 47.0
Change Period (Y+Rc), s	5.0 5.0
Max Green Setting (Gmax), s	48.0 42.0
Max Q Clear Time (g_c+I1), s	50.0 23.7
Green Ext Time (p_c), s	0.0 3.5

Intersection Summary	
HCM 2010 Ctrl Delay	46.6
HCM 2010 LOS	D

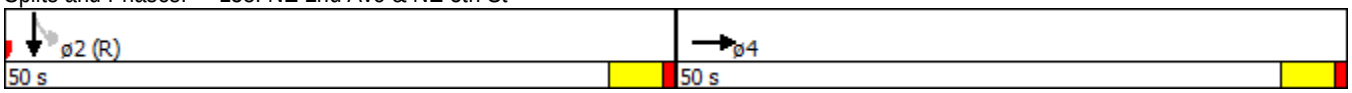
Notes

Lane Group	EBT	SBL	SBT
Lane Configurations			
Volume (vph)	448	68	783
Turn Type	NA	Perm	NA
Protected Phases	4		2
Permitted Phases		2	
Detector Phase	4	2	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0
Total Split (s)	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 95 (95%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 138: NE 2nd Ave & NE 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	448	234	0	0	0	0	0	0	68	783	0
Number	7	4	14							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94							1.00		1.00
Parking Bus Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	179.2	190.0							179.2	179.2	0.0
Lanes	0	3	0							1	2	0
Cap, veh/h	0	1613	642							72	1613	0
Arrive On Green	0.00	0.45	0.45							0.15	0.15	0.00
Sat Flow, veh/h	0	3585	1427							1707	3585	0
Grp Volume(v), veh/h	0	467	244							71	816	0
Grp Sat Flow(s),veh/h/ln	0	1792	1427							1707	1792	0
Q Serve(g_s), s	0.0	8.2	11.3							0.0	21.0	0.0
Cycle Q Clear(g_c), s	0.0	8.2	11.3							45.0	21.0	0.0
Prop In Lane	0.00		1.00							1.00		0.00
Lane Grp Cap(c), veh/h	0	1613	642							72	1613	0
V/C Ratio(X)	0.00	0.29	0.38							0.99	0.51	0.00
Avail Cap(c_a), veh/h	0	1613	642							72	1613	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	17.4	18.2							65.1	32.3	0.0
Incr Delay (d2), s/veh	0.0	0.5	1.7							102.2	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	3.7	4.2							4.0	10.4	0.0
Lane Grp Delay (d), s/veh	0.0	17.8	20.0							167.3	33.5	0.0
Lane Grp LOS		B	B							F	C	
Approach Vol, veh/h		711									887	
Approach Delay, s/veh		18.6									44.2	
Approach LOS		B									D	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	50.0	50.0
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	45.0	45.0
Max Q Clear Time (g_c+I1), s	13.3	47.0
Green Ext Time (p_c), s	3.6	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	32.8
HCM 2010 LOS	C

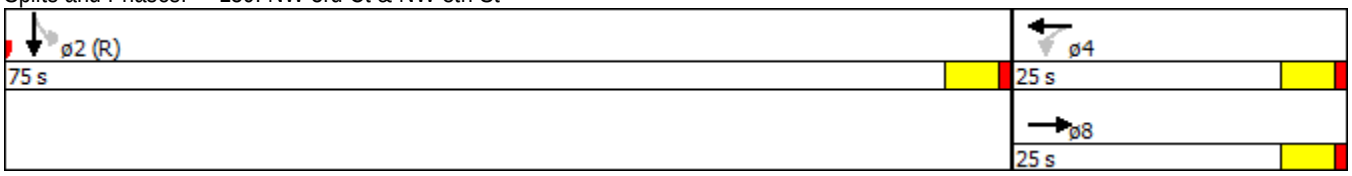
Notes

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Volume (vph)	356	64	479	1347
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	1.0	7.0	7.0	7.0
Minimum Split (s)	24.0	24.0	24.0	23.0
Total Split (s)	25.0	25.0	25.0	75.0
Total Split (%)	25.0%	25.0%	25.0%	75.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 2 (2%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 139: NW 3rd Ct & NW 8th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	356	95	64	479	0	0	0	0	390	1347	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	
Lane Util. Factor		1.00		1.00	1.00						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.97		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		1785		1752	1845						6184	
Flt Permitted		1.00		0.20	1.00						0.99	
Satd. Flow (perm)		1785		369	1845						6184	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	375	100	67	504	0	0	0	0	411	1418	180
RTOR Reduction (vph)	0	10	0	0	0	0	0	0	0	0	9	0
Lane Group Flow (vph)	0	465	0	67	504	0	0	0	0	0	2000	0
Confl. Peds. (#/hr)	15		5	5		15	1					1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		20.0		20.0	20.0						70.0	
Effective Green, g (s)		20.0		20.0	20.0						70.0	
Actuated g/C Ratio		0.20		0.20	0.20						0.70	
Clearance Time (s)		5.0		5.0	5.0						5.0	
Lane Grp Cap (vph)		357		73	369						4328	
v/s Ratio Prot		0.26			c0.27							
v/s Ratio Perm				0.18							0.32	
v/c Ratio		1.30		0.92	1.37						0.46	
Uniform Delay, d1		40.0		39.2	40.0						6.7	
Progression Factor		1.00		1.08	1.06						1.00	
Incremental Delay, d2		155.6		34.3	168.9						0.4	
Delay (s)		195.6		76.5	211.1						7.0	
Level of Service		F		E	F						A	
Approach Delay (s)		195.6			195.3			0.0			7.0	
Approach LOS		F			F			A			A	

Intersection Summary

HCM 2000 Control Delay	71.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	71.3%	ICU Level of Service	C
Analysis Period (min)	15		

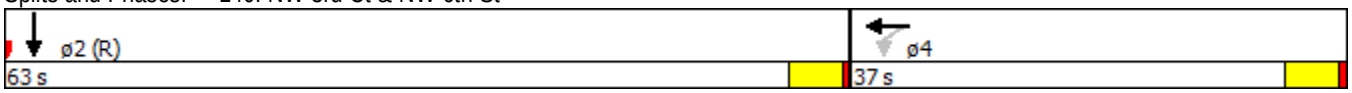
c Critical Lane Group

Lane Group	WBL	WBT	SBT
Lane Configurations			
Volume (vph)	389	675	1470
Turn Type	Perm	NA	NA
Protected Phases		4	2
Permitted Phases	4		
Detector Phase	4	4	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	22.8	22.8	22.6
Total Split (s)	37.0	37.0	63.0
Total Split (%)	37.0%	37.0%	63.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.6
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.6
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 4 (4%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 140: NW 3rd Ct & NW 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	389	675	0	0	0	0	0	1470	82
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				186.3	186.3	0.0				0.0	186.3	190.0
Lanes				1	2	0				0	4	0
Cap, veh/h				72	1200	0				0	4084	227
Arrive On Green				0.11	0.11	0.00				0.00	0.58	0.58
Sat Flow, veh/h				1774	3725	0				0	6993	389
Grp Volume(v), veh/h				447	776	0				0	1350	434
Grp Sat Flow(s),veh/h/ln				1774	1863	0				0	1863	1794
Q Serve(g_s), s				0.0	20.0	0.0				0.0	13.3	13.3
Cycle Q Clear(g_c), s				32.2	20.0	0.0				0.0	13.3	13.3
Prop In Lane				1.00		0.00				0.00		0.22
Lane Grp Cap(c), veh/h				72	1200	0				0	3264	1048
V/C Ratio(X)				6.21	0.65	0.00				0.00	0.41	0.41
Avail Cap(c_a), veh/h				72	1200	0				0	3264	1048
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				60.8	39.2	0.0				0.0	11.4	11.4
Incr Delay (d2), s/veh				2373.2	2.7	0.0				0.0	0.4	1.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				49.4	10.5	0.0				0.0	5.9	5.9
Lane Grp Delay (d), s/veh				2434.0	41.9	0.0				0.0	11.8	12.6
Lane Grp LOS				F	D						B	B
Approach Vol, veh/h					1223						1784	
Approach Delay, s/veh					916.2						12.0	
Approach LOS					F						B	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	37.0 63.0
Change Period (Y+Rc), s	4.8 4.6
Max Green Setting (Gmax), s	32.2 58.4
Max Q Clear Time (g_c+I1), s	34.2 15.3
Green Ext Time (p_c), s	0.0 12.1

Intersection Summary	
HCM 2010 Ctrl Delay	379.8
HCM 2010 LOS	F

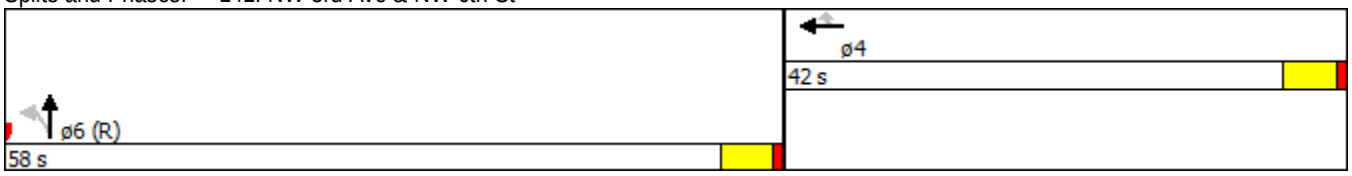
Notes

Lane Group	WBT	WBR	NBL	NBT
Lane Configurations				
Volume (vph)	1046	301	159	1178
Turn Type	NA	Perm	Perm	NA
Protected Phases	4			6
Permitted Phases		4	6	
Detector Phase	4	4	6	6
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.9	23.9	22.8	22.8
Total Split (s)	42.0	42.0	58.0	58.0
Total Split (%)	42.0%	42.0%	58.0%	58.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.9	0.9	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.8	4.8
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 86 (86%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 141: NW 3rd Ave & NW 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	1046	301	159	1178	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.9	4.9	4.8	4.8				
Lane Util. Factor					0.91	0.91	1.00	0.95				
Frpb, ped/bikes					1.00	0.98	1.00	1.00				
Flpb, ped/bikes					1.00	1.00	1.00	1.00				
Frt					1.00	0.85	1.00	1.00				
Flt Protected					1.00	1.00	0.95	1.00				
Satd. Flow (prot)					3342	1401	1752	3505				
Flt Permitted					1.00	1.00	0.95	1.00				
Satd. Flow (perm)					3342	1401	1752	3505				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	0	1078	310	164	1214	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	30	10	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	1107	249	154	1214	0	0	0	0
Confl. Peds. (#/hr)	4					4			12	12		
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type					NA	Perm	Perm	NA				
Protected Phases					4			6				
Permitted Phases						4	6					
Actuated Green, G (s)					37.1	37.1	53.2	53.2				
Effective Green, g (s)					37.1	37.1	53.2	53.2				
Actuated g/C Ratio					0.37	0.37	0.53	0.53				
Clearance Time (s)					4.9	4.9	4.8	4.8				
Lane Grp Cap (vph)					1239	519	932	1864				
v/s Ratio Prot					c0.33			c0.35				
v/s Ratio Perm						0.18	0.09					
v/c Ratio					0.89	0.48	0.17	0.65				
Uniform Delay, d1					29.6	24.1	12.0	16.8				
Progression Factor					1.05	1.20	0.59	0.54				
Incremental Delay, d2					1.1	0.3	0.3	1.6				
Delay (s)					32.3	29.3	7.5	10.6				
Level of Service					C	C	A	B				
Approach Delay (s)		0.0			31.7			10.2			0.0	
Approach LOS		A			C			B			A	

Intersection Summary

HCM 2000 Control Delay	21.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.7
Intersection Capacity Utilization	93.0%	ICU Level of Service	F
Analysis Period (min)	15		

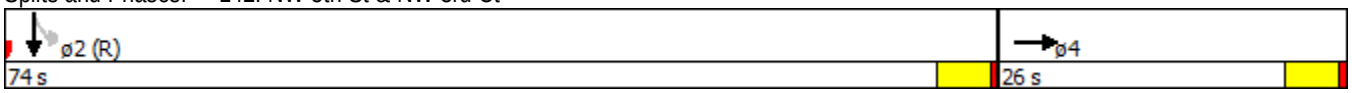
c Critical Lane Group

Lane Group	EBT	SBL	SBT
Lane Configurations			
Volume (vph)	474	289	1586
Turn Type	NA	Perm	NA
Protected Phases	4		2
Permitted Phases		2	
Detector Phase	4	2	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	22.8	22.6	22.6
Total Split (s)	26.0	74.0	74.0
Total Split (%)	26.0%	74.0%	74.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.8	0.6	0.6
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.6	4.6
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 84 (84%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 142: NW 5th St & NW 3rd Ct



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	474	162	0	0	0	0	0	0	289	1586	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.8								4.6	4.6	
Lane Util. Factor		0.91								0.86	0.86	
Frpb, ped/bikes		1.00								1.00	1.00	
Flpb, ped/bikes		1.00								1.00	1.00	
Frt		0.96								1.00	1.00	
Flt Protected		1.00								0.95	1.00	
Satd. Flow (prot)		4872								1522	4802	
Flt Permitted		1.00								0.95	1.00	
Satd. Flow (perm)		4872								1522	4802	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	515	176	0	0	0	0	0	0	314	1724	0
RTOR Reduction (vph)	0	30	0	0	0	0	0	0	0	13	6	0
Lane Group Flow (vph)	0	661	0	0	0	0	0	0	0	270	1749	0
Confl. Peds. (#/hr)			2	2			3					3
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA								Perm	NA	
Protected Phases		4									2	
Permitted Phases										2		
Actuated Green, G (s)		21.2								69.4	69.4	
Effective Green, g (s)		21.2								69.4	69.4	
Actuated g/C Ratio		0.21								0.69	0.69	
Clearance Time (s)		4.8								4.6	4.6	
Lane Grp Cap (vph)		1032								1056	3332	
v/s Ratio Prot		c0.14										
v/s Ratio Perm										0.18	0.36	
v/c Ratio		0.64								0.26	0.52	
Uniform Delay, d1		35.9								5.7	7.4	
Progression Factor		1.00								0.54	0.56	
Incremental Delay, d2		3.1								0.5	0.5	
Delay (s)		39.0								3.6	4.6	
Level of Service		D								A	A	
Approach Delay (s)		39.0			0.0			0.0			4.5	
Approach LOS		D			A			A			A	

Intersection Summary

HCM 2000 Control Delay	13.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.4
Intersection Capacity Utilization	52.1%	ICU Level of Service	A
Analysis Period (min)	15		

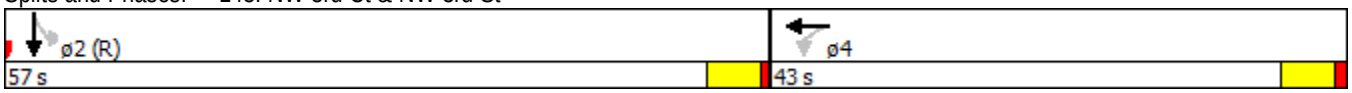
c Critical Lane Group

Lane Group	WBL	WBT	SBL	SBT
Lane Configurations				
Volume (vph)	231	231	69	1603
Turn Type	Perm	NA	Perm	NA
Protected Phases		4		2
Permitted Phases	4		2	
Detector Phase	4	4	2	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	22.7	22.7
Total Split (s)	43.0	43.0	57.0	57.0
Total Split (%)	43.0%	43.0%	57.0%	57.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	0.7	0.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.7	4.7
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 23 (23%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 143: NW 3rd Ct & NW 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	231	231	0	0	0	0	69	1603	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0	5.0					4.7	4.7	
Lane Util. Factor				0.95	0.95					1.00	0.91	
Frpb, ped/bikes				1.00	1.00					1.00	1.00	
Flpb, ped/bikes				0.98	1.00					1.00	1.00	
Frt				1.00	1.00					1.00	1.00	
Flt Protected				0.95	1.00					0.95	1.00	
Satd. Flow (prot)				1640	1758					1770	5072	
Flt Permitted				0.95	1.00					0.95	1.00	
Satd. Flow (perm)				1640	1758					1770	5072	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	257	257	0	0	0	0	77	1781	26
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	231	283	0	0	0	0	77	1806	0
Confl. Peds. (#/hr)	8		14	14		8	6					6
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type				Perm	NA					Perm	NA	
Protected Phases					4						2	
Permitted Phases				4						2		
Actuated Green, G (s)				38.0	38.0					52.3	52.3	
Effective Green, g (s)				38.0	38.0					52.3	52.3	
Actuated g/C Ratio				0.38	0.38					0.52	0.52	
Clearance Time (s)				5.0	5.0					4.7	4.7	
Lane Grp Cap (vph)				623	668					925	2652	
v/s Ratio Prot											c0.36	
v/s Ratio Perm				0.14	0.16					0.04		
v/c Ratio				0.37	0.42					0.08	0.68	
Uniform Delay, d1				22.4	22.9					11.9	17.7	
Progression Factor				0.38	0.40					0.71	0.76	
Incremental Delay, d2				1.0	1.1					0.2	1.2	
Delay (s)				9.6	10.4					8.6	14.7	
Level of Service				A	B					A	B	
Approach Delay (s)		0.0			10.0			0.0			14.4	
Approach LOS		A			B			A			B	

Intersection Summary

HCM 2000 Control Delay	13.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.7
Intersection Capacity Utilization	99.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Future Year 2035 Optimized Conditions

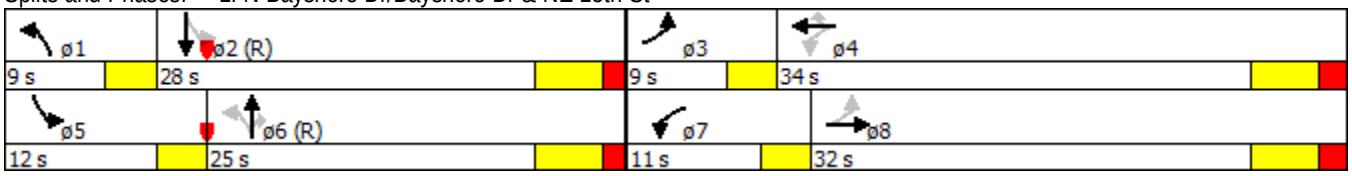
AM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Volume (vph)	85	207	162	214	120	29	186	33	227	370
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	3	8	7	4		1	6		5	2
Permitted Phases	8		4		4	6		6	2	
Detector Phase	3	8	7	4	4	1	6	6	5	2
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0
Minimum Split (s)	9.0	26.8	9.0	26.8	26.8	9.0	23.4	23.4	9.0	23.4
Total Split (s)	9.0	32.0	11.0	34.0	34.0	9.0	25.0	25.0	12.0	28.0
Total Split (%)	11.3%	40.0%	13.8%	42.5%	42.5%	11.3%	31.3%	31.3%	15.0%	35.0%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.8	0.0	1.8	1.8	0.0	1.4	1.4	0.0	1.4
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	5.8	3.0	5.8	5.8		5.4	5.4	3.0	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 75 (94%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 1: N Bayshore Dr/Bayshore Dr & NE 15th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	85	207	120	162	214	120	29	186	33	227	370	84
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	1.00		1.00	1.00		0.97	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	162.9	171.0	162.9	162.9	162.9	162.9	171.0
Lanes	1	1	0	1	1	1	0	2	1	1	2	0
Cap, veh/h	376	286	165	290	546	418	97	383	348	404	1069	241
Arrive On Green	0.02	0.10	0.10	0.03	0.11	0.00	0.26	0.26	0.26	0.12	0.42	0.42
Sat Flow, veh/h	1551	959	554	1551	1629	1246	8	1483	1347	1551	2572	581
Grp Volume(v), veh/h	100	0	385	191	252	0	34	219	39	267	274	260
Grp Sat Flow(s),veh/h/ln	1551	0	1514	1551	1629	1246	8	1483	1347	1551	1629	1524
Q Serve(g_s), s	3.3	0.0	19.0	5.7	11.0	0.0	0.1	9.7	1.7	6.9	9.0	9.1
Cycle Q Clear(g_c), s	3.3	0.0	19.0	5.7	11.0	0.0	19.6	9.7	1.7	6.9	9.0	9.1
Prop In Lane	1.00		0.37	1.00		1.00	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	376	0	451	290	546	418	97	383	348	404	677	634
V/C Ratio(X)	0.27	0.00	0.85	0.66	0.46	0.00	0.35	0.57	0.11	0.66	0.40	0.41
Avail Cap(c_a), veh/h	403	0	523	300	606	463	97	383	348	406	677	634
HCM Platoon Ratio	0.32	0.32	0.32	0.32	0.32	0.32	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	0.0	32.7	18.5	27.4	0.0	36.7	24.5	21.5	14.0	15.6	15.6
Incr Delay (d2), s/veh	0.1	0.0	11.1	3.9	0.5	0.0	9.7	6.1	0.7	3.2	1.8	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.3	0.0	9.2	4.2	4.9	0.0	0.3	4.2	0.6	2.7	3.8	3.6
Lane Grp Delay (d), s/veh	18.0	0.0	43.8	22.4	27.9	0.0	46.4	30.5	22.1	17.1	17.4	17.6
Lane Grp LOS	B		D	C	C		D	C	C	B	B	B
Approach Vol, veh/h		485			443			292			801	
Approach Delay, s/veh		38.5			25.5			31.3			17.3	
Approach LOS		D			C			C			B	

Timer												
Assigned Phs	3	8		7	4		1	6		5	2	
Phs Duration (G+Y+Rc), s	7.7	28.4		10.5	31.2		0.0	25.0		11.9	36.9	
Change Period (Y+Rc), s	3.0	5.8		3.0	5.8		3.0	5.4		3.0	5.4	
Max Green Setting (Gmax), s	6.0	26.2		8.0	28.2		6.0	19.6		9.0	22.6	
Max Q Clear Time (g_c+I1), s	5.3	21.0		7.7	13.0		0.0	21.6		8.9	11.1	
Green Ext Time (p_c), s	0.0	1.6		0.0	3.0		0.0	0.0		0.0	1.6	

Intersection Summary	
HCM 2010 Ctrl Delay	26.2
HCM 2010 LOS	C

Notes

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Volume (vph)	218	68	171	892	101
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	8		4	2	
Permitted Phases		4			2
Detector Phase	8	4	4	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	22.7	22.7
Total Split (s)	26.0	26.0	26.0	34.0	34.0
Total Split (%)	43.3%	43.3%	43.3%	56.7%	56.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.7	0.7
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	4.7	4.7
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 50 (83%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 2: N Miami Ave & NE 14th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	218	51	68	171	0	0	0	0	52	892	101
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Adj Sat Flow veh/h/ln	0.0	162.9	171.0	171.0	162.9	0.0				171.0	162.9	162.9
Lanes	0	1	0	0	1	0				0	2	1
Cap, veh/h	0	402	94	146	304	0				79	1428	608
Arrive On Green	0.00	0.35	0.35	0.35	0.35	0.00				0.49	0.49	0.00
Sat Flow, veh/h	0	1149	268	196	868	0				162	2925	1246
Grp Volume(v), veh/h	0	0	296	263	0	0				514	523	0
Grp Sat Flow(s),veh/h/ln	0	0	1417	1064	0	0				1458	1629	1246
Q Serve(g_s), s	0.0	0.0	10.3	4.6	0.0	0.0				16.7	14.5	0.0
Cycle Q Clear(g_c), s	0.0	0.0	10.3	14.9	0.0	0.0				16.7	14.5	0.0
Prop In Lane	0.00		0.19	0.29		0.00				0.11		1.00
Lane Grp Cap(c), veh/h	0	0	496	450	0	0				712	795	608
V/C Ratio(X)	0.00	0.00	0.60	0.58	0.00	0.00				0.72	0.66	0.00
Avail Cap(c_a), veh/h	0	0	496	450	0	0				712	795	608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	16.0	17.0	0.0	0.0				12.1	11.6	0.0
Incr Delay (d2), s/veh	0.0	0.0	5.2	5.5	0.0	0.0				6.3	4.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.0	4.0	4.0	0.0	0.0				6.5	6.0	0.0
Lane Grp Delay (d), s/veh	0.0	0.0	21.2	22.5	0.0	0.0				18.4	15.8	0.0
Lane Grp LOS			C	C						B	B	
Approach Vol, veh/h		296			263						1037	
Approach Delay, s/veh		21.2			22.5						17.1	
Approach LOS		C			C						B	

Timer												
Assigned Phs		8			4						2	
Phs Duration (G+Y+Rc), s		26.0			26.0						34.0	
Change Period (Y+Rc), s		5.0			5.0						4.7	
Max Green Setting (Gmax), s		21.0			21.0						29.3	
Max Q Clear Time (g_c+I1), s		12.3			16.9						18.7	
Green Ext Time (p_c), s		1.9			1.1						2.1	

Intersection Summary												
HCM 2010 Ctrl Delay			18.8									
HCM 2010 LOS			B									

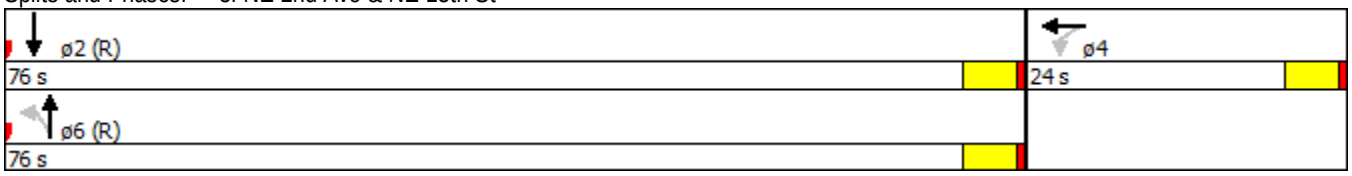
Notes

Lane Group	WBL	WBT	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	150	61	29	912	1501
Turn Type	Perm	NA	Perm	NA	NA
Protected Phases		4		6	2
Permitted Phases	4		6		
Detector Phase	4	4	6	6	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	16.0	16.0	22.7	22.7	22.7
Total Split (s)	24.0	24.0	76.0	76.0	76.0
Total Split (%)	24.0%	24.0%	76.0%	76.0%	76.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.7	0.7	0.7
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.8	4.8		4.7	4.7
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 68 (68%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 3: NE 2nd Ave & NE 13th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	150	61	87	29	912	0	0	1501	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.8	4.8			4.7			4.7	
Lane Util. Factor				0.91	0.91			0.95			0.95	
Frpb, ped/bikes				1.00	0.98			1.00			1.00	
Flpb, ped/bikes				1.00	1.00			1.00			1.00	
Frt				1.00	0.93			1.00			1.00	
Flt Protected				0.95	0.99			1.00			1.00	
Satd. Flow (prot)				1382	2629			3032			3031	
Flt Permitted				0.95	0.99			0.84			1.00	
Satd. Flow (perm)				1382	2629			2546			3031	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	165	67	96	32	1002	0	0	1649	19
RTOR Reduction (vph)	0	0	0	0	78	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	112	138	0	0	1034	0	0	1667	0
Confl. Peds. (#/hr)	12					12			2	2		
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			6			2	
Permitted Phases				4			6					
Actuated Green, G (s)				19.2	19.2			71.3			71.3	
Effective Green, g (s)				19.2	19.2			71.3			71.3	
Actuated g/C Ratio				0.19	0.19			0.71			0.71	
Clearance Time (s)				4.8	4.8			4.7			4.7	
Lane Grp Cap (vph)				265	504			1815			2161	
v/s Ratio Prot											c0.55	
v/s Ratio Perm				c0.08	0.05			0.41				
v/c Ratio				0.42	0.27			0.57			0.77	
Uniform Delay, d1				35.5	34.5			6.9			9.2	
Progression Factor				1.00	1.00			1.00			0.99	
Incremental Delay, d2				4.9	1.3			1.3			2.7	
Delay (s)				40.4	35.8			8.2			11.8	
Level of Service				D	D			A			B	
Approach Delay (s)		0.0			37.4			8.2			11.8	
Approach LOS		A			D			A			B	

Intersection Summary

HCM 2000 Control Delay	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.5
Intersection Capacity Utilization	68.4%	ICU Level of Service	C
Analysis Period (min)	15		

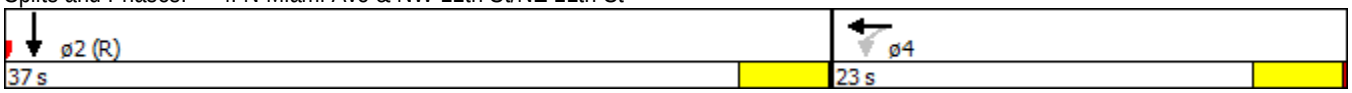
c Critical Lane Group

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	54	1180
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.3	22.2
Total Split (s)	23.0	37.0
Total Split (%)	38.3%	61.7%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.3	0.2
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.3	4.2
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 38 (63%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 4: N Miami Ave & NW 11th St/NE 11th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	46	54	0	0	0	0	0	1180	25
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	162.9	0.0				0.0	162.9	171.0
Lanes				0	2	0				0	3	0
Cap, veh/h				120	462	0				0	2519	52
Arrive On Green				0.31	0.31	0.00				0.00	0.55	0.55
Sat Flow, veh/h				0	1482	0				0	4608	96
Grp Volume(v), veh/h				51	59	0				0	917	407
Grp Sat Flow(s),veh/h/ln				0	1482	0				0	1629	1447
Q Serve(g_s), s				0.0	1.7	0.0				0.0	10.7	10.7
Cycle Q Clear(g_c), s				18.7	1.7	0.0				0.0	10.7	10.7
Prop In Lane				1.00		0.00				0.00		0.07
Lane Grp Cap(c), veh/h				120	462	0				0	1781	791
V/C Ratio(X)				0.42	0.13	0.00				0.00	0.51	0.51
Avail Cap(c_a), veh/h				120	462	0				0	1781	791
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				30.0	14.8	0.0				0.0	8.6	8.6
Incr Delay (d2), s/veh				10.6	0.6	0.0				0.0	1.1	2.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				1.1	0.7	0.0				0.0	4.0	3.8
Lane Grp Delay (d), s/veh				40.6	15.4	0.0				0.0	9.6	11.0
Lane Grp LOS				D	B						A	B
Approach Vol, veh/h					110						1324	
Approach Delay, s/veh					27.1						10.1	
Approach LOS					C						B	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	23.0 37.0
Change Period (Y+Rc), s	4.3 4.2
Max Green Setting (Gmax), s	18.7 32.8
Max Q Clear Time (g_c+I1), s	20.7 12.7
Green Ext Time (p_c), s	0.0 6.5

Intersection Summary	
HCM 2010 Ctrl Delay	11.4
HCM 2010 LOS	B

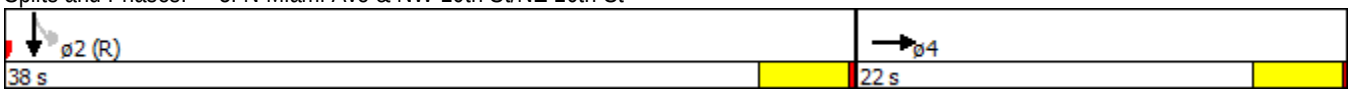
Notes

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	231	1160
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	18.3	18.3
Total Split (s)	22.0	38.0
Total Split (%)	36.7%	63.3%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.3	0.3
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.3	4.3
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 48 (80%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 40
Control Type: Pretimed

Splits and Phases: 5: N Miami Ave & NW 10th St/NE 10th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	231	133	0	0	0	0	0	0	85	1160	0
Number	7	4	14							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00							1.00		1.00
Parking Bus Adj	1.00	1.00	0.90							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	162.9	171.0							171.0	162.9	0.0
Lanes	0	2	0							0	3	0
Cap, veh/h	0	552	306							120	1665	0
Arrive On Green	0.00	0.29	0.29							0.19	0.19	0.00
Sat Flow, veh/h	0	1872	1037							0	2964	0
Grp Volume(v), veh/h	0	214	177							91	1247	0
Grp Sat Flow(s),veh/h/ln	0	1629	1281							0	1482	0
Q Serve(g_s), s	0.0	6.4	6.8							0.0	23.9	0.0
Cycle Q Clear(g_c), s	0.0	6.4	6.8							33.7	23.9	0.0
Prop In Lane	0.00		0.81							1.00		0.00
Lane Grp Cap(c), veh/h	0	480	378							120	1665	0
V/C Ratio(X)	0.00	0.45	0.47							0.76	0.75	0.00
Avail Cap(c_a), veh/h	0	480	378							120	1665	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	17.2	17.3							41.3	20.4	0.0
Incr Delay (d2), s/veh	0.0	3.0	4.1							35.5	3.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	2.8	2.4							2.7	10.3	0.0
Lane Grp Delay (d), s/veh	0.0	20.2	21.4							76.8	23.6	0.0
Lane Grp LOS		C	C							E	C	
Approach Vol, veh/h		391									1338	
Approach Delay, s/veh		20.7									27.2	
Approach LOS		C									C	

Timer												
Assigned Phs		4									2	
Phs Duration (G+Y+Rc), s		22.0									38.0	
Change Period (Y+Rc), s		4.3									4.3	
Max Green Setting (Gmax), s		17.7									33.7	
Max Q Clear Time (g_c+I1), s		8.8									35.7	
Green Ext Time (p_c), s		1.1									0.0	

Intersection Summary												
HCM 2010 Ctrl Delay			25.7									
HCM 2010 LOS			C									

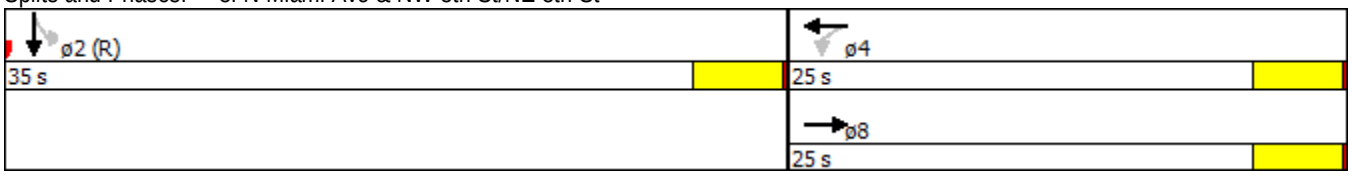
Notes

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Volume (vph)	191	67	75	1131
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	18.3	18.3	18.3	18.3
Total Split (s)	25.0	25.0	25.0	35.0
Total Split (%)	41.7%	41.7%	41.7%	58.3%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.3		4.3	4.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 1 (2%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 8: N Miami Ave & NW 8th St/NE 8th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	191	109	67	75	0	0	0	0	175	1131	165
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		0.99
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Adj Sat Flow veh/h/ln	0.0	162.9	171.0	171.0	162.9	0.0				171.0	162.9	171.0
Lanes	0	1	0	0	1	0				0	3	0
Cap, veh/h	0	302	172	154	133	0				254	1756	262
Arrive On Green	0.00	0.34	0.34	0.34	0.34	0.00				0.17	0.17	0.17
Sat Flow, veh/h	0	875	498	190	387	0				496	3431	513
Grp Volume(v), veh/h	0	0	353	167	0	0				598	615	519
Grp Sat Flow(s),veh/h/ln	0	0	1373	576	0	0				1441	1629	1371
Q Serve(g_s), s	0.0	0.0	13.6	5.2	0.0	0.0				24.0	21.5	21.6
Cycle Q Clear(g_c), s	0.0	0.0	13.6	18.8	0.0	0.0				24.0	21.5	21.6
Prop In Lane	0.00		0.36	0.47		0.00				0.34		0.37
Lane Grp Cap(c), veh/h	0	0	474	287	0	0				737	833	702
V/C Ratio(X)	0.00	0.00	0.75	0.58	0.00	0.00				0.81	0.74	0.74
Avail Cap(c_a), veh/h	0	0	474	287	0	0				737	833	702
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	17.3	20.2	0.0	0.0				22.1	21.1	21.1
Incr Delay (d2), s/veh	0.0	0.0	10.2	8.3	0.0	0.0				9.4	5.8	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.0	5.7	3.0	0.0	0.0				11.2	10.8	9.3
Lane Grp Delay (d), s/veh	0.0	0.0	27.5	28.5	0.0	0.0				31.6	26.9	28.0
Lane Grp LOS			C	C						C	C	C
Approach Vol, veh/h		353			167						1731	
Approach Delay, s/veh		27.5			28.5						28.8	
Approach LOS		C			C						C	

Timer												
Assigned Phs		8			4						2	
Phs Duration (G+Y+Rc), s		25.0			25.0						35.0	
Change Period (Y+Rc), s		4.3			4.3						4.3	
Max Green Setting (Gmax), s		20.7			20.7						30.7	
Max Q Clear Time (g_c+I1), s		15.6			20.8						26.0	
Green Ext Time (p_c), s		1.3			0.0						2.3	

Intersection Summary		
HCM 2010 Ctrl Delay	28.6	
HCM 2010 LOS	C	

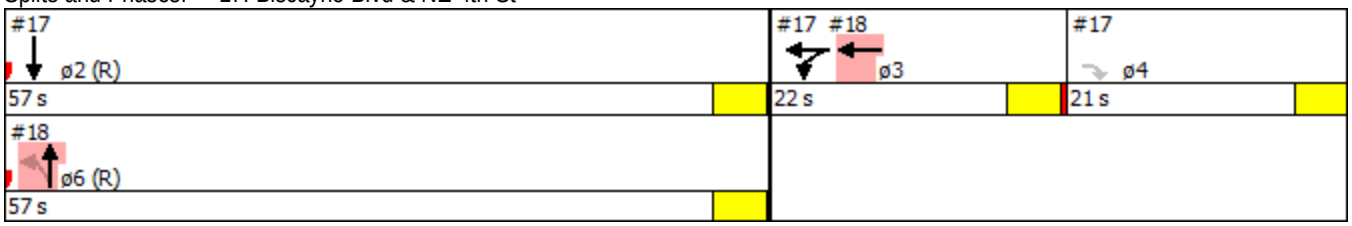
Notes

Lane Group	EBR	WBL	WBT	SBT	ø6
Lane Configurations					
Volume (vph)	25	30	12	1829	
Turn Type	custom	Split	NA	NA	
Protected Phases		3	3	2	6
Permitted Phases	4				
Detector Phase	4	3	3	2	
Switch Phase					
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0
Minimum Split (s)	21.0	21.5	21.5	22.3	22.3
Total Split (s)	21.0	22.0	22.0	57.0	57.0
Total Split (%)	21.0%	22.0%	22.0%	57.0%	57%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.5	0.5	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.5	4.5	4.3	
Lead/Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 86 (86%), Referenced to phase 2:SBT and 6:, Start of Green
Natural Cycle: 75
Control Type: Pretimed

Splits and Phases: 17: Biscayne Blvd & NE 4th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	25	30	12	0	0	0	0	0	1829	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0	4.5	4.5						4.3	
Lane Util. Factor			1.00	0.91	0.91						0.86	
Frpb, ped/bikes			0.96	1.00	1.00						1.00	
Flpb, ped/bikes			1.00	1.00	1.00						1.00	
Frt			0.86	1.00	1.00						1.00	
Flt Protected			1.00	0.95	0.99						1.00	
Satd. Flow (prot)			1353	2816	1468						5579	
Flt Permitted			1.00	0.95	0.99						1.00	
Satd. Flow (perm)			1353	2816	1468						5579	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	27	33	13	0	0	0	0	0	2010	30
RTOR Reduction (vph)	0	0	22	25	13	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	0	5	5	3	0	0	0	0	0	2038	0
Confl. Peds. (#/hr)	27		14	14		27	31		8	8		31
Confl. Bikes (#/hr)						3			2			2
Turn Type			custom	Split	NA						NA	
Protected Phases				3	3						2	
Permitted Phases			4									
Actuated Green, G (s)			17.0	17.5	17.5						52.7	
Effective Green, g (s)			17.0	17.5	17.5						52.7	
Actuated g/C Ratio			0.17	0.18	0.18						0.53	
Clearance Time (s)			4.0	4.5	4.5						4.3	
Lane Grp Cap (vph)			230	492	256						2940	
v/s Ratio Prot				0.00	c0.00						c0.37	
v/s Ratio Perm			c0.00									
v/c Ratio			0.02	0.01	0.01						0.69	
Uniform Delay, d1			34.6	34.1	34.1						17.6	
Progression Factor			1.00	2.56	1.00						1.00	
Incremental Delay, d2			0.1	0.0	0.1						1.4	
Delay (s)			34.7	87.3	34.2						19.0	
Level of Service			C	F	C						B	
Approach Delay (s)		34.7			68.8			0.0			19.0	
Approach LOS		C			E			A			B	

Intersection Summary

HCM 2000 Control Delay	20.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.8
Intersection Capacity Utilization	49.8%	ICU Level of Service	A
Analysis Period (min)	15		

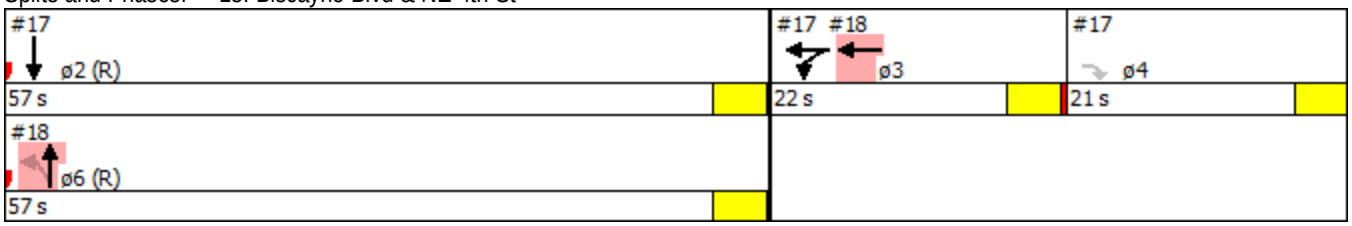
c Critical Lane Group

Lane Group	WBT	NBT	ø2	ø4
Lane Configurations				
Volume (vph)	16	1437		
Turn Type	NA	NA		
Protected Phases	3	6	2	4
Permitted Phases				
Detector Phase	3	6		
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	5.0
Minimum Split (s)	21.5	22.3	22.3	21.0
Total Split (s)	22.0	57.0	57.0	21.0
Total Split (%)	22.0%	57.0%	57%	21%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.3	0.3	0.0
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	4.5	4.3		
Lead/Lag	Lead			Lag
Lead-Lag Optimize?	Yes			Yes
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 86 (86%), Referenced to phase 2:SBT and 6:, Start of Green
Natural Cycle: 75
Control Type: Pretimed

Splits and Phases: 18: Biscayne Blvd & NE 4th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	16	29	32	1437	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.5			4.3				
Lane Util. Factor					0.95			0.86				
Frpb, ped/bikes					0.97			1.00				
Flpb, ped/bikes					1.00			1.00				
Frt					0.90			1.00				
Flt Protected					1.00			1.00				
Satd. Flow (prot)					3004			6211				
Flt Permitted					1.00			1.00				
Satd. Flow (perm)					3004			6211				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	17	31	34	1513	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	26	0	0	28	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	22	0	0	1519	0	0	0	0
Confl. Peds. (#/hr)	19		16	16		19	22		16	16		22
Confl. Bikes (#/hr)			22			1			4			
Turn Type					NA		Perm	NA				
Protected Phases					3			6				
Permitted Phases							6					
Actuated Green, G (s)					17.5			52.7				
Effective Green, g (s)					17.5			52.7				
Actuated g/C Ratio					0.18			0.53				
Clearance Time (s)					4.5			4.3				
Lane Grp Cap (vph)					525			3273				
v/s Ratio Prot					c0.01							
v/s Ratio Perm								0.24				
v/c Ratio					0.04			0.46				
Uniform Delay, d1					34.3			14.8				
Progression Factor					1.00			0.66				
Incremental Delay, d2					0.2			0.5				
Delay (s)					34.4			10.2				
Level of Service					C			B				
Approach Delay (s)		0.0			34.4			10.2			0.0	
Approach LOS		A			C			B			A	

Intersection Summary

HCM 2000 Control Delay	10.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.8
Intersection Capacity Utilization	49.8%	ICU Level of Service	A
Analysis Period (min)	15		

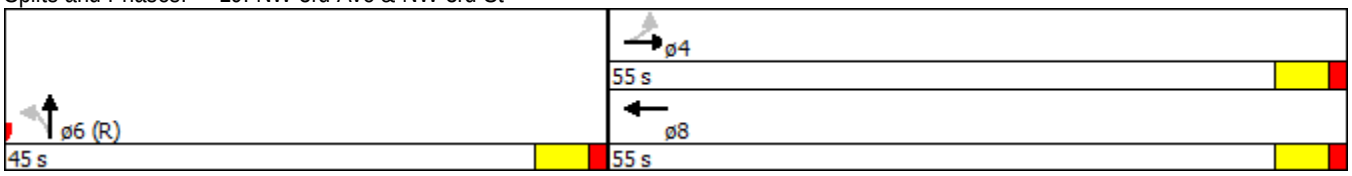
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Configurations					
Volume (vph)	3	488	161	36	635
Turn Type	Perm	NA	NA	Perm	NA
Protected Phases		4	8		6
Permitted Phases	4			6	
Detector Phase	4	4	8	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	12.0	12.0
Minimum Split (s)	29.5	29.5	29.5	21.5	21.5
Total Split (s)	55.0	55.0	55.0	45.0	45.0
Total Split (%)	55.0%	55.0%	55.0%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 73 (73%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 19: NW 3rd Ave & NW 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	488	0	0	161	103	36	635	145	0	0	0
Number	7	4	14	3	8	18	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	162.9	162.9	0.0	0.0	162.9	171.0	162.9	162.9	171.0			
Lanes	1	1	0	0	2	0	1	2	0			
Cap, veh/h	455	806	0	0	939	570	613	1012	231			
Arrive On Green	0.16	0.16	0.00	0.00	0.16	0.16	0.40	0.40	0.40			
Sat Flow, veh/h	939	1629	0	0	1897	1151	1551	2563	586			
Grp Volume(v), veh/h	3	548	0	0	154	143	40	453	423			
Grp Sat Flow(s),veh/h/ln	939	1629	0	0	1629	1419	1551	1629	1520			
Q Serve(g_s), s	0.3	31.7	0.0	0.0	8.2	8.7	1.6	23.3	23.3			
Cycle Q Clear(g_c), s	9.0	31.7	0.0	0.0	8.2	8.7	1.6	23.3	23.3			
Prop In Lane	1.00		0.00	0.00		0.81	1.00		0.39			
Lane Grp Cap(c), veh/h	455	806	0	0	806	702	613	643	600			
V/C Ratio(X)	0.01	0.68	0.00	0.00	0.19	0.20	0.07	0.70	0.70			
Avail Cap(c_a), veh/h	455	806	0	0	806	702	613	643	600			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	28.7	34.4	0.0	0.0	24.5	24.8	18.8	25.4	25.4			
Incr Delay (d2), s/veh	0.0	4.6	0.0	0.0	0.5	0.7	0.2	6.4	6.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	0.1	15.1	0.0	0.0	3.7	3.5	0.6	10.4	9.8			
Lane Grp Delay (d), s/veh	28.7	39.0	0.0	0.0	25.1	25.4	19.0	31.7	32.2			
Lane Grp LOS	C	D			C	C	B	C	C			
Approach Vol, veh/h		551			297			916				
Approach Delay, s/veh		38.9			25.2			31.4				
Approach LOS		D			C			C				

Timer												
Assigned Phs		4			8			6				
Phs Duration (G+Y+Rc), s		55.0			55.0			45.0				
Change Period (Y+Rc), s		5.5			5.5			5.5				
Max Green Setting (Gmax), s		49.5			49.5			39.5				
Max Q Clear Time (g_c+I1), s		33.7			10.7			25.3				
Green Ext Time (p_c), s		3.6			4.3			1.9				

Intersection Summary												
HCM 2010 Ctrl Delay			32.7									
HCM 2010 LOS			C									

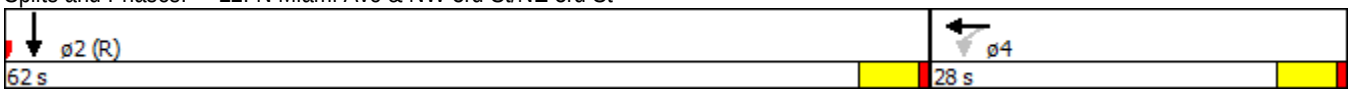
Notes

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	269	755
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.8	22.8
Total Split (s)	28.0	62.0
Total Split (%)	31.1%	68.9%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.8	0.8
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.8	4.8
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 30 (33%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 22: N Miami Ave & NW 3rd St/NE 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	67	269	0	0	0	0	0	755	205
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	162.9	0.0				0.0	162.9	171.0
Lanes				0	2	0				0	2	0
Cap, veh/h				80	382	0				0	1569	425
Arrive On Green				0.09	0.09	0.00				0.00	0.21	0.21
Sat Flow, veh/h				0	1482	0				0	2468	669
Grp Volume(v), veh/h				79	316	0				0	585	544
Grp Sat Flow(s),veh/h/ln				0	1482	0				0	1629	1509
Q Serve(g_s), s				0.0	18.9	0.0				0.0	29.0	29.1
Cycle Q Clear(g_c), s				23.2	18.9	0.0				0.0	29.0	29.1
Prop In Lane				1.00		0.00				0.00		0.44
Lane Grp Cap(c), veh/h				80	382	0				0	1035	959
V/C Ratio(X)				0.99	0.83	0.00				0.00	0.57	0.57
Avail Cap(c_a), veh/h				80	382	0				0	1035	959
HCM Platoon Ratio				0.33	0.33	1.00				1.00	0.33	0.33
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				52.8	39.2	0.0				0.0	24.4	24.4
Incr Delay (d2), s/veh				97.2	18.3	0.0				0.0	2.2	2.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				4.1	9.5	0.0				0.0	13.4	12.5
Lane Grp Delay (d), s/veh				150.0	57.5	0.0				0.0	26.7	26.9
Lane Grp LOS				F	E						C	C
Approach Vol, veh/h					395						1129	
Approach Delay, s/veh					76.0						26.8	
Approach LOS					E						C	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	28.0	62.0
Change Period (Y+Rc), s	4.8	4.8
Max Green Setting (Gmax), s	23.2	57.2
Max Q Clear Time (g_c+I1), s	25.2	31.1
Green Ext Time (p_c), s	0.0	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	39.5
HCM 2010 LOS	D

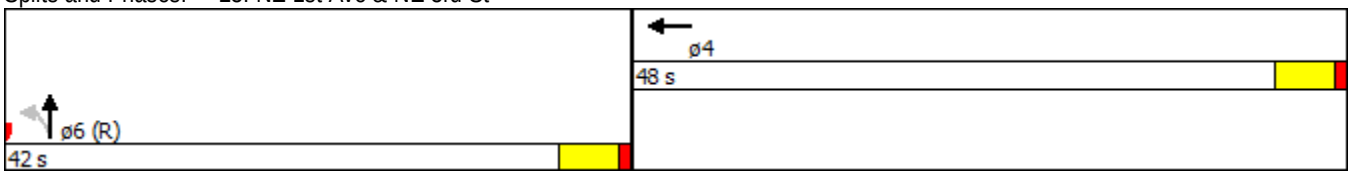
Notes

Lane Group	WBT	NBT
Lane Configurations		
Volume (vph)	285	512
Turn Type	NA	NA
Protected Phases	4	6
Permitted Phases		
Detector Phase	4	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	48.0	42.0
Total Split (%)	53.3%	46.7%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 16 (18%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 23: NE 1st Ave & NE 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	285	269	134	512	0	0	0	0
Number				7	4	14	1	6	16			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus Adj				1.00	1.00	0.90	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln				0.0	162.9	171.0	171.0	162.9	0.0			
Lanes				0	2	0	0	3	0			
Cap, veh/h				0	780	595	80	1222	0			
Arrive On Green				0.00	0.48	0.48	0.14	0.14	0.00			
Sat Flow, veh/h				0	1629	1243	0	2964	0			
Grp Volume(v), veh/h				0	317	299	149	569	0			
Grp Sat Flow(s),veh/h/ln				0	1629	1243	0	1482	0			
Q Serve(g_s), s				0.0	11.3	14.9	0.0	15.9	0.0			
Cycle Q Clear(g_c), s				0.0	11.3	14.9	37.1	15.9	0.0			
Prop In Lane				0.00		1.00	1.00		0.00			
Lane Grp Cap(c), veh/h				0	780	595	80	1222	0			
V/C Ratio(X)				0.00	0.41	0.50	1.86	0.47	0.00			
Avail Cap(c_a), veh/h				0	780	595	80	1222	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	15.2	16.1	57.4	29.7	0.0			
Incr Delay (d2), s/veh				0.0	1.6	3.0	431.8	1.3	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln				0.0	4.7	4.8	11.5	6.6	0.0			
Lane Grp Delay (d), s/veh				0.0	16.7	19.1	489.2	31.0	0.0			
Lane Grp LOS					B	B	F	C				
Approach Vol, veh/h					616			718				
Approach Delay, s/veh					17.9			126.1				
Approach LOS					B			F				

Timer	
Assigned Phs	4 6
Phs Duration (G+Y+Rc), s	48.0 42.0
Change Period (Y+Rc), s	4.9 4.9
Max Green Setting (Gmax), s	43.1 37.1
Max Q Clear Time (g_c+I1), s	16.9 39.1
Green Ext Time (p_c), s	1.5 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	76.1
HCM 2010 LOS	E

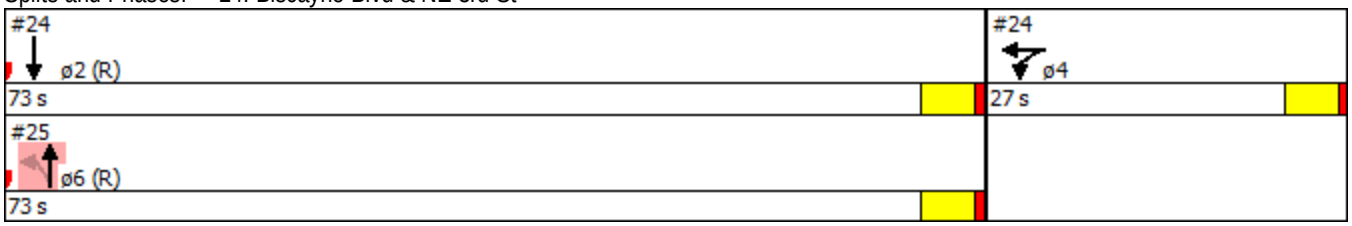
Notes

Lane Group	WBL	WBT	SBT	ø6
Lane Configurations				
Volume (vph)	43	101	1703	
Turn Type	Split	NA	NA	
Protected Phases	4	4	2	6
Permitted Phases				
Detector Phase	4	4	2	
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.8	24.8	22.8	22.8
Total Split (s)	27.0	27.0	73.0	73.0
Total Split (%)	27.0%	27.0%	73.0%	73%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	
Total Lost Time (s)	4.8	4.8	4.8	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 2:SBT and 6:, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 24: Biscayne Blvd & NE 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	43	101	0	0	0	0	0	1703	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.8	4.8						4.8	
Lane Util. Factor				0.91	0.91						0.86	
Frpb, ped/bikes				1.00	1.00						1.00	
Flpb, ped/bikes				1.00	1.00						1.00	
Frt				1.00	1.00						0.98	
Flt Protected				0.95	1.00						1.00	
Satd. Flow (prot)				1408	2958						5501	
Flt Permitted				0.95	1.00						1.00	
Satd. Flow (perm)				1408	2958						5501	
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	0	0	0	51	120	0	0	0	0	0	2027	248
RTOR Reduction (vph)	0	0	0	17	17	0	0	0	0	0	15	0
Lane Group Flow (vph)	0	0	0	29	108	0	0	0	0	0	2260	0
Confl. Peds. (#/hr)	81					81	2		16	16		2
Confl. Bikes (#/hr)						6			1			
Turn Type				Split	NA						NA	
Protected Phases				4	4						2	
Permitted Phases												
Actuated Green, G (s)				12.6	12.6						77.8	
Effective Green, g (s)				12.6	12.6						77.8	
Actuated g/C Ratio				0.13	0.13						0.78	
Clearance Time (s)				4.8	4.8						4.8	
Vehicle Extension (s)				2.5	2.5						1.0	
Lane Grp Cap (vph)				177	372						4279	
v/s Ratio Prot				0.02	c0.04						c0.41	
v/s Ratio Perm												
v/c Ratio				0.16	0.29						0.53	
Uniform Delay, d1				39.0	39.6						4.2	
Progression Factor				1.58	1.37						0.28	
Incremental Delay, d2				0.3	0.3						0.4	
Delay (s)				62.0	54.5						1.5	
Level of Service				E	D						A	
Approach Delay (s)		0.0			56.5			0.0			1.5	
Approach LOS		A			E			A			A	

Intersection Summary

HCM 2000 Control Delay	5.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.6
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
Analysis Period (min)	15		

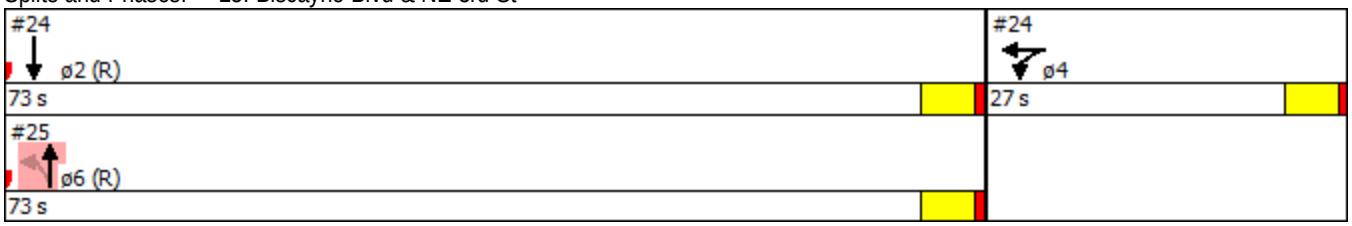
c Critical Lane Group

Lane Group	NBT	ø2	ø4
Lane Configurations			
Volume (vph)	1446		
Turn Type	NA		
Protected Phases	6	2	4
Permitted Phases			
Detector Phase	6		
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	22.8	22.8	24.8
Total Split (s)	73.0	73.0	27.0
Total Split (%)	73.0%	73%	27%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.8
Lost Time Adjust (s)	0.0		
Total Lost Time (s)	4.8		
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 2:SBT and 6:, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 25: Biscayne Blvd & NE 3rd St



Movement	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations										
Volume (vph)	0	0	156	1446	145	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.8						
Lane Util. Factor				0.86						
Frpb, ped/bikes				0.99						
Flpb, ped/bikes				1.00						
Frt				0.99						
Flt Protected				1.00						
Satd. Flow (prot)				6059						
Flt Permitted				1.00						
Satd. Flow (perm)				6059						
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	159	1476	148	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	21	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	1762	0	0	0	0	0	0
Confl. Peds. (#/hr)			5		25					
Confl. Bikes (#/hr)		6			4			1		
Turn Type			Perm	NA						
Protected Phases				6						
Permitted Phases			6							
Actuated Green, G (s)				77.8						
Effective Green, g (s)				77.8						
Actuated g/C Ratio				0.78						
Clearance Time (s)				4.8						
Vehicle Extension (s)				1.0						
Lane Grp Cap (vph)				4713						
v/s Ratio Prot										
v/s Ratio Perm				0.29						
v/c Ratio				0.37						
Uniform Delay, d1				3.5						
Progression Factor				0.57						
Incremental Delay, d2				0.2						
Delay (s)				2.2						
Level of Service				A						
Approach Delay (s)	0.0			2.2			0.0		0.0	
Approach LOS	A			A			A		A	

Intersection Summary

HCM 2000 Control Delay	2.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.6
Intersection Capacity Utilization	29.9%	ICU Level of Service	A
Analysis Period (min)	15		

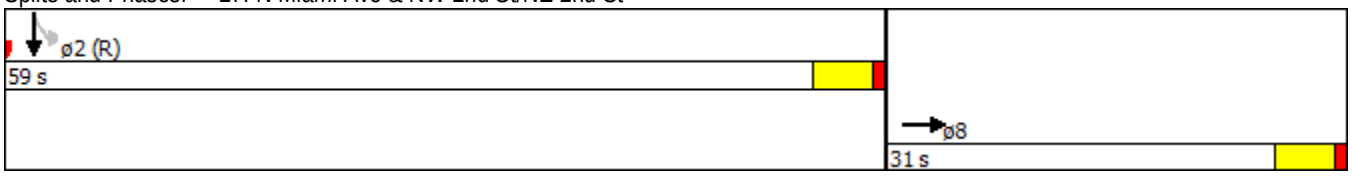
c Critical Lane Group

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	134	554
Turn Type	NA	NA
Protected Phases	8	2
Permitted Phases		
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	31.0	59.0
Total Split (%)	34.4%	65.6%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 47 (52%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 27: N Miami Ave & NW 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	134	82	0	0	0	0	0	0	149	554	0
Number	3	8	18							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96							1.00		1.00
Parking Bus Adj	1.00	1.00	0.90							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	162.9	171.0							171.0	162.9	0.0
Lanes	0	2	0							0	2	0
Cap, veh/h	0	529	300							80	891	0
Arrive On Green	0.00	0.29	0.29							0.20	0.20	0.00
Sat Flow, veh/h	0	1824	1035							0	1482	0
Grp Volume(v), veh/h	0	142	118							180	667	0
Grp Sat Flow(s),veh/h/ln	0	1629	1230							0	1482	0
Q Serve(g_s), s	0.0	6.1	6.8							0.0	38.1	0.0
Cycle Q Clear(g_c), s	0.0	6.1	6.8							54.1	38.1	0.0
Prop In Lane	0.00		0.84							1.00		0.00
Lane Grp Cap(c), veh/h	0	472	357							80	891	0
V/C Ratio(X)	0.00	0.30	0.33							2.25	0.75	0.00
Avail Cap(c_a), veh/h	0	472	357							80	891	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	24.9	25.1							63.1	29.7	0.0
Incr Delay (d2), s/veh	0.0	1.6	2.5							600.4	5.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	2.7	2.3							15.3	16.7	0.0
Lane Grp Delay (d), s/veh	0.0	26.5	27.5							663.6	35.4	0.0
Lane Grp LOS		C	C							F	D	
Approach Vol, veh/h		260									847	
Approach Delay, s/veh		27.0									168.9	
Approach LOS		C									F	

Timer	
Assigned Phs	8	2
Phs Duration (G+Y+Rc), s	31.0	59.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	26.1	54.1
Max Q Clear Time (g_c+I1), s	8.8	56.1
Green Ext Time (p_c), s	0.5	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	135.6
HCM 2010 LOS	F

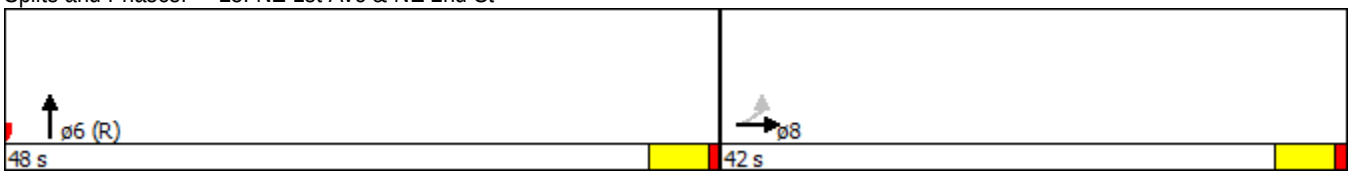
Notes

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	195	491
Turn Type	NA	NA
Protected Phases	8	6
Permitted Phases		
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	42.0	48.0
Total Split (%)	46.7%	53.3%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 2 (2%), Referenced to phase 2: and 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 28: NE 1st Ave & NE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	137	195	0	0	0	0	0	491	214	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	171.0	162.9	0.0				0.0	162.9	171.0			
Lanes	0	2	0				0	3	0			
Cap, veh/h	80	611	0				0	1560	660			
Arrive On Green	0.14	0.14	0.00				0.00	0.16	0.16			
Sat Flow, veh/h	0	1482	0				0	3257	1379			
Grp Volume(v), veh/h	161	229	0				0	578	252			
Grp Sat Flow(s),veh/h/ln	0	1482	0				0	1629	1379			
Q Serve(g_s), s	0.0	12.7	0.0				0.0	14.3	14.7			
Cycle Q Clear(g_c), s	37.1	12.7	0.0				0.0	14.3	14.7			
Prop In Lane	1.00		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	80	611	0				0	1560	660			
V/C Ratio(X)	2.01	0.37	0.00				0.00	0.37	0.38			
Avail Cap(c_a), veh/h	80	611	0				0	1560	660			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	0.33	0.33			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	57.4	28.3	0.0				0.0	25.8	25.9			
Incr Delay (d2), s/veh	496.7	1.8	0.0				0.0	0.7	1.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	13.0	5.4	0.0				0.0	6.4	5.8			
Lane Grp Delay (d), s/veh	554.1	30.1	0.0				0.0	26.4	27.6			
Lane Grp LOS	F	C						C	C			
Approach Vol, veh/h		390						830				
Approach Delay, s/veh		246.4						26.8				
Approach LOS		F						C				

Timer	
Assigned Phs	8	6
Phs Duration (G+Y+Rc), s	42.0	48.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	37.1	43.1
Max Q Clear Time (g_c+I1), s	39.1	16.7
Green Ext Time (p_c), s	0.0	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	97.0
HCM 2010 LOS	F

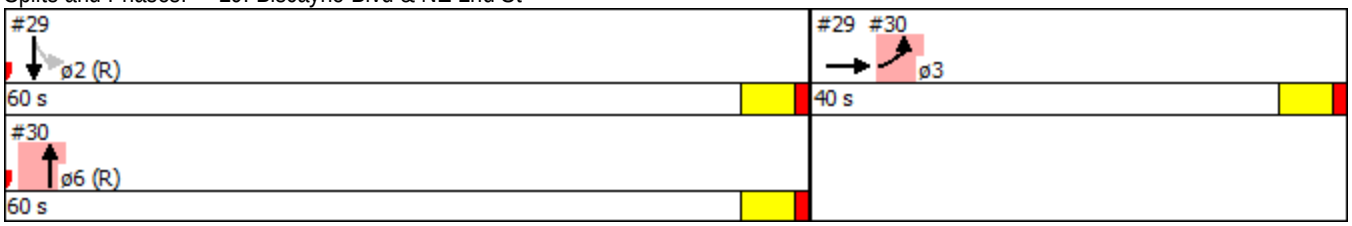
Notes

Lane Group	EBT	SBT	ø6
Lane Configurations			
Volume (vph)	210	1499	
Turn Type	NA	NA	
Protected Phases	3	2	6
Permitted Phases			
Detector Phase	3	2	
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	26.2	23.2	23.2
Total Split (s)	40.0	60.0	60.0
Total Split (%)	40.0%	60.0%	60%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.2	1.2	1.2
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	5.2	5.2	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 29: Biscayne Blvd & NE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	210	189	0	0	0	0	0	0	139	1499	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2									5.2	
Lane Util. Factor		0.95									0.86	
Frpb, ped/bikes		1.00									1.00	
Flpb, ped/bikes		1.00									1.00	
Frt		0.93									1.00	
Flt Protected		1.00									1.00	
Satd. Flow (prot)		2874									5579	
Flt Permitted		1.00									1.00	
Satd. Flow (perm)		2874									5579	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	231	208	0	0	0	0	0	0	153	1647	0
RTOR Reduction (vph)	0	14	0	0	0	0	0	0	0	0	10	0
Lane Group Flow (vph)	0	425	0	0	0	0	0	0	0	0	1790	0
Confl. Peds. (#/hr)	29					29	6					6
Confl. Bikes (#/hr)						5						
Parking (#/hr)			0									
Turn Type		NA								Perm	NA	
Protected Phases		3									2	
Permitted Phases										2		
Actuated Green, G (s)		21.3									68.3	
Effective Green, g (s)		21.3									68.3	
Actuated g/C Ratio		0.21									0.68	
Clearance Time (s)		5.2									5.2	
Vehicle Extension (s)		2.5									1.0	
Lane Grp Cap (vph)		612									3810	
v/s Ratio Prot		c0.15										
v/s Ratio Perm											0.32	
v/c Ratio		0.69									0.47	
Uniform Delay, d1		36.3									7.4	
Progression Factor		0.80									0.39	
Incremental Delay, d2		2.8									0.4	
Delay (s)		32.0									3.3	
Level of Service		C									A	
Approach Delay (s)		32.0			0.0			0.0			3.3	
Approach LOS		C			A			A			A	

Intersection Summary

HCM 2000 Control Delay	8.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		

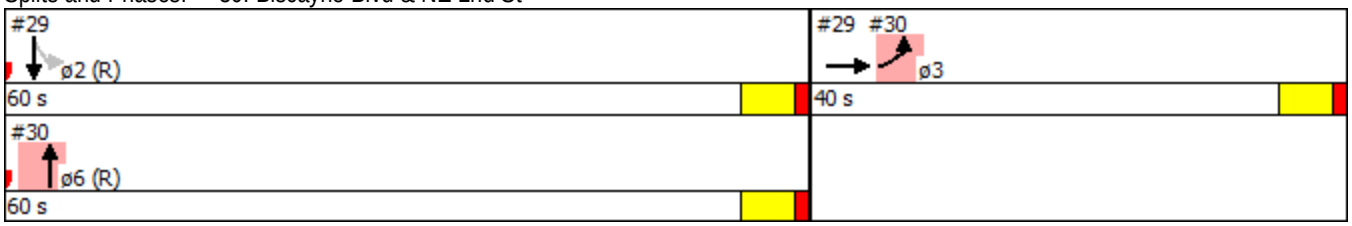
c Critical Lane Group

Lane Group	EBL	NBT	ø2
Lane Configurations			
Volume (vph)	321	1378	
Turn Type	NA	NA	
Protected Phases	3	6	2
Permitted Phases			
Detector Phase	3	6	
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	26.2	23.2	23.2
Total Split (s)	40.0	60.0	60.0
Total Split (%)	40.0%	60.0%	60%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.2	1.2	1.2
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	5.2	5.2	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 30: Biscayne Blvd & NE 2nd St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	321	0	0	1378	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2			5.2		
Lane Util. Factor	0.94			0.86		
Frpb, ped/bikes	1.00			1.00		
Flpb, ped/bikes	1.00			1.00		
Frt	1.00			1.00		
Flt Protected	0.95			1.00		
Satd. Flow (prot)	4848			6225		
Flt Permitted	0.95			1.00		
Satd. Flow (perm)	4848			6225		
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	334	0	0	1435	0	0
RTOR Reduction (vph)	68	0	0	0	0	0
Lane Group Flow (vph)	266	0	0	1435	0	0
Confl. Peds. (#/hr)	12	8	7			7
Confl. Bikes (#/hr)		3				
Turn Type	NA			NA		
Protected Phases	3			6		
Permitted Phases						
Actuated Green, G (s)	21.3			68.3		
Effective Green, g (s)	21.3			68.3		
Actuated g/C Ratio	0.21			0.68		
Clearance Time (s)	5.2			5.2		
Vehicle Extension (s)	2.5			1.0		
Lane Grp Cap (vph)	1032			4251		
v/s Ratio Prot	c0.05			c0.23		
v/s Ratio Perm						
v/c Ratio	0.26			0.34		
Uniform Delay, d1	32.8			6.5		
Progression Factor	0.33			1.00		
Incremental Delay, d2	0.1			0.2		
Delay (s)	10.9			6.7		
Level of Service	B			A		
Approach Delay (s)	10.9			6.7	0.0	
Approach LOS	B			A	A	

Intersection Summary

HCM 2000 Control Delay	7.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	72.6%	ICU Level of Service	C
Analysis Period (min)	15		

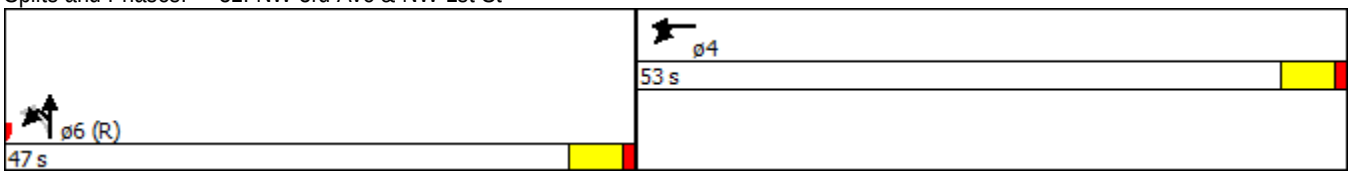
c Critical Lane Group

Lane Group	WBL	WBT	WBR	NBL2	NBT
Lane Configurations					
Volume (vph)	147	27	82	1	65
Turn Type	Split	NA	Free	Split	NA
Protected Phases	4	4		6	6
Permitted Phases			Free		
Detector Phase	4	4		6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0		16.0	16.0
Minimum Split (s)	21.0	21.0		21.0	21.0
Total Split (s)	53.0	53.0		47.0	47.0
Total Split (%)	53.0%	53.0%		47.0%	47.0%
Yellow Time (s)	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max		Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 52 (52%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 31: NW 3rd Ave & NW 1st St



Movement	WBL	WBT	WBR	NBL2	NBL	NBT
Lane Configurations						
Volume (vph)	147	27	82	1	13	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	4.0	5.0		5.0
Lane Util. Factor	0.97	1.00	1.00	0.95		0.95
Frpb, ped/bikes	1.00	1.00	0.99	1.00		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	1.00	0.85	1.00		1.00
Flt Protected	0.95	1.00	1.00	0.95		0.99
Satd. Flow (prot)	3335	1810	1516	1633		1705
Flt Permitted	0.95	1.00	1.00	0.95		0.99
Satd. Flow (perm)	3335	1810	1516	1633		1705
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	171	31	95	1	15	76
RTOR Reduction (vph)	0	0	0	1	0	0
Lane Group Flow (vph)	171	31	95	0	0	91
Confl. Peds. (#/hr)			8	3		
Turn Type	Split	NA	Free	Split	Perm	NA
Protected Phases	4	4		6		6
Permitted Phases			Free		6	
Actuated Green, G (s)	48.0	48.0	100.0	42.0		42.0
Effective Green, g (s)	48.0	48.0	100.0	42.0		42.0
Actuated g/C Ratio	0.48	0.48	1.00	0.42		0.42
Clearance Time (s)	5.0	5.0		5.0		5.0
Lane Grp Cap (vph)	1600	868	1516	685		716
v/s Ratio Prot	c0.05	0.02		0.00		
v/s Ratio Perm			0.06			0.05
v/c Ratio	0.11	0.04	0.06	0.00		0.13
Uniform Delay, d1	14.3	13.8	0.0	16.8		17.8
Progression Factor	0.87	0.82	1.00	1.00		1.00
Incremental Delay, d2	0.1	0.1	0.1	0.0		0.4
Delay (s)	12.5	11.3	0.1	16.8		18.1
Level of Service	B	B	A	B		B
Approach Delay (s)		8.4				18.1
Approach LOS		A				B

Intersection Summary

HCM 2000 Control Delay	10.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.12		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	27.5%	ICU Level of Service	A
Analysis Period (min)	15		

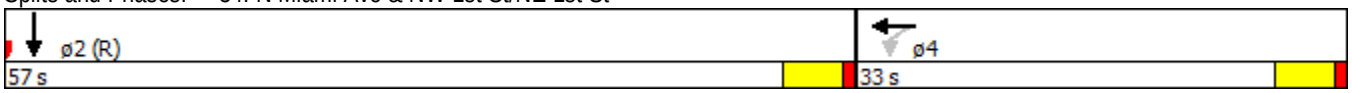
c Critical Lane Group

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	249	538
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	33.0	57.0
Total Split (%)	36.7%	63.3%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 53 (59%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 34: N Miami Ave & NW 1st St/NE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	74	249	0	0	0	0	0	538	123
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.95
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	162.9	0.0				0.0	162.9	171.0
Lanes				0	2	0				0	2	0
Cap, veh/h				80	463	0				0	1396	319
Arrive On Green				0.10	0.10	0.00				0.00	0.19	0.19
Sat Flow, veh/h				0	1482	0				0	2411	550
Grp Volume(v), veh/h				90	304	0				0	443	363
Grp Sat Flow(s),veh/h/ln				0	1482	0				0	1629	1333
Q Serve(g_s), s				0.0	17.8	0.0				0.0	21.7	21.8
Cycle Q Clear(g_c), s				28.1	17.8	0.0				0.0	21.7	21.8
Prop In Lane				1.00		0.00				0.00		0.41
Lane Grp Cap(c), veh/h				80	463	0				0	943	772
V/C Ratio(X)				1.12	0.66	0.00				0.00	0.47	0.47
Avail Cap(c_a), veh/h				80	463	0				0	943	772
HCM Platoon Ratio				0.33	0.33	1.00				1.00	0.33	0.33
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				54.4	35.7	0.0				0.0	24.1	24.1
Incr Delay (d2), s/veh				138.5	7.1	0.0				0.0	1.7	2.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				5.0	8.0	0.0				0.0	10.0	8.3
Lane Grp Delay (d), s/veh				192.9	42.8	0.0				0.0	25.8	26.2
Lane Grp LOS				F	D						C	C
Approach Vol, veh/h					394						806	
Approach Delay, s/veh					77.1						26.0	
Approach LOS					E						C	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	33.0	57.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	28.1	52.1
Max Q Clear Time (g_c+I1), s	30.1	23.8
Green Ext Time (p_c), s	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	42.8
HCM 2010 LOS	D

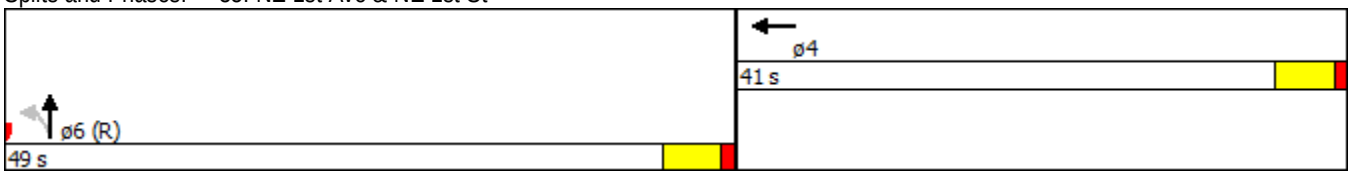
Notes

Lane Group	WBT	NBT
Lane Configurations		
Volume (vph)	226	607
Turn Type	NA	NA
Protected Phases	4	6
Permitted Phases		
Detector Phase	4	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	41.0	49.0
Total Split (%)	45.6%	54.4%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 86 (96%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 35: NE 1st Ave & NE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	226	126	106	607	0	0	0	0
Number				7	4	14	1	6	16			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln				0.0	162.9	171.0	171.0	162.9	0.0			
Lanes				0	2	0	0	3	0			
Cap, veh/h				0	799	428	80	1449	0			
Arrive On Green				0.00	0.40	0.40	0.49	0.49	0.00			
Sat Flow, veh/h				0	1998	1071	0	2964	0			
Grp Volume(v), veh/h				0	196	182	114	653	0			
Grp Sat Flow(s),veh/h/ln				0	1629	1440	0	1482	0			
Q Serve(g_s), s				0.0	7.4	7.8	0.0	13.0	0.0			
Cycle Q Clear(g_c), s				0.0	7.4	7.8	44.0	13.0	0.0			
Prop In Lane				0.00		0.74	1.00		0.00			
Lane Grp Cap(c), veh/h				0	651	576	80	1449	0			
V/C Ratio(X)				0.00	0.30	0.32	1.42	0.45	0.00			
Avail Cap(c_a), veh/h				0	651	576	80	1449	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	18.4	18.5	45.0	15.1	0.0			
Incr Delay (d2), s/veh				0.0	1.2	1.4	249.2	1.0	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln				0.0	3.1	2.9	7.4	4.7	0.0			
Lane Grp Delay (d), s/veh				0.0	19.6	20.0	294.2	16.1	0.0			
Lane Grp LOS					B	B	F	B				
Approach Vol, veh/h					378			767				
Approach Delay, s/veh					19.8			57.4				
Approach LOS					B			E				

Timer	
Assigned Phs	4 6
Phs Duration (G+Y+Rc), s	41.0 49.0
Change Period (Y+Rc), s	5.0 5.0
Max Green Setting (Gmax), s	36.0 44.0
Max Q Clear Time (g_c+I1), s	9.8 46.0
Green Ext Time (p_c), s	0.8 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	45.0
HCM 2010 LOS	D

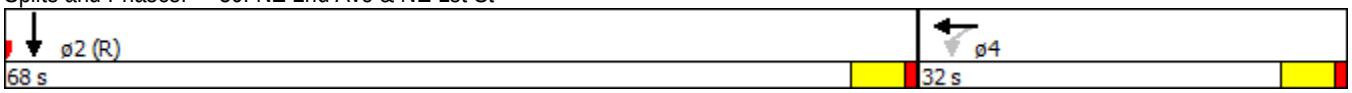
Notes

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	218	845
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	32.0	68.0
Total Split (%)	32.0%	68.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 79 (79%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 36: NE 2nd Ave & NE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	143	218	0	0	0	0	0	845	233
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	159.8	0.0				0.0	159.8	171.0
Lanes				0	2	0				0	3	0
Cap, veh/h				72	393	0				0	2206	607
Arrive On Green				0.27	0.27	0.00				0.00	0.21	0.21
Sat Flow, veh/h				0	1454	0				0	3501	964
Grp Volume(v), veh/h				162	248	0				0	876	349
Grp Sat Flow(s),veh/h/ln				0	1454	0				0	1598	1268
Q Serve(g_s), s				0.0	15.0	0.0				0.0	23.9	24.0
Cycle Q Clear(g_c), s				27.0	15.0	0.0				0.0	23.9	24.0
Prop In Lane				1.00		0.00				0.00		0.76
Lane Grp Cap(c), veh/h				72	393	0				0	2014	799
V/C Ratio(X)				2.25	0.63	0.00				0.00	0.44	0.44
Avail Cap(c_a), veh/h				72	393	0				0	2014	799
HCM Platoon Ratio				1.00	1.00	1.00				1.00	0.33	0.33
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				50.0	32.1	0.0				0.0	24.1	24.1
Incr Delay (d2), s/veh				604.4	7.5	0.0				0.0	0.7	1.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				13.9	6.3	0.0				0.0	10.5	8.6
Lane Grp Delay (d), s/veh				654.4	39.6	0.0				0.0	24.8	25.9
Lane Grp LOS				F	D						C	C
Approach Vol, veh/h					410						1225	
Approach Delay, s/veh					282.5						25.1	
Approach LOS					F						C	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	32.0	68.0
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	27.0	63.0
Max Q Clear Time (g_c+I1), s	29.0	26.0
Green Ext Time (p_c), s	0.0	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	89.7
HCM 2010 LOS	F

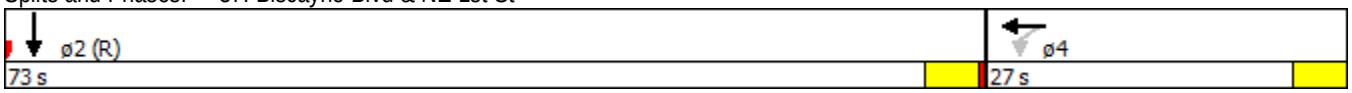
Notes

Lane Group	WBL	WBT	SBT
Lane Configurations			
Volume (vph)	14	156	1508
Turn Type	Perm	NA	NA
Protected Phases		4	2
Permitted Phases	4		
Detector Phase	4	4	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	22.2	22.2	22.5
Total Split (s)	27.0	27.0	73.0
Total Split (%)	27.0%	27.0%	73.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.2	0.2	0.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.2	4.5
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	None	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 34 (34%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 37: Biscayne Blvd & NE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	14	156	0	0	0	0	0	1508	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.2	4.2						4.5	
Lane Util. Factor				0.91	0.91						0.86	
Frpb, ped/bikes				1.00	1.00						1.00	
Flpb, ped/bikes				1.00	1.00						1.00	
Frt				1.00	1.00						0.98	
Flt Protected				0.95	1.00						1.00	
Satd. Flow (prot)				1267	2962						5483	
Flt Permitted				0.95	1.00						1.00	
Satd. Flow (perm)				1267	2962						5483	
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	0	0	0	17	186	0	0	0	0	0	1795	296
RTOR Reduction (vph)	0	0	0	13	14	0	0	0	0	0	18	0
Lane Group Flow (vph)	0	0	0	2	174	0	0	0	0	0	2073	0
Confl. Peds. (#/hr)	13					13						
Confl. Bikes (#/hr)						2						
Parking (#/hr)				0								
Turn Type				Perm	NA						NA	
Protected Phases					4						2	
Permitted Phases				4								
Actuated Green, G (s)				10.3	10.3						81.0	
Effective Green, g (s)				10.3	10.3						81.0	
Actuated g/C Ratio				0.10	0.10						0.81	
Clearance Time (s)				4.2	4.2						4.5	
Vehicle Extension (s)				2.0	2.0						1.0	
Lane Grp Cap (vph)				130	305						4441	
v/s Ratio Prot											c0.38	
v/s Ratio Perm				0.00	0.06							
v/c Ratio				0.01	0.57						0.47	
Uniform Delay, d1				40.3	42.7						2.9	
Progression Factor				1.00	1.00						0.45	
Incremental Delay, d2				0.0	1.5						0.3	
Delay (s)				40.3	44.2						1.6	
Level of Service				D	D						A	
Approach Delay (s)		0.0			43.9			0.0			1.6	
Approach LOS		A			D			A			A	

Intersection Summary

HCM 2000 Control Delay	5.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.7
Intersection Capacity Utilization	39.3%	ICU Level of Service	A
Analysis Period (min)	15		

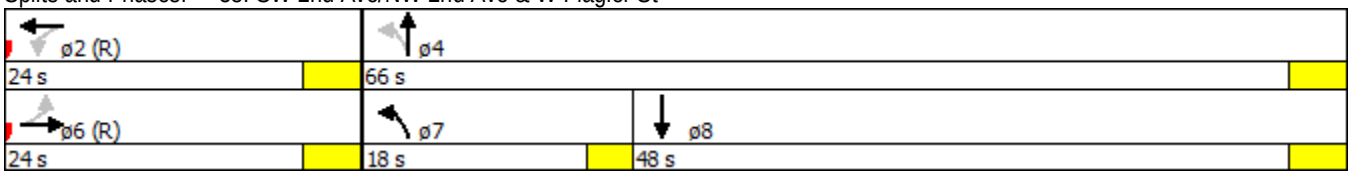
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Configurations							
Volume (vph)	14	65	77	168	85	734	381
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	NA
Protected Phases		6		2	7	4	8
Permitted Phases	6		2		4		
Detector Phase	6	6	2	2	7	4	8
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	22.0	22.0	22.0	22.0	9.0	22.0	22.0
Total Split (s)	24.0	24.0	24.0	24.0	18.0	66.0	48.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	20.0%	73.3%	53.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0	4.0
Lead/Lag					Lead		Lag
Lead-Lag Optimize?					Yes		Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 46 (51%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 38: SW 2nd Ave/NW 2nd Ave & W Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	14	65	36	77	168	43	85	734	98	0	381	33
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.91	0.95		0.96	1.00		0.96	1.00		0.99
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	171.0	171.0	162.9	171.0	0.0	162.9	171.0
Lanes	1	1	0	1	1	0	0	2	0	0	1	0
Cap, veh/h	136	190	105	235	248	64	184	1610	194	0	1018	87
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.69	0.69	0.69	0.00	0.69	0.69
Sat Flow, veh/h	970	855	472	1057	1115	286	199	2137	281	0	1478	127
Grp Volume(v), veh/h	16	0	118	90	0	245	533	0	533	0	0	481
Grp Sat Flow(s),veh/h/ln	970	0	1327	1057	0	1401	1405	0	1412	0	0	1605
Q Serve(g_s), s	1.4	0.0	6.8	7.2	0.0	14.8	0.1	0.0	62.0	0.0	0.0	12.0
Cycle Q Clear(g_c), s	16.3	0.0	6.8	14.0	0.0	14.8	62.0	0.0	62.0	0.0	0.0	12.0
Prop In Lane	1.00		0.36	1.00		0.20	0.18		0.22	0.00		0.08
Lane Grp Cap(c), veh/h	136	0	295	235	0	311	212	0	973	0	0	1106
V/C Ratio(X)	0.12	0.00	0.40	0.38	0.00	0.79	2.51	0.00	0.55	0.00	0.00	0.44
Avail Cap(c_a), veh/h	136	0	295	235	0	311	212	0	973	0	0	1106
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	40.7	0.0	29.9	35.8	0.0	33.0	20.5	0.0	14.0	0.0	0.0	6.2
Incr Delay (d2), s/veh	1.8	0.0	4.0	4.7	0.0	18.0	694.1	0.0	2.2	0.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.4	0.0	2.6	2.2	0.0	6.7	42.3	0.0	5.5	0.0	0.0	4.3
Lane Grp Delay (d), s/veh	42.4	0.0	33.9	40.5	0.0	51.0	714.6	0.0	16.2	0.0	0.0	7.5
Lane Grp LOS	D		C	D		D	F		B			A
Approach Vol, veh/h		134			335			1066			481	
Approach Delay, s/veh		34.9			48.2			365.4			7.5	
Approach LOS		C			D			F			A	
Timer												
Assigned Phs		6			2		7	4			8	
Phs Duration (G+Y+Rc), s		24.0			24.0		0.0	66.0			66.0	
Change Period (Y+Rc), s		4.0			4.0		3.0	4.0			4.0	
Max Green Setting (Gmax), s		20.0			20.0		15.0	62.0			44.0	
Max Q Clear Time (g_c+I1), s		18.3			16.8		0.0	64.0			14.0	
Green Ext Time (p_c), s		0.2			0.3		0.0	0.0			11.0	
Intersection Summary												
HCM 2010 Ctrl Delay			205.3									
HCM 2010 LOS			F									
Notes												

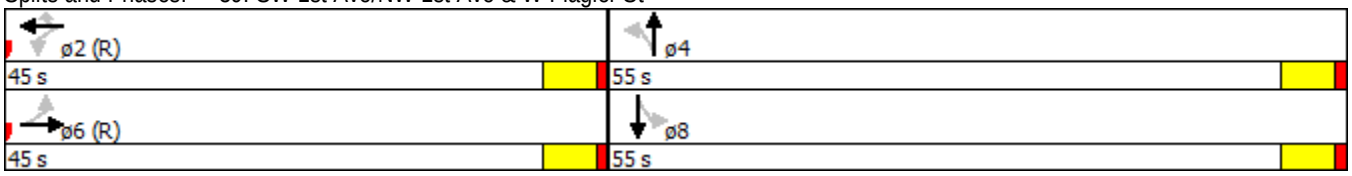
39: SW 1st Ave/NW 1st Ave & W Flagler St

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	10	111	9	254	143	36	258	29	158
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		6		2			4		8
Permitted Phases	6		2		2	4		8	
Detector Phase	6	6	2	2	2	4	4	8	8
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	45.0	45.0	45.0	45.0	45.0	55.0	55.0	55.0	55.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	45.0%	55.0%	55.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0	5.0		5.0		5.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 48 (48%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 39: SW 1st Ave/NW 1st Ave & W Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	111	6	9	254	143	36	258	58	29	158	19
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.91		0.88	0.92		0.81	0.88		0.81	0.92		0.81
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	171.0	162.9	171.0	171.0	162.9	162.9	171.0	162.9	171.0	171.0	162.9	171.0
Lanes	0	1	0	0	1	1	0	1	0	0	2	0
Cap, veh/h	62	561	30	45	639	402	83	499	107	183	973	124
Arrive On Green	0.40	0.40	0.40	0.80	0.80	0.80	0.50	0.50	0.50	0.17	0.17	0.17
Sat Flow, veh/h	58	1402	75	19	1599	1005	87	997	214	272	1947	249
Grp Volume(v), veh/h	144	0	0	299	0	162	400	0	0	114	0	121
Grp Sat Flow(s),veh/h/ln	1535	0	0	1617	0	1005	1299	0	0	1098	0	1369
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	4.8	4.9	0.0	0.0	0.0	0.0	7.6
Cycle Q Clear(g_c), s	5.9	0.0	0.0	5.8	0.0	4.8	21.2	0.0	0.0	7.7	0.0	7.6
Prop In Lane	0.08		0.05	0.03		1.00	0.10		0.16	0.29		0.18
Lane Grp Cap(c), veh/h	653	0	0	684	0	402	689	0	0	596	0	685
V/C Ratio(X)	0.22	0.00	0.00	0.44	0.00	0.40	0.58	0.00	0.00	0.19	0.00	0.18
Avail Cap(c_a), veh/h	653	0	0	684	0	402	689	0	0	596	0	685
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.8	0.0	0.0	6.6	0.0	6.5	17.7	0.0	0.0	23.5	0.0	24.1
Incr Delay (d2), s/veh	0.8	0.0	0.0	2.0	0.0	3.0	3.5	0.0	0.0	0.7	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	2.5	0.0	0.0	1.9	0.0	1.2	7.3	0.0	0.0	2.8	0.0	2.9
Lane Grp Delay (d), s/veh	20.6	0.0	0.0	8.6	0.0	9.5	21.3	0.0	0.0	24.2	0.0	24.6
Lane Grp LOS	C			A		A	C			C		C
Approach Vol, veh/h		144			461			400			235	
Approach Delay, s/veh		20.6			8.9			21.3			24.4	
Approach LOS		C			A			C			C	

Timer												
Assigned Phs		6			2			4			8	
Phs Duration (G+Y+Rc), s		45.0			45.0			55.0			55.0	
Change Period (Y+Rc), s		5.0			5.0			5.0			5.0	
Max Green Setting (Gmax), s		40.0			40.0			50.0			50.0	
Max Q Clear Time (g_c+I1), s		7.9			7.8			23.2			9.7	
Green Ext Time (p_c), s		1.1			1.1			3.5			3.7	

Intersection Summary												
HCM 2010 Ctrl Delay			17.2									
HCM 2010 LOS			B									

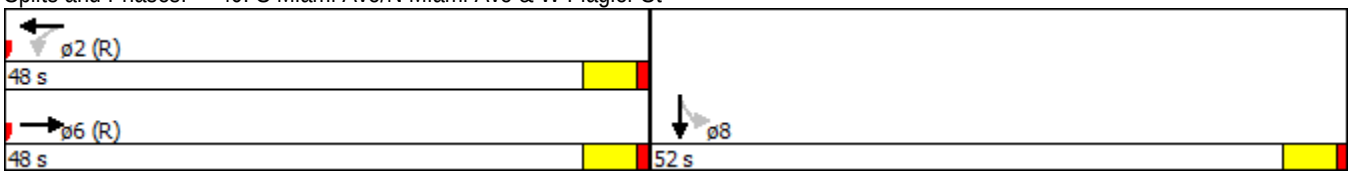
Notes

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Volume (vph)	116	17	369	513
Turn Type	NA	Perm	NA	NA
Protected Phases	6		2	8
Permitted Phases		2		
Detector Phase	6	2	2	8
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	24.0	24.0	22.9
Total Split (s)	48.0	48.0	48.0	52.0
Total Split (%)	48.0%	48.0%	48.0%	52.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.9
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	4.9
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 45 (45%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 40: S Miami Ave/N Miami Ave & W Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	116	25	17	369	0	0	0	0	74	513	97
Number	1	6	16	5	2	12				3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		1.00				1.00		0.93
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln	0.0	162.9	171.0	171.0	162.9	0.0				171.0	162.9	171.0
Lanes	0	1	0	0	1	0				0	3	0
Cap, veh/h	0	502	108	53	676	0				218	1606	308
Arrive On Green	0.00	0.86	0.86	0.86	0.86	0.00				0.47	0.47	0.47
Sat Flow, veh/h	0	1168	251	36	1572	0				464	3410	654
Grp Volume(v), veh/h	0	0	181	495	0	0				329	303	245
Grp Sat Flow(s),veh/h/ln	0	0	1419	1608	0	0				1605	1629	1294
Q Serve(g_s), s	0.0	0.0	2.4	0.0	0.0	0.0				13.6	12.1	12.4
Cycle Q Clear(g_c), s	0.0	0.0	2.4	10.9	0.0	0.0				13.6	12.1	12.4
Prop In Lane	0.00		0.18	0.04		0.00				0.29		0.51
Lane Grp Cap(c), veh/h	0	0	610	729	0	0				756	767	609
V/C Ratio(X)	0.00	0.00	0.30	0.68	0.00	0.00				0.43	0.39	0.40
Avail Cap(c_a), veh/h	0	0	610	729	0	0				756	767	609
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	4.2	4.7	0.0	0.0				17.6	17.2	17.3
Incr Delay (d2), s/veh	0.0	0.0	1.2	5.0	0.0	0.0				1.8	1.5	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.0	0.8	2.8	0.0	0.0				5.6	5.0	4.1
Lane Grp Delay (d), s/veh	0.0	0.0	5.4	9.8	0.0	0.0				19.4	18.7	19.2
Lane Grp LOS			A	A						B	B	B
Approach Vol, veh/h		181			495						877	
Approach Delay, s/veh		5.4			9.8						19.1	
Approach LOS		A			A						B	

Timer												
Assigned Phs		6			2						8	
Phs Duration (G+Y+Rc), s		48.0			48.0						52.0	
Change Period (Y+Rc), s		5.0			5.0						4.9	
Max Green Setting (Gmax), s		43.0			43.0						47.1	
Max Q Clear Time (g_c+I1), s		4.4			12.9						15.6	
Green Ext Time (p_c), s		1.5			1.5						2.0	

Intersection Summary												
HCM 2010 Ctrl Delay			14.6									
HCM 2010 LOS			B									

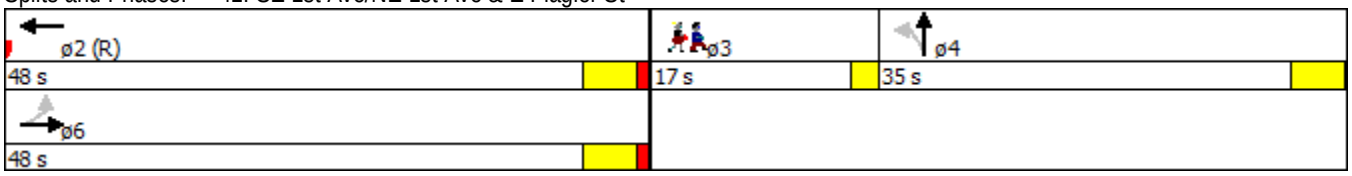
Notes

Lane Group	EBL	EBT	WBT	NBT	ø3
Lane Configurations					
Volume (vph)	33	107	223	848	
Turn Type	Perm	NA	NA	NA	
Protected Phases		6	2	4	3
Permitted Phases	6				
Detector Phase	6	6	2	4	
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	4.0
Minimum Split (s)	21.0	21.0	21.0	20.5	17.0
Total Split (s)	48.0	48.0	48.0	35.0	17.0
Total Split (%)	48.0%	48.0%	48.0%	35.0%	17%
Yellow Time (s)	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	1.0	1.0	1.0	0.3	0.0
Lost Time Adjust (s)		0.0	0.0	0.0	
Total Lost Time (s)		5.0	5.0	4.3	
Lead/Lag				Lag	Lead
Lead-Lag Optimize?				Yes	Yes
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 31 (31%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 41: SE 1st Ave/NE 1st Ave & E Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	107	0	0	223	48	156	848	80	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			4.3				
Lane Util. Factor		1.00			1.00			0.91				
Frpb, ped/bikes		1.00			1.00			0.99				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.98			0.99				
Flt Protected		0.99			1.00			0.99				
Satd. Flow (prot)		1607			1582			4314				
Flt Permitted		0.88			1.00			0.99				
Satd. Flow (perm)		1424			1582			4314				
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	38	124	0	0	259	56	181	986	93	0	0	0
RTOR Reduction (vph)	0	0	0	0	8	0	0	9	0	0	0	0
Lane Group Flow (vph)	0	162	0	0	307	0	0	1251	0	0	0	0
Confl. Peds. (#/hr)	20		126	126		20			87	87		
Confl. Bikes (#/hr)						4						
Parking (#/hr)						0						
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		6			2			4				
Permitted Phases	6						4					
Actuated Green, G (s)		43.0			43.0			30.7				
Effective Green, g (s)		43.0			43.0			30.7				
Actuated g/C Ratio		0.43			0.43			0.31				
Clearance Time (s)		5.0			5.0			4.3				
Lane Grp Cap (vph)		612			680			1324				
v/s Ratio Prot					c0.19							
v/s Ratio Perm		0.11						0.29				
v/c Ratio		0.26			0.45			0.94				
Uniform Delay, d1		18.3			20.2			33.8				
Progression Factor		1.17			0.73			1.00				
Incremental Delay, d2		1.0			1.9			14.6				
Delay (s)		22.4			16.6			48.5				
Level of Service		C			B			D				
Approach Delay (s)		22.4			16.6			48.5			0.0	
Approach LOS		C			B			D			A	

Intersection Summary

HCM 2000 Control Delay	40.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.3
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		

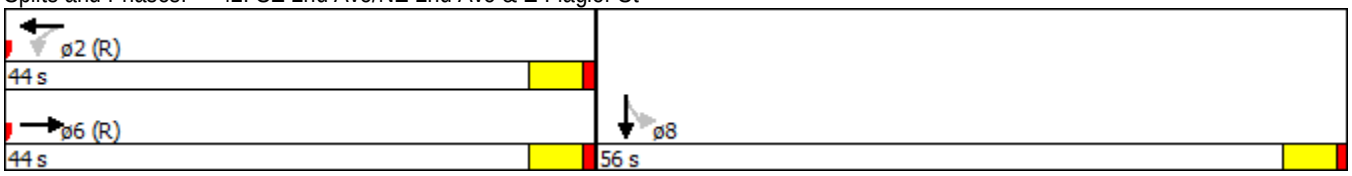
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Volume (vph)	165	12	188	913
Turn Type	NA	Perm	NA	NA
Protected Phases	6		2	8
Permitted Phases		2		
Detector Phase	6	2	2	8
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	24.0	24.0	22.9
Total Split (s)	44.0	44.0	44.0	56.0
Total Split (%)	44.0%	44.0%	44.0%	56.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.9
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	4.9
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 21 (21%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 42: SE 2nd Ave/NE 2nd Ave & E Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	165	56	12	188	0	0	0	0	61	913	111
Number	1	6	16	5	2	12				3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.89
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln	0.0	159.8	171.0	171.0	159.8	0.0				171.0	159.8	171.0
Lanes	0	1	0	0	1	0				0	3	0
Cap, veh/h	0	402	135	53	598	0				120	1922	242
Arrive On Green	0.00	0.39	0.39	0.78	0.78	0.00				0.17	0.17	0.17
Sat Flow, veh/h	0	1030	347	38	1534	0				235	3762	474
Grp Volume(v), veh/h	0	0	266	241	0	0				492	451	364
Grp Sat Flow(s),veh/h/ln	0	0	1377	1572	0	0				1586	1598	1286
Q Serve(g_s), s	0.0	0.0	14.6	0.0	0.0	0.0				28.7	25.9	25.9
Cycle Q Clear(g_c), s	0.0	0.0	14.6	4.8	0.0	0.0				28.7	25.9	25.9
Prop In Lane	0.00		0.25	0.06		0.00				0.15		0.37
Lane Grp Cap(c), veh/h	0	0	537	651	0	0				811	817	657
V/C Ratio(X)	0.00	0.00	0.50	0.37	0.00	0.00				0.61	0.55	0.55
Avail Cap(c_a), veh/h	0	0	537	651	0	0				811	817	657
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	23.1	7.2	0.0	0.0				32.3	31.1	31.1
Incr Delay (d2), s/veh	0.0	0.0	3.2	1.6	0.0	0.0				3.4	2.7	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.0	5.4	1.7	0.0	0.0				13.1	11.8	9.6
Lane Grp Delay (d), s/veh	0.0	0.0	26.3	8.8	0.0	0.0				35.6	33.8	34.4
Lane Grp LOS			C	A						D	C	C
Approach Vol, veh/h		266			241						1307	
Approach Delay, s/veh		26.3			8.8						34.7	
Approach LOS		C			A						C	

Timer	
Assigned Phs	6	2	8
Phs Duration (G+Y+Rc), s	44.0	44.0	56.0
Change Period (Y+Rc), s	5.0	5.0	4.9
Max Green Setting (Gmax), s	39.0	39.0	51.1
Max Q Clear Time (g_c+I1), s	16.6	6.8	30.7
Green Ext Time (p_c), s	1.1	1.1	3.2

Intersection Summary	
HCM 2010 Ctrl Delay	30.0
HCM 2010 LOS	C

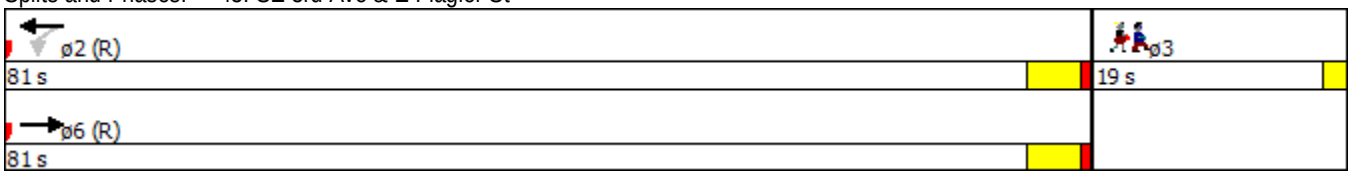
Notes

Lane Group	EBT	WBL	WBT	ø3
Lane Configurations				
Volume (vph)	137	19	213	
Turn Type	NA	Perm	NA	
Protected Phases	6		2	3
Permitted Phases		2		
Detector Phase	6	2	2	
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	4.0
Minimum Split (s)	23.0	23.0	23.0	19.0
Total Split (s)	81.0	81.0	81.0	19.0
Total Split (%)	81.0%	81.0%	81.0%	19%
Yellow Time (s)	4.0	4.0	4.0	2.0
All-Red Time (s)	1.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0		0.0	
Total Lost Time (s)	5.0		5.0	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 34 (34%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 43: SE 3rd Ave & E Flagler St



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	137	88	19	213	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0		
Lane Util. Factor	1.00			1.00		
Frpb, ped/bikes	0.99			1.00		
Flpb, ped/bikes	1.00			1.00		
Frt	0.95			1.00		
Flt Protected	1.00			1.00		
Satd. Flow (prot)	1520			1620		
Flt Permitted	1.00			0.97		
Satd. Flow (perm)	1520			1577		
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	147	95	20	229	0	0
RTOR Reduction (vph)	23	0	0	0	0	0
Lane Group Flow (vph)	219	0	0	249	0	0
Confl. Peds. (#/hr)		64	64		24	5
Parking (#/hr)		0				
Turn Type	NA		Perm	NA		
Protected Phases	6			2		
Permitted Phases			2			
Actuated Green, G (s)	76.0			76.0		
Effective Green, g (s)	76.0			76.0		
Actuated g/C Ratio	0.76			0.76		
Clearance Time (s)	5.0			5.0		
Lane Grp Cap (vph)	1155			1198		
v/s Ratio Prot	0.14					
v/s Ratio Perm				c0.16		
v/c Ratio	0.19			0.21		
Uniform Delay, d1	3.4			3.4		
Progression Factor	0.50			0.69		
Incremental Delay, d2	0.3			0.4		
Delay (s)	2.0			2.7		
Level of Service	A			A		
Approach Delay (s)	2.0			2.7	0.0	
Approach LOS	A			A	A	

Intersection Summary

HCM 2000 Control Delay	2.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.17		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	42.3%	ICU Level of Service	A
Analysis Period (min)	15		

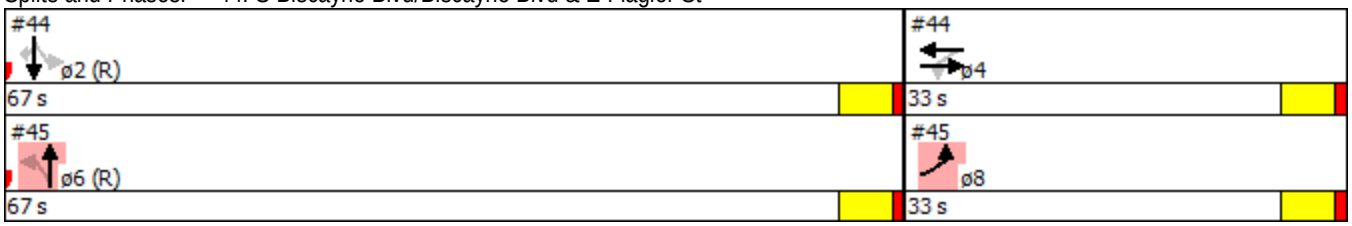
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR	ø6	ø8
Lane Configurations							
Volume (vph)	72	81	136	1479	153		
Turn Type	NA	Perm	NA	NA	Perm		
Protected Phases	4		4	2		6	8
Permitted Phases		4			2		
Detector Phase	4	4	4	2	2		
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	23.0	23.0	23.0	23.0
Total Split (s)	33.0	33.0	33.0	67.0	67.0	67.0	33.0
Total Split (%)	33.0%	33.0%	33.0%	67.0%	67.0%	67%	33%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Min	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 44: S Biscayne Blvd/Biscayne Blvd & E Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	72	45	81	136	0	0	0	0	6	1479	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	5.0
Lane Util. Factor		1.00		1.00	1.00						0.86	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.95
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.95		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1545		1547	1629						5601	1317
Flt Permitted		1.00		0.58	1.00						1.00	1.00
Satd. Flow (perm)		1545		946	1629						5601	1317
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	84	52	94	158	0	0	0	0	7	1720	178
RTOR Reduction (vph)	0	20	0	0	0	0	0	0	0	0	0	25
Lane Group Flow (vph)	0	116	0	94	158	0	0	0	0	0	1727	153
Confl. Peds. (#/hr)	12					12	10					10
Confl. Bikes (#/hr)						1						
Parking (#/hr)			0									
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			4						2	
Permitted Phases				4						2		2
Actuated Green, G (s)		14.8		14.8	14.8						75.2	75.2
Effective Green, g (s)		14.8		14.8	14.8						75.2	75.2
Actuated g/C Ratio		0.15		0.15	0.15						0.75	0.75
Clearance Time (s)		5.0		5.0	5.0						5.0	5.0
Vehicle Extension (s)		2.5		2.5	2.5						1.0	1.0
Lane Grp Cap (vph)		228		140	241						4211	990
v/s Ratio Prot		0.07			0.10							
v/s Ratio Perm				c0.10							0.31	0.12
v/c Ratio		0.51		0.67	0.66						0.41	0.15
Uniform Delay, d1		39.2		40.3	40.2						4.4	3.5
Progression Factor		0.65		1.15	1.14						0.85	0.83
Incremental Delay, d2		1.3		10.0	5.1						0.3	0.3
Delay (s)		26.7		56.2	51.1						4.0	3.2
Level of Service		C		E	D						A	A
Approach Delay (s)		26.7			53.0			0.0			4.0	
Approach LOS		C			D			A			A	

Intersection Summary

HCM 2000 Control Delay	10.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	70.2%	ICU Level of Service	C
Analysis Period (min)	15		

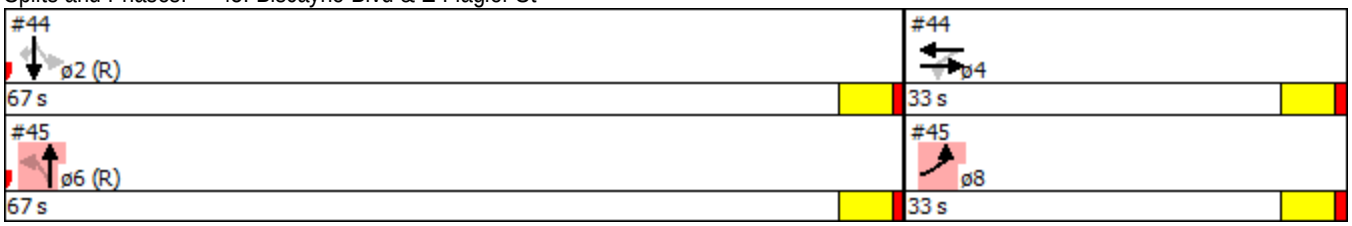
c Critical Lane Group

Lane Group	EBL	NBT	ø2	ø4
Lane Configurations				
Volume (vph)	75	1872		
Turn Type	NA	NA		
Protected Phases	8	6	2	4
Permitted Phases				
Detector Phase	8	6		
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	25.0
Total Split (s)	33.0	67.0	67.0	33.0
Total Split (%)	33.0%	67.0%	67%	33%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	5.0	5.0		
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 45: Biscayne Blvd & E Flagler St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	75	0	223	1872	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0		
Lane Util. Factor	1.00			0.86		
Frpb, ped/bikes	1.00			1.00		
Flpb, ped/bikes	1.00			1.00		
Frt	1.00			1.00		
Flt Protected	0.95			0.99		
Satd. Flow (prot)	1719			6192		
Flt Permitted	0.95			0.99		
Satd. Flow (perm)	1719			6192		
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	80	0	237	1991	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	80	0	0	2228	0	0
Confl. Peds. (#/hr)	21					
Turn Type	NA		Perm	NA		
Protected Phases	8			6		
Permitted Phases			6			
Actuated Green, G (s)	14.8			75.2		
Effective Green, g (s)	14.8			75.2		
Actuated g/C Ratio	0.15			0.75		
Clearance Time (s)	5.0			5.0		
Vehicle Extension (s)	2.5			1.0		
Lane Grp Cap (vph)	254			4656		
v/s Ratio Prot	c0.05					
v/s Ratio Perm				0.36		
v/c Ratio	0.31			0.48		
Uniform Delay, d1	38.1			4.8		
Progression Factor	0.28			0.89		
Incremental Delay, d2	0.5			0.3		
Delay (s)	11.1			4.6		
Level of Service	B			A		
Approach Delay (s)	11.1			4.6	0.0	
Approach LOS	B			A	A	

Intersection Summary

HCM 2000 Control Delay	4.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	74.2%	ICU Level of Service	D
Analysis Period (min)	15		

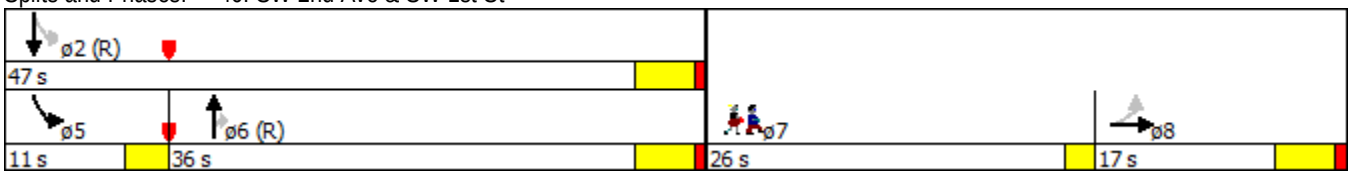
c Critical Lane Group

Lane Group	EBL	EBT	NBT	NBR	SBL	SBT	ø7
Lane Configurations							
Volume (vph)	273	716	557	432	263	220	
Turn Type	Perm	NA	NA	Perm	pm+pt	NA	
Protected Phases		8	6		5	2	7
Permitted Phases	8			6	2		
Detector Phase	8	8	6	6	5	2	
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0	4.0
Minimum Split (s)	12.0	12.0	28.8	28.8	11.0	28.8	26.0
Total Split (s)	17.0	17.0	36.0	36.0	11.0	47.0	26.0
Total Split (%)	18.9%	18.9%	40.0%	40.0%	12.2%	52.2%	29%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	2.0
All-Red Time (s)	1.0	1.0	0.8	0.8	0.0	0.8	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	4.8	4.8	3.0	4.8	
Lead/Lag	Lag	Lag	Lag	Lag	Lead		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 73 (81%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 120
Control Type: Pretimed

Splits and Phases: 46: SW 2nd Ave & SW 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	273	716	88	0	0	0	0	557	432	263	220	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0						4.8	4.8	3.0	4.8	
Lane Util. Factor	1.00	0.91						1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00						1.00	1.00	1.00	1.00	
Flpb, ped/bikes	0.95	1.00						1.00	1.00	1.00	1.00	
Frt	1.00	0.98						1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1436	4240						1583	1346	1504	1583	
Flt Permitted	0.95	1.00						1.00	1.00	0.12	1.00	
Satd. Flow (perm)	1436	4240						1583	1346	185	1583	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	281	738	91	0	0	0	0	574	445	271	227	0
RTOR Reduction (vph)	0	17	0	0	0	0	0	0	291	0	0	0
Lane Group Flow (vph)	281	812	0	0	0	0	0	574	154	271	227	0
Confl. Peds. (#/hr)	12		5	5		12	34					34
Confl. Bikes (#/hr)			1			1						12
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Perm	NA						NA	Perm	pm+pt	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8								6	2		
Actuated Green, G (s)	12.0	12.0						31.2	31.2	42.2	42.2	
Effective Green, g (s)	12.0	12.0						31.2	31.2	42.2	42.2	
Actuated g/C Ratio	0.13	0.13						0.35	0.35	0.47	0.47	
Clearance Time (s)	5.0	5.0						4.8	4.8	3.0	4.8	
Lane Grp Cap (vph)	191	565						548	466	203	742	
v/s Ratio Prot		0.19						0.36		c0.12	0.14	
v/s Ratio Perm	c0.20								0.11	c0.50		
v/c Ratio	1.47	1.44						1.05	0.33	1.33	0.31	
Uniform Delay, d1	39.0	39.0						29.4	21.7	21.6	14.8	
Progression Factor	1.00	1.00						1.51	5.95	2.06	1.48	
Incremental Delay, d2	238.2	206.4						47.0	1.5	176.1	0.9	
Delay (s)	277.2	245.4						91.5	130.5	220.6	22.9	
Level of Service	F	F						F	F	F	C	
Approach Delay (s)		253.5			0.0			108.5			130.5	
Approach LOS		F			A			F			F	

Intersection Summary

HCM 2000 Control Delay	173.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.8
Intersection Capacity Utilization	77.9%	ICU Level of Service	D
Analysis Period (min)	15		

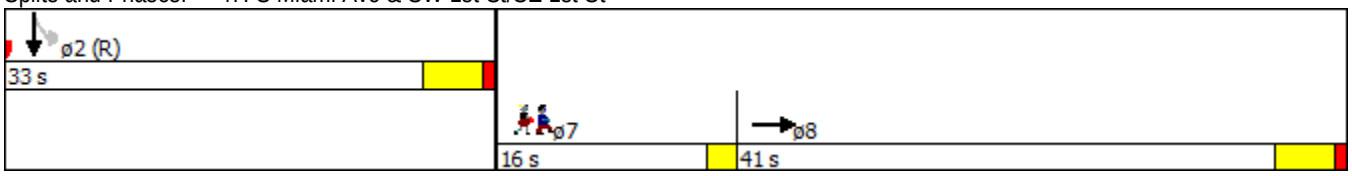
c Critical Lane Group

Lane Group	EBT	SBT	ø7
Lane Configurations			
Volume (vph)	784	742	
Turn Type	NA	NA	
Protected Phases	8	2	7
Permitted Phases			
Detector Phase	8	2	
Switch Phase			
Minimum Initial (s)	7.0	7.0	4.0
Minimum Split (s)	12.0	12.0	16.0
Total Split (s)	41.0	33.0	16.0
Total Split (%)	45.6%	36.7%	18%
Yellow Time (s)	4.0	4.0	2.0
All-Red Time (s)	1.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	5.0	5.0	
Lead/Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 57 (63%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 47: S Miami Ave & SW 1st St/SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	784	317	0	0	0	0	0	0	84	742	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0									5.0	
Lane Util. Factor		0.91									0.91	
Frpb, ped/bikes		0.99									1.00	
Flpb, ped/bikes		1.00									1.00	
Frt		0.96									1.00	
Flt Protected		1.00									0.99	
Satd. Flow (prot)		3974									4296	
Flt Permitted		1.00									0.99	
Satd. Flow (perm)		3974									4296	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	862	348	0	0	0	0	0	0	92	815	0
RTOR Reduction (vph)	0	81	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1129	0	0	0	0	0	0	0	0	907	0
Confl. Peds. (#/hr)	19		12	12		19	27		10	10		27
Confl. Bikes (#/hr)			1			1			1			9
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Parking (#/hr)		0										
Turn Type		NA								Perm	NA	
Protected Phases		8									2	
Permitted Phases										2		
Actuated Green, G (s)		36.0									28.0	
Effective Green, g (s)		36.0									28.0	
Actuated g/C Ratio		0.40									0.31	
Clearance Time (s)		5.0									5.0	
Lane Grp Cap (vph)		1589									1336	
v/s Ratio Prot		c0.28										
v/s Ratio Perm											0.21	
v/c Ratio		0.71									0.68	
Uniform Delay, d1		22.6									27.1	
Progression Factor		1.32									1.00	
Incremental Delay, d2		0.2									2.8	
Delay (s)		30.2									29.9	
Level of Service		C									C	
Approach Delay (s)		30.2			0.0			0.0			29.9	
Approach LOS		C			A			A			C	

Intersection Summary			
HCM 2000 Control Delay	30.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		

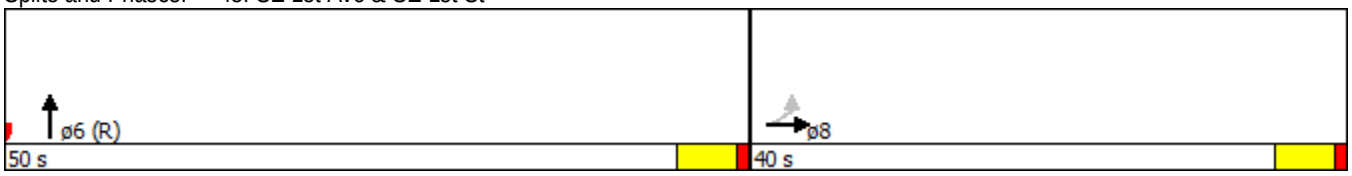
c Critical Lane Group

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	669	647
Turn Type	NA	NA
Protected Phases	8	6
Permitted Phases		
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	40.0	50.0
Total Split (%)	44.4%	55.6%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 59 (66%), Referenced to phase 2: and 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 48: SE 1st Ave & SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	321	669	0	0	0	0	0	647	549	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	171.0	158.3	0.0				0.0	158.3	171.0			
Lanes	0	3	0				0	3	0			
Cap, veh/h	80	1121	0				0	1583	671			
Arrive On Green	0.13	0.13	0.00				0.00	0.50	0.50			
Sat Flow, veh/h	0	2882	0				0	3167	1342			
Grp Volume(v), veh/h	369	769	0				0	744	631			
Grp Sat Flow(s),veh/h/ln	0	1441	0				0	1583	1342			
Q Serve(g_s), s	0.0	23.0	0.0				0.0	13.8	39.9			
Cycle Q Clear(g_c), s	35.0	23.0	0.0				0.0	13.8	39.9			
Prop In Lane	1.00		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	80	1121	0				0	1583	671			
V/C Ratio(X)	4.61	0.69	0.00				0.00	0.47	0.94			
Avail Cap(c_a), veh/h	80	1121	0				0	1583	671			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	56.7	34.0	0.0				0.0	14.7	21.2			
Incr Delay (d2), s/veh	1653.9	3.4	0.0				0.0	1.0	22.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	38.7	9.4	0.0				0.0	5.3	16.7			
Lane Grp Delay (d), s/veh	1710.6	37.4	0.0				0.0	15.7	44.1			
Lane Grp LOS	F	D						B	D			
Approach Vol, veh/h		1138						1375				
Approach Delay, s/veh		579.9						28.7				
Approach LOS		F						C				

Timer	
Assigned Phs	8	6
Phs Duration (G+Y+Rc), s	40.0	50.0
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	35.0	45.0
Max Q Clear Time (g_c+I1), s	37.0	41.9
Green Ext Time (p_c), s	0.0	1.5

Intersection Summary	
HCM 2010 Ctrl Delay	278.3
HCM 2010 LOS	F

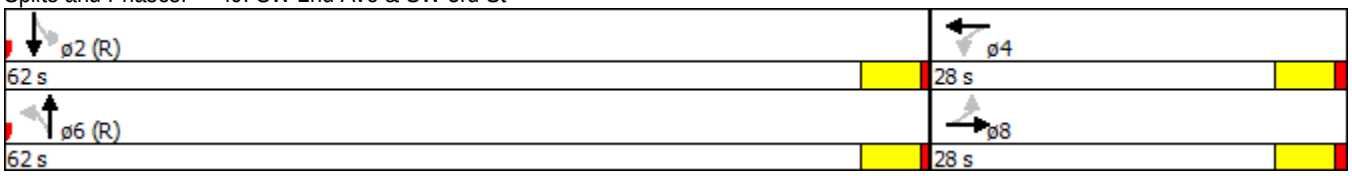
Notes

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	10	62	81	69	228	910	67	324
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.9	23.9	23.9	23.9	22.7	22.7	23.7	23.7
Total Split (s)	28.0	28.0	28.0	28.0	62.0	62.0	62.0	62.0
Total Split (%)	31.1%	31.1%	31.1%	31.1%	68.9%	68.9%	68.9%	68.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.9	0.9	0.9	0.9	0.7	0.7	0.7	0.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.7	4.7	4.7	4.7
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 3 (3%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 49: SW 2nd Ave & SW 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	62	156	81	69	97	228	910	211	67	324	52
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.98	1.00		0.99	1.00		0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0
Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Cap, veh/h	217	105	263	182	140	196	520	1628	376	231	1747	276
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.64	0.64	0.64	0.21	0.21	0.21
Sat Flow, veh/h	1035	410	1025	983	546	763	837	2557	591	383	2744	433
Grp Volume(v), veh/h	11	0	245	91	0	187	256	650	609	75	215	207
Grp Sat Flow(s),veh/h/ln	1035	0	1435	983	0	1309	837	1629	1519	383	1629	1548
Q Serve(g_s), s	0.8	0.0	13.8	8.2	0.0	11.2	18.8	21.7	21.9	16.4	9.8	10.0
Cycle Q Clear(g_c), s	12.0	0.0	13.8	22.0	0.0	11.2	28.8	21.7	21.9	38.3	9.8	10.0
Prop In Lane	1.00		0.71	1.00		0.58	1.00		0.39	1.00		0.28
Lane Grp Cap(c), veh/h	217	0	368	182	0	336	520	1037	967	231	1037	986
V/C Ratio(X)	0.05	0.00	0.67	0.50	0.00	0.56	0.49	0.63	0.63	0.33	0.21	0.21
Avail Cap(c_a), veh/h	217	0	368	182	0	336	520	1037	967	231	1037	986
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	0.0	30.0	39.8	0.0	29.0	14.6	9.9	9.9	38.2	16.8	16.8
Incr Delay (d2), s/veh	0.4	0.0	9.2	9.5	0.0	6.5	3.3	2.9	3.1	3.7	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.2	0.0	5.8	2.5	0.0	4.2	4.1	8.6	8.1	1.9	4.4	4.3
Lane Grp Delay (d), s/veh	34.6	0.0	39.1	49.4	0.0	35.5	17.9	12.7	13.0	41.9	17.2	17.3
Lane Grp LOS	C		D	D		D	B	B	B	D	B	B
Approach Vol, veh/h		256			278			1515			497	
Approach Delay, s/veh		38.9			40.1			13.7			21.0	
Approach LOS		D			D			B			C	

Timer												
Assigned Phs		8			4			6			2	
Phs Duration (G+Y+Rc), s		28.0			28.0			62.0			62.0	
Change Period (Y+Rc), s		4.9			4.9			4.7			4.7	
Max Green Setting (Gmax), s		23.1			23.1			57.3			57.3	
Max Q Clear Time (g_c+I1), s		15.8			24.0			30.8			40.3	
Green Ext Time (p_c), s		1.5			0.0			4.7			4.3	

Intersection Summary												
HCM 2010 Ctrl Delay			20.6									
HCM 2010 LOS			C									

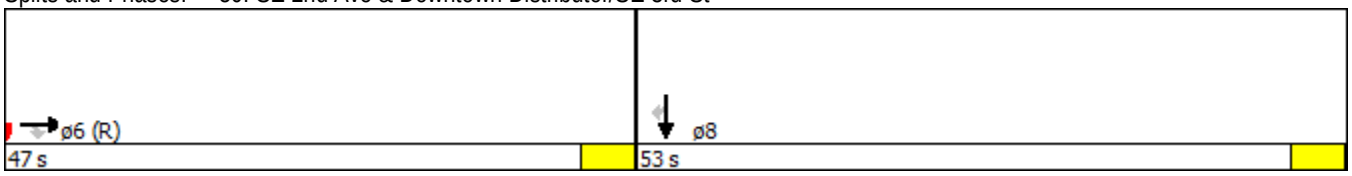
Notes

Lane Group	EBT	EBR	SBT	SBR
Lane Configurations				
Volume (vph)	1097	1329	1162	961
Turn Type	NA	Perm	NA	Perm
Protected Phases	6		8	
Permitted Phases		6		8
Detector Phase	6	6	8	8
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.1	24.1	24.3	24.3
Total Split (s)	47.0	47.0	53.0	53.0
Total Split (%)	47.0%	47.0%	53.0%	53.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.1	4.1	4.3	4.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 45 (45%), Referenced to phase 6:EBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 50: SE 2nd Ave & Downtown Distributor/SE 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1097	1329	0	0	0	0	0	0	0	1162	961
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.1	4.1								4.3	4.3
Lane Util. Factor		0.91	0.91								0.95	1.00
Frpb, ped/bikes		1.00	1.00								1.00	0.97
Flpb, ped/bikes		1.00	1.00								1.00	1.00
Frt		0.95	0.85								1.00	0.85
Flt Protected		1.00	1.00								1.00	1.00
Satd. Flow (prot)		2759	1236								3036	1318
Flt Permitted		1.00	1.00								1.00	1.00
Satd. Flow (perm)		2759	1236								3036	1318
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1219	1477	0	0	0	0	0	0	0	1291	1068
RTOR Reduction (vph)	0	17	17	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1837	825	0	0	0	0	0	0	0	1291	1068
Confl. Peds. (#/hr)	34					34	4		19	19		4
Confl. Bikes (#/hr)						10			1			
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Turn Type		NA	Perm								NA	Perm
Protected Phases		6									8	
Permitted Phases			6									8
Actuated Green, G (s)		42.9	42.9								48.7	48.7
Effective Green, g (s)		42.9	42.9								48.7	48.7
Actuated g/C Ratio		0.43	0.43								0.49	0.49
Clearance Time (s)		4.1	4.1								4.3	4.3
Vehicle Extension (s)		1.0	1.0								2.5	2.5
Lane Grp Cap (vph)		1183	530								1478	641
v/s Ratio Prot		0.67									0.43	
v/s Ratio Perm			c0.67									c0.81
v/c Ratio		1.55	1.56								0.87	1.67
Uniform Delay, d1		28.6	28.6								22.9	25.6
Progression Factor		1.00	1.00								1.00	1.00
Incremental Delay, d2		252.9	259.5								6.0	306.6
Delay (s)		281.5	288.1								28.9	332.3
Level of Service		F	F								C	F
Approach Delay (s)		283.5			0.0			0.0			166.2	
Approach LOS		F			A			A			F	

Intersection Summary			
HCM 2000 Control Delay	228.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.61		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	103.6%	ICU Level of Service	G
Analysis Period (min)	15		

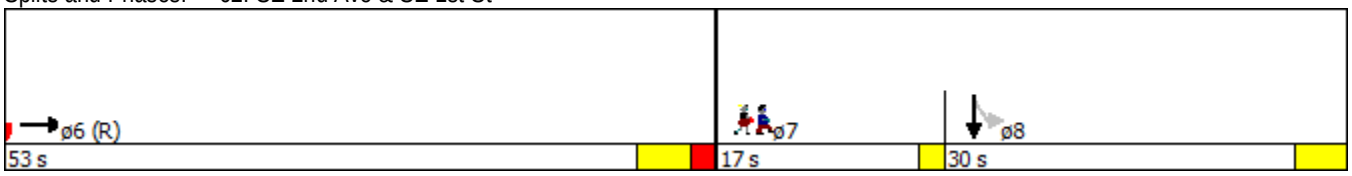
c Critical Lane Group

Lane Group	EBT	SBT	ø7
Lane Configurations			
Volume (vph)	970	593	
Turn Type	NA	NA	
Protected Phases	6	8	7
Permitted Phases			
Detector Phase	6	8	
Switch Phase			
Minimum Initial (s)	7.0	7.0	4.0
Minimum Split (s)	13.0	11.0	17.0
Total Split (s)	53.0	30.0	17.0
Total Split (%)	53.0%	30.0%	17%
Yellow Time (s)	4.0	4.0	2.0
All-Red Time (s)	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	4.0	
Lead/Lag		Lag	Lead
Lead-Lag Optimize?		Yes	Yes
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 6:EBT, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 62: SE 2nd Ave & SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	970	260	0	0	0	0	0	0	137	593	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0									4.0	
Lane Util. Factor		0.91									0.91	
Frpb, ped/bikes		1.00									1.00	
Flpb, ped/bikes		1.00									1.00	
Frt		0.97									1.00	
Flt Protected		1.00									0.99	
Satd. Flow (prot)		4475									4743	
Flt Permitted		1.00									0.99	
Satd. Flow (perm)		4475									4743	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1054	283	0	0	0	0	0	0	149	645	0
RTOR Reduction (vph)	0	49	0	0	0	0	0	0	0	0	41	0
Lane Group Flow (vph)	0	1288	0	0	0	0	0	0	0	0	753	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Parking (#/hr)		0										
Turn Type		NA								Perm	NA	
Protected Phases		6									8	
Permitted Phases										8		
Actuated Green, G (s)		47.0									26.0	
Effective Green, g (s)		47.0									26.0	
Actuated g/C Ratio		0.47									0.26	
Clearance Time (s)		6.0									4.0	
Lane Grp Cap (vph)		2103									1233	
v/s Ratio Prot		c0.29										
v/s Ratio Perm											0.16	
v/c Ratio		0.61									0.61	
Uniform Delay, d1		19.7									32.6	
Progression Factor		1.00									0.48	
Incremental Delay, d2		1.3									1.8	
Delay (s)		21.1									17.3	
Level of Service		C									B	
Approach Delay (s)		21.1			0.0			0.0			17.3	
Approach LOS		C			A			A			B	

Intersection Summary

HCM 2000 Control Delay	19.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		

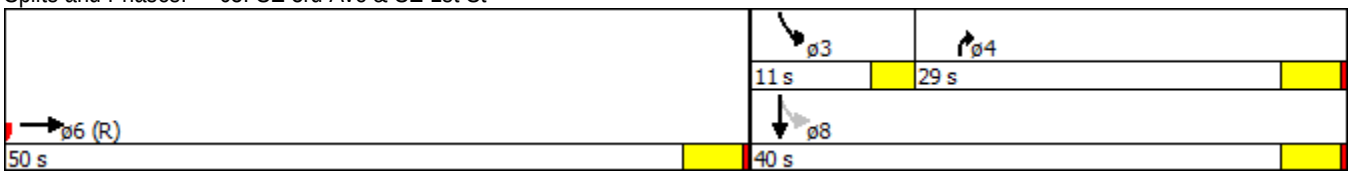
c Critical Lane Group

Lane Group	EBT	NBR	SBL	SBT
Lane Configurations				
Volume (vph)	856	298	23	23
Turn Type	NA	custom	pm+pt	NA
Protected Phases	6	4	3	8
Permitted Phases		4	8	
Detector Phase	6	4	3	8
Switch Phase				
Minimum Initial (s)	7.0	7.0	5.0	7.0
Minimum Split (s)	22.6	20.6	9.0	22.6
Total Split (s)	50.0	29.0	11.0	40.0
Total Split (%)	55.6%	32.2%	12.2%	44.4%
Yellow Time (s)	4.0	4.0	3.0	4.0
All-Red Time (s)	0.6	0.6	0.0	0.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	3.0	4.6
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 64 (71%), Referenced to phase 2: and 6:EBT, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 63: SE 3rd Ave & SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	856	84	0	0	0	0	0	298	23	23	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6							4.6	3.0	4.6	
Lane Util. Factor		0.91							0.88	1.00	1.00	
Frpb, ped/bikes		0.99							1.00	1.00	1.00	
Flpb, ped/bikes		1.00							1.00	0.98	1.00	
Frt		0.99							0.85	1.00	1.00	
Flt Protected		1.00							1.00	0.95	1.00	
Satd. Flow (prot)		4242							2369	1323	1583	
Flt Permitted		1.00							1.00	0.95	1.00	
Satd. Flow (perm)		4242							2369	1323	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	930	91	0	0	0	0	0	324	25	25	0
RTOR Reduction (vph)	0	13	0	0	0	0	0	0	236	15	0	0
Lane Group Flow (vph)	0	1008	0	0	0	0	0	0	88	10	25	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Parking (#/hr)	0		0							0		0
Turn Type		NA							custom	pm+pt	NA	
Protected Phases		6							4	3	8	
Permitted Phases									4	8		
Actuated Green, G (s)		45.4							24.4	35.4	35.4	
Effective Green, g (s)		45.4							24.4	35.4	35.4	
Actuated g/C Ratio		0.50							0.27	0.39	0.39	
Clearance Time (s)		4.6							4.6	3.0	4.6	
Lane Grp Cap (vph)		2139							642	520	622	
v/s Ratio Prot		c0.24							c0.04	0.00	c0.02	
v/s Ratio Perm										0.01		
v/c Ratio		0.47							0.14	0.02	0.04	
Uniform Delay, d1		14.5							24.8	16.7	16.8	
Progression Factor		1.00							1.00	1.00	1.00	
Incremental Delay, d2		0.7							0.4	0.1	0.1	
Delay (s)		15.2							25.3	16.8	16.9	
Level of Service		B							C	B	B	
Approach Delay (s)		15.2			0.0			25.3			16.9	
Approach LOS		B			A			C			B	

Intersection Summary

HCM 2000 Control Delay	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	48.8%	ICU Level of Service	A
Analysis Period (min)	15		

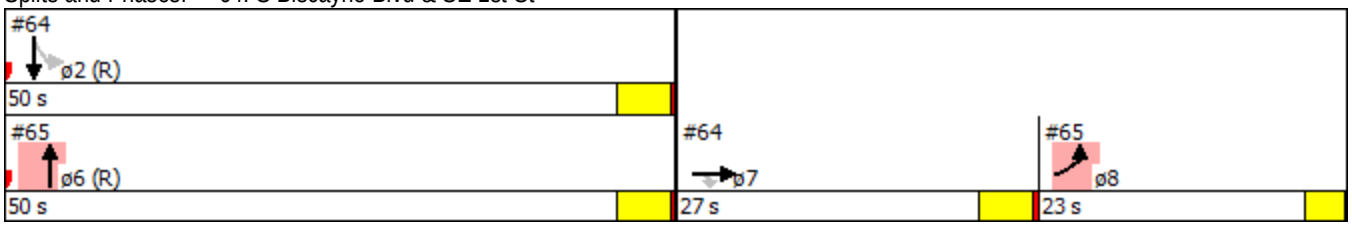
c Critical Lane Group

Lane Group	EBT	EBR	SBT	ø6	ø8
Lane Configurations					
Volume (vph)	435	160	1428		
Turn Type	NA	Perm	NA		
Protected Phases	7		2	6	8
Permitted Phases		7			
Detector Phase	7	7	2		
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	22.3
Total Split (s)	27.0	27.0	50.0	50.0	23.0
Total Split (%)	27.0%	27.0%	50.0%	50%	23%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.3
Lost Time Adjust (s)	0.0	0.0	0.0		
Total Lost Time (s)	4.5	4.5	4.5		
Lead/Lag	Lead	Lead			Lag
Lead-Lag Optimize?	Yes	Yes			Yes
Recall Mode	None	None	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 32 (32%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 64: S Biscayne Blvd & SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	435	160	0	0	0	0	0	0	91	1428	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5								4.5	
Lane Util. Factor		0.86	0.86								0.86	
Frpb, ped/bikes		1.00	0.96								1.00	
Flpb, ped/bikes		1.00	1.00								1.00	
Frt		0.99	0.85								1.00	
Flt Protected		1.00	1.00								1.00	
Satd. Flow (prot)		3903	997								5420	
Flt Permitted		1.00	1.00								1.00	
Satd. Flow (perm)		3903	997								5420	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	473	174	0	0	0	0	0	0	99	1552	0
RTOR Reduction (vph)	0	7	117	0	0	0	0	0	0	0	22	0
Lane Group Flow (vph)	0	496	27	0	0	0	0	0	0	0	1629	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Parking (#/hr)		0	0									
Turn Type		NA	Perm							Perm	NA	
Protected Phases		7									2	
Permitted Phases			7							2		
Actuated Green, G (s)		18.6	18.6								58.5	
Effective Green, g (s)		18.6	18.6								58.5	
Actuated g/C Ratio		0.19	0.19								0.58	
Clearance Time (s)		4.5	4.5								4.5	
Vehicle Extension (s)		2.5	2.5								1.0	
Lane Grp Cap (vph)		725	185								3170	
v/s Ratio Prot		c0.13										
v/s Ratio Perm			0.03								0.30	
v/c Ratio		0.68	0.14								0.51	
Uniform Delay, d1		38.0	34.0								12.3	
Progression Factor		1.00	1.00								0.89	
Incremental Delay, d2		2.5	0.3								0.6	
Delay (s)		40.4	34.3								11.5	
Level of Service		D	C								B	
Approach Delay (s)		39.1			0.0			0.0			11.5	
Approach LOS		D			A			A			B	

Intersection Summary

HCM 2000 Control Delay	19.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.3
Intersection Capacity Utilization	47.0%	ICU Level of Service	A
Analysis Period (min)	15		

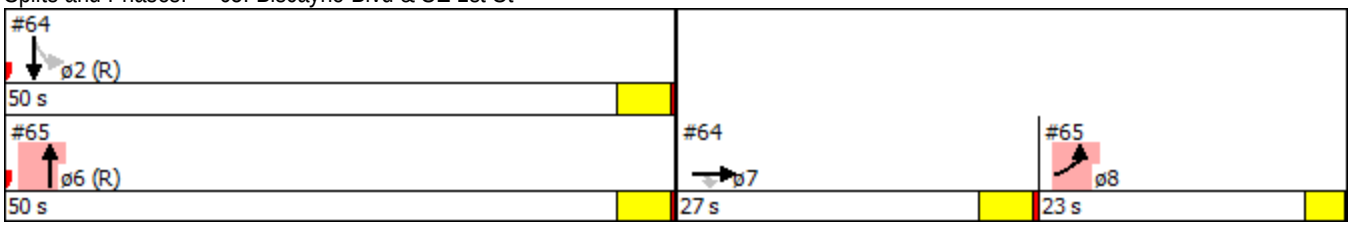
c Critical Lane Group

Lane Group	EBL	NBT	ø2	ø7
Lane Configurations				
Volume (vph)	435	1357		
Turn Type	NA	NA		
Protected Phases	8	6	2	7
Permitted Phases				
Detector Phase	8	6		
Switch Phase				
Minimum Initial (s)	5.0	7.0	7.0	7.0
Minimum Split (s)	22.3	23.5	23.5	23.5
Total Split (s)	23.0	50.0	50.0	27.0
Total Split (%)	23.0%	50.0%	50%	27%
Yellow Time (s)	3.0	4.0	4.0	4.0
All-Red Time (s)	0.3	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	3.3	4.5		
Lead/Lag	Lag			Lead
Lead-Lag Optimize?	Yes			Yes
Recall Mode	None	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 32 (32%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 65: Biscayne Blvd & SE 1st St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	435	91	0	1357	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.3			4.5		
Lane Util. Factor	0.94			0.86		
Frpb, ped/bikes	0.99			1.00		
Flpb, ped/bikes	1.00			1.00		
Frt	0.97			1.00		
Flt Protected	0.96			1.00		
Satd. Flow (prot)	4125			5447		
Flt Permitted	0.96			1.00		
Satd. Flow (perm)	4125			5447		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	473	99	0	1475	0	0
RTOR Reduction (vph)	511	0	0	0	0	0
Lane Group Flow (vph)	61	0	0	1475	0	0
Confl. Peds. (#/hr)	20	20	20			20
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%
Turn Type	NA			NA		
Protected Phases	8			6		
Permitted Phases						
Actuated Green, G (s)	10.6			58.5		
Effective Green, g (s)	10.6			58.5		
Actuated g/C Ratio	0.11			0.58		
Clearance Time (s)	3.3			4.5		
Vehicle Extension (s)	2.0			1.0		
Lane Grp Cap (vph)	437			3186		
v/s Ratio Prot	c0.01			c0.27		
v/s Ratio Perm						
v/c Ratio	0.14			0.46		
Uniform Delay, d1	40.6			11.8		
Progression Factor	1.00			0.71		
Incremental Delay, d2	0.0			0.4		
Delay (s)	40.6			8.8		
Level of Service	D			A		
Approach Delay (s)	40.6			8.8	0.0	
Approach LOS	D			A	A	

Intersection Summary

HCM 2000 Control Delay	17.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.3
Intersection Capacity Utilization	42.6%	ICU Level of Service	A
Analysis Period (min)	15		

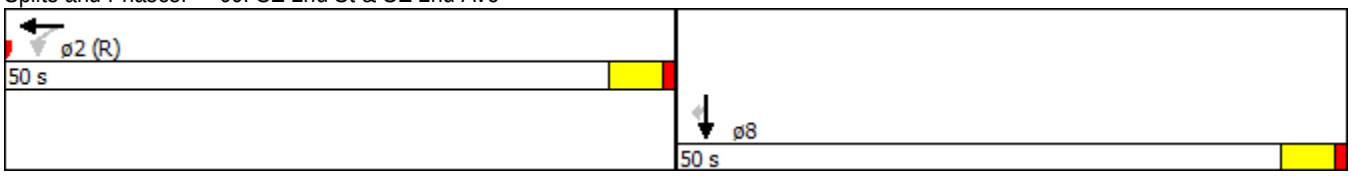
c Critical Lane Group

Lane Group	WBL	WBT	SBT	SBR
Lane Configurations				
Volume (vph)	1168	314	647	207
Turn Type	Perm	NA	NA	Perm
Protected Phases		2	8	
Permitted Phases	2			8
Detector Phase	2	2	8	8
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0
Total Split (s)	50.0	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 38 (38%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 66: SE 2nd St & SE 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	1168	314	0	0	0	0	0	647	207
Number				5	2	12				3	8	18
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.99
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				159.8	159.8	0.0				0.0	159.8	159.8
Lanes				2	1	0				0	2	1
Cap, veh/h				144	719	0				0	1438	543
Arrive On Green				0.45	0.45	0.00				0.00	0.45	0.45
Sat Flow, veh/h				3044	1598	0				0	3196	1206
Grp Volume(v), veh/h				1270	341	0				0	703	225
Grp Sat Flow(s),veh/h/ln				1522	1598	0				0	1598	1206
Q Serve(g_s), s				0.0	14.9	0.0				0.0	15.5	12.6
Cycle Q Clear(g_c), s				45.0	14.9	0.0				0.0	15.5	12.6
Prop In Lane				1.00		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				144	719	0				0	1438	543
V/C Ratio(X)				8.82	0.47	0.00				0.00	0.49	0.41
Avail Cap(c_a), veh/h				144	719	0				0	1438	543
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				50.0	19.2	0.0				0.0	19.4	18.6
Incr Delay (d2), s/veh				3532.8	2.2	0.0				0.0	1.2	2.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				72.5	6.2	0.0				0.0	6.2	4.0
Lane Grp Delay (d), s/veh				3582.8	21.5	0.0				0.0	20.6	20.9
Lane Grp LOS				F	C						C	C
Approach Vol, veh/h					1611						928	
Approach Delay, s/veh					2829.0						20.7	
Approach LOS					F						C	

Timer	
Assigned Phs	2	8
Phs Duration (G+Y+Rc), s	50.0	50.0
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	45.0	45.0
Max Q Clear Time (g_c+I1), s	47.0	17.5
Green Ext Time (p_c), s	0.0	5.1

Intersection Summary	
HCM 2010 Ctrl Delay	1802.5
HCM 2010 LOS	F

Notes

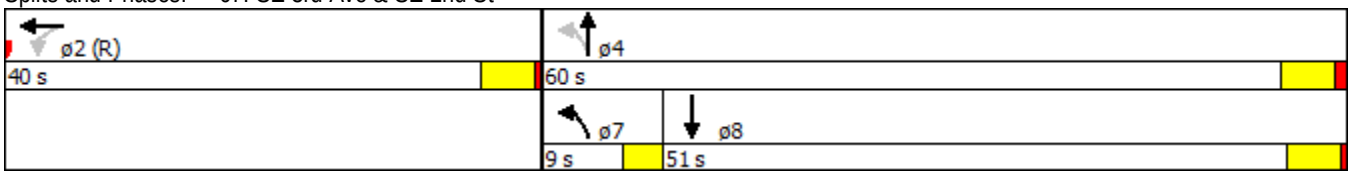
User approved volume balancing among the lanes for turning movement.

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	1535	733	207	30
Turn Type	NA	pm+pt	NA	NA
Protected Phases	2	7	4	8
Permitted Phases		4		
Detector Phase	2	7	4	8
Switch Phase				
Minimum Initial (s)	7.0	5.0	7.0	7.0
Minimum Split (s)	22.6	9.0	23.0	20.6
Total Split (s)	40.0	9.0	60.0	51.0
Total Split (%)	40.0%	9.0%	60.0%	51.0%
Yellow Time (s)	4.0	3.0	4.0	4.0
All-Red Time (s)	0.6	0.0	1.0	0.6
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.6		5.0	4.6
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	C-Min	None	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 32 (32%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 67: SE 3rd Ave & SE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	137	1535	91	733	207	0	0	30	77
Number				5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	0.99		1.00	1.00		0.99
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	162.9	171.0	171.0	162.9	0.0	0.0	162.9	171.0
Lanes				0	5	0	0	2	0	0	1	0
Cap, veh/h				179	2175	131	681	1034	0	0	214	545
Arrive On Green				0.31	0.31	0.31	0.19	0.19	0.00	0.00	0.59	0.59
Sat Flow, veh/h				579	7028	422	1027	1482	0	0	364	927
Grp Volume(v), veh/h				411	1143	362	797	225	0	0	0	117
Grp Sat Flow(s),veh/h/ln				1600	1629	1544	1158	1629	0	0	0	1291
Q Serve(g_s), s				22.4	19.7	19.8	0.1	10.9	0.0	0.0	0.0	3.8
Cycle Q Clear(g_c), s				22.4	19.7	19.8	55.0	10.9	0.0	0.0	0.0	3.8
Prop In Lane				0.36		0.27	1.00		0.00	0.00		0.72
Lane Grp Cap(c), veh/h				495	1512	478	77	957	0	0	0	759
V/C Ratio(X)				0.83	0.76	0.76	10.36	0.24	0.00	0.00	0.00	0.15
Avail Cap(c_a), veh/h				605	1849	584	77	957	0	0	0	759
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.50	0.50	0.50	0.36	0.36	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				30.0	29.1	29.1	65.2	19.9	0.0	0.0	0.0	8.7
Incr Delay (d2), s/veh				8.1	1.8	5.6	4219.9	0.0	0.0	0.0	0.0	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
%ile Back of Q (50%), veh/ln				10.0	8.2	8.3	90.2	4.8	0.0	0.0	0.0	1.2
Lane Grp Delay (d), s/veh				38.2	30.9	34.8	4285.1	20.0	0.0	0.0	0.0	8.8
Lane Grp LOS				D	C	C	F	B				A
Approach Vol, veh/h					1916			1022			117	
Approach Delay, s/veh					33.2			3346.1			8.8	
Approach LOS					C			F			A	

Timer												
Assigned Phs					2		7	4			8	
Phs Duration (G+Y+Rc), s					33.6		0.0	60.0			60.0	
Change Period (Y+Rc), s					4.6		3.0	5.0			5.0	
Max Green Setting (Gmax), s					35.4		6.0	55.0			46.4	
Max Q Clear Time (g_c+I1), s					24.4		0.0	57.0			5.8	
Green Ext Time (p_c), s					4.6		0.0	0.0			9.2	

Intersection Summary		
HCM 2010 Ctrl Delay		1140.5
HCM 2010 LOS		F

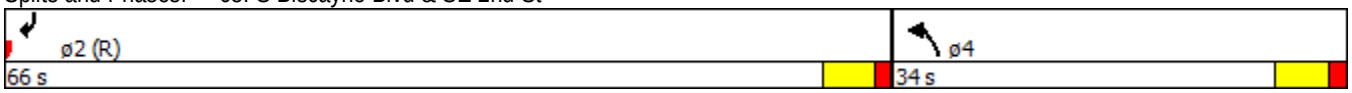
Notes

Lane Group	NBL	SBR
Lane Configurations		
Volume (vph)	642	1589
Turn Type	Prot	custom
Protected Phases	4	2
Permitted Phases		2
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	24.5	19.2
Total Split (s)	34.0	66.0
Total Split (%)	34.0%	66.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.5	1.2
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.5	5.2
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 78 (78%), Referenced to phase 2:SBR, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 68: S Biscayne Blvd & SE 2nd St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	642	0	0	1589
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.5			5.2
Lane Util. Factor			0.97			0.64
Frpb, ped/bikes			1.00			1.00
Flpb, ped/bikes			1.00			1.00
Frt			1.00			0.85
Flt Protected			0.95			1.00
Satd. Flow (prot)			3001			3544
Flt Permitted			0.95			1.00
Satd. Flow (perm)			3001			3544
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	698	0	0	1727
RTOR Reduction (vph)	0	0	32	0	0	0
Lane Group Flow (vph)	0	0	666	0	0	1727
Confl. Peds. (#/hr)	20	20	20			20
Turn Type			Prot			custom
Protected Phases			4			2
Permitted Phases						2
Actuated Green, G (s)			28.5			60.8
Effective Green, g (s)			28.5			60.8
Actuated g/C Ratio			0.28			0.61
Clearance Time (s)			5.5			5.2
Lane Grp Cap (vph)			855			2154
v/s Ratio Prot			c0.22			c0.49
v/s Ratio Perm						
v/c Ratio			0.78			0.80
Uniform Delay, d1			32.9			15.0
Progression Factor			1.00			1.44
Incremental Delay, d2			6.9			2.9
Delay (s)			39.8			24.5
Level of Service			D			C
Approach Delay (s)	0.0			39.8	24.5	
Approach LOS	A			D	C	

Intersection Summary

HCM 2000 Control Delay	28.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.7
Intersection Capacity Utilization	60.8%	ICU Level of Service	B
Analysis Period (min)	15		

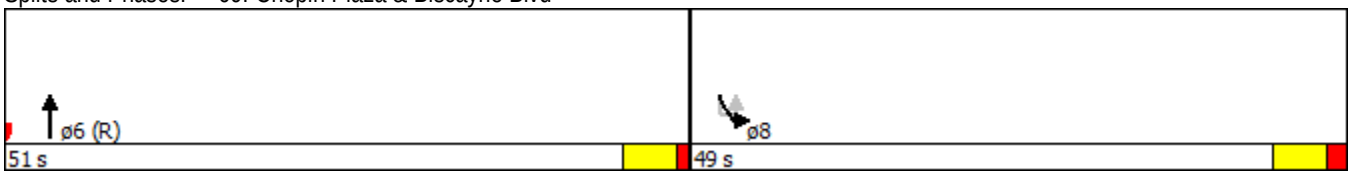
c Critical Lane Group

Lane Group	WBR	NBT	SBU	SBL
Lane Configurations				
Volume (vph)	137	1213	7	84
Turn Type	Free	NA	custom	Prot
Protected Phases		6		8
Permitted Phases	Free		8	
Detector Phase		6	8	8
Switch Phase				
Minimum Initial (s)		18.0	7.0	7.0
Minimum Split (s)		23.0	23.7	23.7
Total Split (s)		51.0	49.0	49.0
Total Split (%)		51.0%	49.0%	49.0%
Yellow Time (s)		4.0	4.0	4.0
All-Red Time (s)		1.0	1.7	1.7
Lost Time Adjust (s)		0.0		0.0
Total Lost Time (s)		5.0		5.7
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode		C-Min	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 2: and 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 69: Chopin Plaza & Biscayne Blvd



Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Volume (vph)	0	137	1213	176	7	84	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	5.0			5.7	
Lane Util. Factor		1.00	0.91			0.97	
Frpb, ped/bikes		0.98	1.00			1.00	
Flpb, ped/bikes		1.00	1.00			0.99	
Frt		0.86	0.98			1.00	
Flt Protected		1.00	1.00			0.95	
Satd. Flow (prot)		1245	4350			2958	
Flt Permitted		1.00	1.00			0.17	
Satd. Flow (perm)		1245	4350			535	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	149	1318	191	8	91	0
RTOR Reduction (vph)	0	0	12	0	0	0	0
Lane Group Flow (vph)	0	149	1497	0	0	99	0
Confl. Peds. (#/hr)	20	20		20	20	20	
Parking (#/hr)		0					
Turn Type		Free	NA		custom	Prot	
Protected Phases			6			8	
Permitted Phases		Free			8		
Actuated Green, G (s)		100.0	66.0			23.3	
Effective Green, g (s)		100.0	66.0			23.3	
Actuated g/C Ratio		1.00	0.66			0.23	
Clearance Time (s)			5.0			5.7	
Vehicle Extension (s)			1.0			2.5	
Lane Grp Cap (vph)		1245	2871			124	
v/s Ratio Prot			c0.34				
v/s Ratio Perm		0.12				c0.19	
v/c Ratio		0.12	0.52			0.80	
Uniform Delay, d1		0.0	8.8			36.1	
Progression Factor		1.00	1.00			1.57	
Incremental Delay, d2		0.2	0.7			27.2	
Delay (s)		0.2	9.5			84.1	
Level of Service		A	A			F	
Approach Delay (s)	0.2		9.5				84.1
Approach LOS	A		A				F

Intersection Summary

HCM 2000 Control Delay	12.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.7
Intersection Capacity Utilization	53.0%	ICU Level of Service	A
Analysis Period (min)	15		

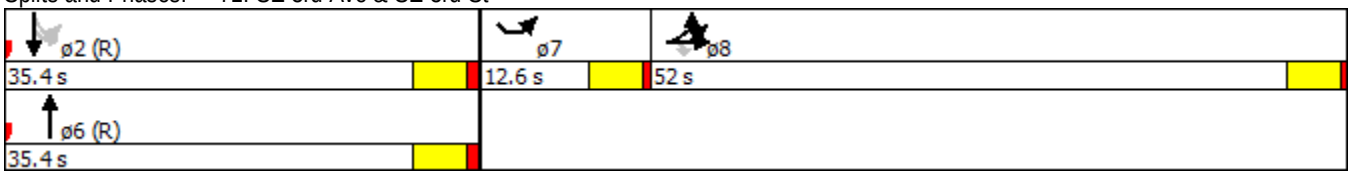
c Critical Lane Group

Lane Group	EBL	EBT	EBR	NBT	SBL2	SBL	SBT	SEL2
Lane Configurations								
Volume (vph)	367	359	38	649	7	30	130	7
Turn Type	Split	NA	Perm	NA	Perm	Perm	NA	Prot
Protected Phases	8	8		6			2	7
Permitted Phases			8		2	2		
Detector Phase	8	8	8	6	2	2	2	7
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.6	25.6	25.6	28.0	28.0	28.0	28.0	12.6
Total Split (s)	52.0	52.0	52.0	35.4	35.4	35.4	35.4	12.6
Total Split (%)	52.0%	52.0%	52.0%	35.4%	35.4%	35.4%	35.4%	12.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.6	0.6	0.6	1.0	1.0	1.0	1.0	0.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	5.0			5.0	4.6
Lead/Lag	Lag	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes					Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 48 (48%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 90
Control Type: Pretimed

Splits and Phases: 71: SE 3rd Ave & SE 3rd St



Movement	EBL2	EBL	EBT	EBR	NBT	NBR	NBR2	SBL2	SBL	SBT	SEL2
Lane Configurations											
Volume (vph)	283	367	359	38	649	61	30	7	30	130	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.6	5.0					5.0	4.6
Lane Util. Factor		1.00	1.00	1.00	0.95					1.00	1.00
Frpb, ped/bikes		1.00	1.00	0.93	0.99					1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00
Frt		1.00	1.00	0.85	0.98					1.00	1.00
Flt Protected		0.95	1.00	1.00	1.00					0.99	0.95
Satd. Flow (prot)		1547	1629	1292	3014					1606	1547
Flt Permitted		0.95	1.00	1.00	1.00					0.54	0.95
Satd. Flow (perm)		1547	1629	1292	3014					871	1547
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	308	399	390	41	705	66	33	8	33	141	8
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	0	0	0
Lane Group Flow (vph)	0	707	390	41	801	0	0	0	0	182	8
Confl. Peds. (#/hr)	20	20		20		20	20	20	20		
Turn Type	Split	Split	NA	Perm	NA			Perm	Perm	NA	Prot
Protected Phases	8	8	8		6					2	7
Permitted Phases				8				2	2		
Actuated Green, G (s)		47.4	47.4	47.4	30.4					30.4	8.0
Effective Green, g (s)		47.4	47.4	47.4	30.4					30.4	8.0
Actuated g/C Ratio		0.47	0.47	0.47	0.30					0.30	0.08
Clearance Time (s)		4.6	4.6	4.6	5.0					5.0	4.6
Lane Grp Cap (vph)		733	772	612	916					264	123
v/s Ratio Prot		c0.46	0.24		c0.27						c0.01
v/s Ratio Perm				0.03						0.21	
v/c Ratio		0.96	0.51	0.07	0.87					0.69	0.07
Uniform Delay, d1		25.5	18.2	14.3	33.0					30.6	42.5
Progression Factor		1.00	1.00	1.00	0.85					0.51	1.00
Incremental Delay, d2		25.6	2.4	0.2	8.8					10.2	1.0
Delay (s)		51.1	20.5	14.5	36.7					25.7	43.6
Level of Service		D	C	B	D					C	D
Approach Delay (s)			39.3		36.7					25.7	
Approach LOS			D		D					C	

Intersection Summary

HCM 2000 Control Delay	37.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	102.8%	ICU Level of Service	G
Analysis Period (min)	15		

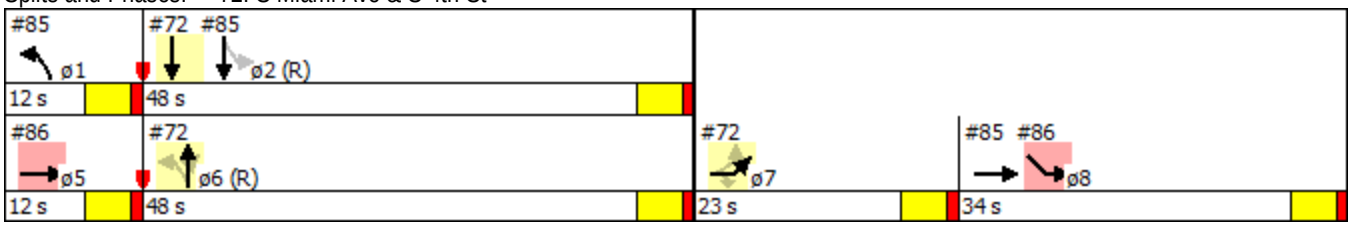
c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	NBR	SBT	ø1	ø5	ø8
Lane Configurations									
Volume (vph)	156	134	38	93	891	1111			
Turn Type	NA	Perm	Perm	NA	Perm	NA			
Protected Phases	7			6		2	1	5	8
Permitted Phases		7	6		6				
Detector Phase	7	7	6	6	6	2			
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	25.0	25.0	25.0	25.0	12.0	12.0	34.0
Total Split (s)	23.0	23.0	48.0	48.0	48.0	48.0	12.0	12.0	34.0
Total Split (%)	19.7%	19.7%	41.0%	41.0%	41.0%	41.0%	10%	10%	29%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0			
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 117
Actuated Cycle Length: 117
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 72: S Miami Ave & S 4th St



Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Volume (vph)	6	156	134	38	93	891	0	1111	62	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0	5.0		5.0			
Lane Util. Factor		1.00	0.95	1.00	1.00	0.88		0.91			
Frt		0.99	0.85	1.00	1.00	0.85		0.99			
Flt Protected		0.96	1.00	0.95	1.00	1.00		1.00			
Satd. Flow (prot)		1539	1315	1547	1629	2436		4411			
Flt Permitted		0.96	1.00	0.20	1.00	1.00		1.00			
Satd. Flow (perm)		1539	1315	325	1629	2436		4411			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	170	146	41	101	968	0	1208	67	0	0
RTOR Reduction (vph)	0	100	117	0	0	0	0	2	0	0	0
Lane Group Flow (vph)	0	92	14	41	101	968	0	1273	0	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm		NA			
Protected Phases		7			6			2			
Permitted Phases	7		7	6		6					
Actuated Green, G (s)		12.1	12.1	94.9	94.9	94.9		94.9			
Effective Green, g (s)		12.1	12.1	94.9	94.9	94.9		94.9			
Actuated g/C Ratio		0.10	0.10	0.81	0.81	0.81		0.81			
Clearance Time (s)		5.0	5.0	5.0	5.0	5.0		5.0			
Vehicle Extension (s)		2.5	2.5	1.0	1.0	1.0		1.0			
Lane Grp Cap (vph)		159	135	263	1321	1975		3577			
v/s Ratio Prot					0.06			0.29			
v/s Ratio Perm		0.06	0.01	0.13		c0.40					
v/c Ratio		0.58	0.10	0.16	0.08	0.49		0.36			
Uniform Delay, d1		50.0	47.5	2.4	2.2	3.5		2.9			
Progression Factor		1.00	1.00	1.00	1.00	1.00		0.82			
Incremental Delay, d2		4.1	0.2	1.3	0.1	0.9		0.3			
Delay (s)		54.1	47.8	3.6	2.3	4.3		2.7			
Level of Service		D	D	A	A	A		A			
Approach Delay (s)		51.5			4.1			2.7		0.0	
Approach LOS		D			A			A		A	

Intersection Summary

HCM 2000 Control Delay	9.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	117.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	56.4%	ICU Level of Service	B
Analysis Period (min)	15		

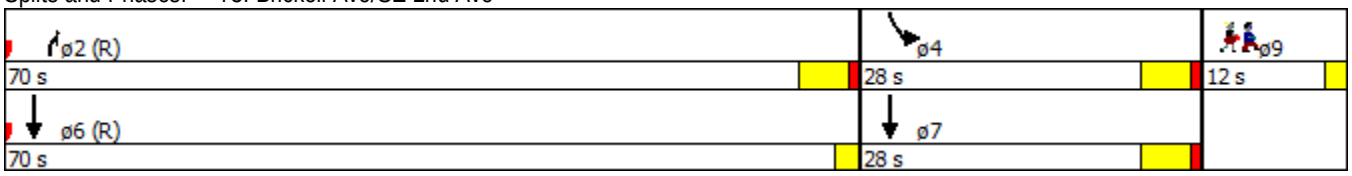
c Critical Lane Group

Lane Group	NBR	SBL	SBT	ø6	ø7	ø9
Lane Configurations						
Volume (vph)	1678	603	1472			
Turn Type	custom	Prot	NA			
Protected Phases	2	4	6 7	6	7	9
Permitted Phases						
Detector Phase	2	4	6 7			
Switch Phase						
Minimum Initial (s)	7.0	7.0		7.0	7.0	1.0
Minimum Split (s)	21.0	23.0		20.0	12.0	12.0
Total Split (s)	70.0	28.0		70.0	28.0	12.0
Total Split (%)	63.6%	25.5%		64%	25%	11%
Yellow Time (s)	4.0	4.0		2.0	4.0	2.0
All-Red Time (s)	1.0	1.0		0.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0				
Total Lost Time (s)	5.0	5.0				
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	None		C-Min	None	None

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 87 (79%), Referenced to phase 2:NBR and 6:SBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 73: Brickell Ave/SE 2nd Ave



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	0	1678	603	1472
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0	5.0	2.0
Lane Util. Factor				0.76	0.97	0.91
Frpb, ped/bikes				1.00	1.00	1.00
Flpb, ped/bikes				1.00	1.00	1.00
Frt				0.85	1.00	1.00
Flt Protected				1.00	0.95	1.00
Satd. Flow (prot)				3097	2945	4363
Flt Permitted				1.00	0.95	1.00
Satd. Flow (perm)				3097	2945	4363
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	1824	655	1600
RTOR Reduction (vph)	0	0	0	262	246	0
Lane Group Flow (vph)	0	0	0	1562	409	1600
Confl. Peds. (#/hr)	20	20		20	20	
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%
Turn Type				custom	Prot	NA
Protected Phases				2	4	6 7
Permitted Phases						
Actuated Green, G (s)				72.9	21.1	99.0
Effective Green, g (s)				72.9	21.1	99.0
Actuated g/C Ratio				0.66	0.19	0.90
Clearance Time (s)				5.0	5.0	
Vehicle Extension (s)				1.0	2.5	
Lane Grp Cap (vph)				2052	564	3926
v/s Ratio Prot				c0.50	c0.14	0.37
v/s Ratio Perm						
v/c Ratio				0.76	0.72	0.41
Uniform Delay, d1				12.6	41.7	0.9
Progression Factor				1.00	1.00	1.00
Incremental Delay, d2				2.7	4.3	0.1
Delay (s)				15.3	46.0	0.9
Level of Service				B	D	A
Approach Delay (s)	0.0		15.3			14.0
Approach LOS	A		B			B

Intersection Summary

HCM 2000 Control Delay	14.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.9%	ICU Level of Service	C
Analysis Period (min)	15		

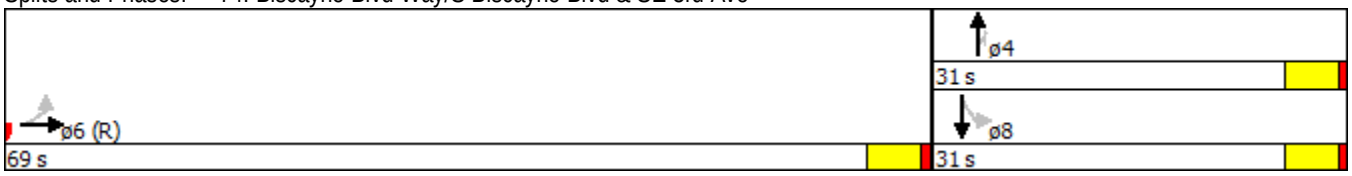
c Critical Lane Group

Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	672	1526	69	38	145	23
Turn Type	Perm	NA	NA	Perm	Perm	NA
Protected Phases		6	4			8
Permitted Phases	6			4	8	
Detector Phase	6	6	4	4	8	8
Switch Phase						
Minimum Initial (s)	14.0	14.0	7.0	7.0	7.0	7.0
Minimum Split (s)	20.8	20.8	22.8	22.8	22.8	22.8
Total Split (s)	69.0	69.0	31.0	31.0	31.0	31.0
Total Split (%)	69.0%	69.0%	31.0%	31.0%	31.0%	31.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.8	0.8	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.8	4.8	4.8	4.8		4.8
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:EBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 74: Biscayne Blvd Way/S Biscayne Blvd & SE 3rd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	672	1526	84	0	0	0	0	69	38	145	23	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.8	4.8						4.8	4.8		4.8	
Lane Util. Factor	0.86	0.86						1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00						1.00	0.95		1.00	
Flpb, ped/bikes	0.99	1.00						1.00	1.00		0.97	
Frt	1.00	0.99						1.00	0.85		1.00	
Flt Protected	0.95	1.00						1.00	1.00		0.96	
Satd. Flow (prot)	1318	4148						1629	1320		1518	
Flt Permitted	0.95	1.00						1.00	1.00		0.70	
Satd. Flow (perm)	1318	4148						1629	1320		1113	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	730	1659	91	0	0	0	0	75	41	158	25	0
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	22	0	0	0
Lane Group Flow (vph)	606	1869	0	0	0	0	0	75	19	0	183	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Perm	NA						NA	Perm	Perm	NA	
Protected Phases		6						4			8	
Permitted Phases	6								4	8		
Actuated Green, G (s)	64.2	64.2						26.2	26.2		26.2	
Effective Green, g (s)	64.2	64.2						26.2	26.2		26.2	
Actuated g/C Ratio	0.64	0.64						0.26	0.26		0.26	
Clearance Time (s)	4.8	4.8						4.8	4.8		4.8	
Lane Grp Cap (vph)	846	2663						426	345		291	
v/s Ratio Prot								0.05				
v/s Ratio Perm	c0.46	0.45							0.01		c0.16	
v/c Ratio	0.72	0.70						0.18	0.05		0.63	
Uniform Delay, d1	11.9	11.7						28.5	27.6		32.6	
Progression Factor	1.00	1.00						1.00	1.00		0.68	
Incremental Delay, d2	5.2	1.6						0.9	0.3		8.5	
Delay (s)	17.0	13.2						29.4	27.9		30.6	
Level of Service	B	B						C	C		C	
Approach Delay (s)		14.2			0.0			28.9			30.6	
Approach LOS		B			A			C			C	

Intersection Summary

HCM 2000 Control Delay	15.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.6
Intersection Capacity Utilization	77.9%	ICU Level of Service	D
Analysis Period (min)	15		

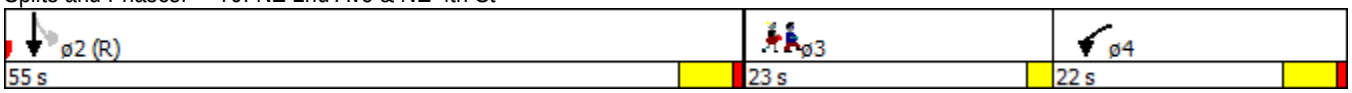
c Critical Lane Group

Lane Group	WBL	SBT	ø3
Lane Configurations			
Volume (vph)	94	1208	
Turn Type	NA	NA	
Protected Phases	4	2	3
Permitted Phases			
Detector Phase	4	2	
Switch Phase			
Minimum Initial (s)	7.0	7.0	1.0
Minimum Split (s)	11.9	11.9	23.0
Total Split (s)	22.0	55.0	23.0
Total Split (%)	22.0%	55.0%	23%
Yellow Time (s)	4.0	4.0	2.0
All-Red Time (s)	0.9	0.9	0.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	4.9	4.9	
Lead/Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 47 (47%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 79: NE 2nd Ave & NE 4th St



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	94	0	0	0	22	1208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9					4.9
Lane Util. Factor	1.00					0.91
Frpb, ped/bikes	1.00					1.00
Flpb, ped/bikes	1.00					1.00
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	1518					4211
Flt Permitted	0.95					1.00
Satd. Flow (perm)	1518					4211
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	102	0	0	0	24	1313
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	102	0	0	0	0	1337
Confl. Peds. (#/hr)	307	654		307	32	
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%
Parking (#/hr)					0	0
Turn Type	NA				Perm	NA
Protected Phases	4					2
Permitted Phases					2	
Actuated Green, G (s)	17.1					50.1
Effective Green, g (s)	17.1					50.1
Actuated g/C Ratio	0.17					0.50
Clearance Time (s)	4.9					4.9
Lane Grp Cap (vph)	259					2109
v/s Ratio Prot	c0.07					
v/s Ratio Perm						0.32
v/c Ratio	0.39					0.63
Uniform Delay, d1	36.8					18.2
Progression Factor	0.85					1.29
Incremental Delay, d2	4.4					1.3
Delay (s)	35.7					24.8
Level of Service	D					C
Approach Delay (s)	35.7		0.0			24.8
Approach LOS	D		A			C

Intersection Summary

HCM 2000 Control Delay	25.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.8
Intersection Capacity Utilization	42.6%	ICU Level of Service	A
Analysis Period (min)	15		

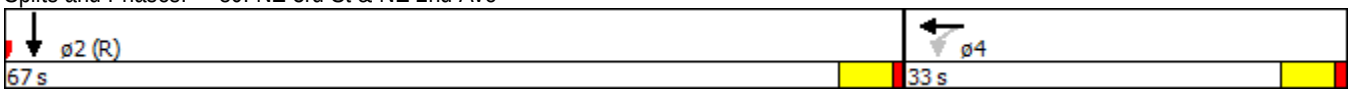
c Critical Lane Group

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	288	900
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	33.0	67.0
Total Split (%)	33.0%	67.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 65 (65%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 80: NE 3rd St & NE 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	61	288	0	0	0	0	0	900	383
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	159.8	0.0				0.0	159.8	171.0
Lanes				0	2	0				0	3	0
Cap, veh/h				72	407	0				0	1982	740
Arrive On Green				0.28	0.28	0.00				0.00	0.20	0.20
Sat Flow, veh/h				0	1454	0				0	3196	1194
Grp Volume(v), veh/h				66	313	0				0	978	416
Grp Sat Flow(s),veh/h/ln				0	1454	0				0	1598	1194
Q Serve(g_s), s				0.0	19.7	0.0				0.0	27.1	31.3
Cycle Q Clear(g_c), s				28.0	19.7	0.0				0.0	27.1	31.3
Prop In Lane				1.00		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				72	407	0				0	1982	740
V/C Ratio(X)				0.92	0.77	0.00				0.00	0.49	0.56
Avail Cap(c_a), veh/h				72	407	0				0	1982	740
HCM Platoon Ratio				1.00	1.00	1.00				1.00	0.33	0.33
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				50.0	33.0	0.0				0.0	25.9	27.6
Incr Delay (d2), s/veh				84.5	13.1	0.0				0.0	0.9	3.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				3.4	8.6	0.0				0.0	11.9	10.7
Lane Grp Delay (d), s/veh				134.5	46.1	0.0				0.0	26.8	30.6
Lane Grp LOS				F	D						C	C
Approach Vol, veh/h					379						1394	
Approach Delay, s/veh					61.5						27.9	
Approach LOS					E						C	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	33.0 67.0
Change Period (Y+Rc), s	5.0 5.0
Max Green Setting (Gmax), s	28.0 62.0
Max Q Clear Time (g_c+I1), s	30.0 33.3
Green Ext Time (p_c), s	0.0 4.5

Intersection Summary	
HCM 2010 Ctrl Delay	35.1
HCM 2010 LOS	D

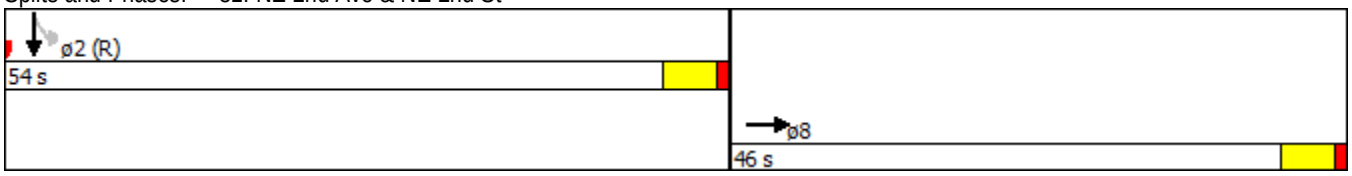
Notes

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	265	814
Turn Type	NA	NA
Protected Phases	8	2
Permitted Phases		
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	46.0	54.0
Total Split (%)	46.0%	54.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 68 (68%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 81: NE 2nd Ave & NE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	265	236	0	0	0	0	0	0	169	814	0
Number	3	8	18							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96							1.00		1.00
Parking Bus Adj	1.00	1.00	0.90							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	159.8	171.0							171.0	159.8	0.0
Lanes	0	2	0							0	3	0
Cap, veh/h	0	655	481							72	1425	0
Arrive On Green	0.00	0.41	0.41							0.16	0.16	0.00
Sat Flow, veh/h	0	1598	1172							0	2909	0
Grp Volume(v), veh/h	0	288	257							184	885	0
Grp Sat Flow(s),veh/h/ln	0	1598	1172							0	1454	0
Q Serve(g_s), s	0.0	13.0	16.6							0.0	28.4	0.0
Cycle Q Clear(g_c), s	0.0	13.0	16.6							49.0	28.4	0.0
Prop In Lane	0.00		1.00							1.00		0.00
Lane Grp Cap(c), veh/h	0	655	481							72	1425	0
V/C Ratio(X)	0.00	0.44	0.53							2.56	0.62	0.00
Avail Cap(c_a), veh/h	0	655	481							72	1425	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	21.2	22.3							66.4	33.3	0.0
Incr Delay (d2), s/veh	0.0	2.1	4.2							738.9	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	5.4	5.3							16.7	11.5	0.0
Lane Grp Delay (d), s/veh	0.0	23.4	26.5							805.3	35.3	0.0
Lane Grp LOS		C	C							F	D	
Approach Vol, veh/h		545									1069	
Approach Delay, s/veh		24.8									167.8	
Approach LOS		C									F	

Timer	
Assigned Phs	8	2
Phs Duration (G+Y+Rc), s	46.0	54.0
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	41.0	49.0
Max Q Clear Time (g_c+I1), s	18.6	51.0
Green Ext Time (p_c), s	3.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	119.6
HCM 2010 LOS	F

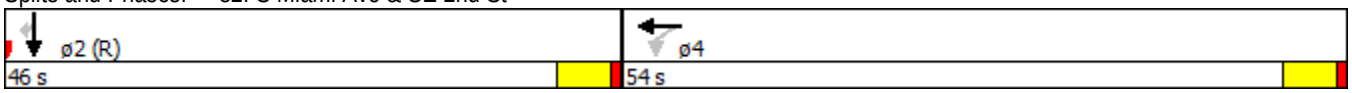
Notes

Lane Group	WBT	SBT	SBR
Lane Configurations			
Volume (vph)	1164	772	87
Turn Type	NA	NA	Perm
Protected Phases	4	2	
Permitted Phases			2
Detector Phase	4	2	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	22.9	22.9	22.9
Total Split (s)	54.0	46.0	46.0
Total Split (%)	54.0%	46.0%	46.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.9	0.9	0.9
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 9 (9%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 82: S Miami Ave & SE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	155	1164	0	0	0	0	0	772	87
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	162.9	0.0				0.0	162.9	162.9
Lanes				0	2	0				0	2	1
Cap, veh/h				85	856	0				0	1001	425
Arrive On Green				0.19	0.19	0.00				0.00	0.31	0.00
Sat Flow, veh/h				0	1482	0				0	3257	1384
Grp Volume(v), veh/h				176	1323	0				0	877	0
Grp Sat Flow(s),veh/h/ln				0	1482	0				0	1629	1384
Q Serve(g_s), s				0.0	49.1	0.0				0.0	21.7	0.0
Cycle Q Clear(g_c), s				49.1	49.1	0.0				0.0	21.7	0.0
Prop In Lane				1.00		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				85	856	0				0	1001	425
V/C Ratio(X)				2.08	1.55	0.00				0.00	0.88	0.00
Avail Cap(c_a), veh/h				85	856	0				0	1574	669
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				0.40	0.40	0.00				0.00	0.68	0.00
Uniform Delay (d), s/veh				59.0	34.4	0.0				0.0	27.9	0.0
Incr Delay (d2), s/veh				501.0	248.0	0.0				0.0	7.6	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				13.7	78.5	0.0				0.0	9.7	0.0
Lane Grp Delay (d), s/veh				560.0	282.4	0.0				0.0	35.5	0.0
Lane Grp LOS				F	F						D	
Approach Vol, veh/h					1499						877	
Approach Delay, s/veh					315.0						35.5	
Approach LOS					F						D	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	54.0	31.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	49.1	41.1
Max Q Clear Time (g_c+I1), s	51.1	23.7
Green Ext Time (p_c), s	0.0	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	211.8
HCM 2010 LOS	F

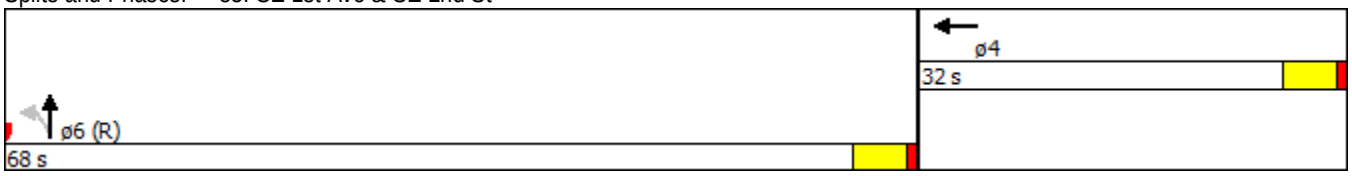
Notes

Lane Group	WBT	NBT
Lane Configurations		
Volume (vph)	422	1130
Turn Type	NA	NA
Protected Phases	4	6
Permitted Phases		
Detector Phase	4	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	32.0	68.0
Total Split (%)	32.0%	68.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 83: SE 1st Ave & SE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	422	114	974	1130	0	0	0	0
Number				7	4	14	1	6	16			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln				0.0	162.9	171.0	171.0	162.9	0.0			
Lanes				0	2	0	0	3	0			
Cap, veh/h				0	536	144	77	2010	0			
Arrive On Green				0.00	0.07	0.07	0.68	0.68	0.00			
Sat Flow, veh/h				0	2476	664	0	2964	0			
Grp Volume(v), veh/h				0	301	282	1059	1228	0			
Grp Sat Flow(s),veh/h/ln				0	1629	1511	0	1482	0			
Q Serve(g_s), s				0.0	17.0	17.2	0.0	21.2	0.0			
Cycle Q Clear(g_c), s				0.0	17.0	17.2	63.1	21.2	0.0			
Prop In Lane				0.00		0.44	1.00		0.00			
Lane Grp Cap(c), veh/h				0	353	327	77	2010	0			
V/C Ratio(X)				0.00	0.85	0.86	13.69	0.61	0.00			
Avail Cap(c_a), veh/h				0	474	440	77	2010	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.69	0.69	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	41.7	41.8	46.5	8.2	0.0			
Incr Delay (d2), s/veh				0.0	6.1	7.2	5733.8	1.4	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln				0.0	8.1	7.7	125.1	7.0	0.0			
Lane Grp Delay (d), s/veh				0.0	47.8	49.0	5780.3	9.6	0.0			
Lane Grp LOS					D	D	F	A				
Approach Vol, veh/h					583			2287				
Approach Delay, s/veh					48.4			2681.8				
Approach LOS					D			F				

Timer	
Assigned Phs	4 6
Phs Duration (G+Y+Rc), s	25.1 68.0
Change Period (Y+Rc), s	4.9 4.9
Max Green Setting (Gmax), s	27.1 63.1
Max Q Clear Time (g_c+I1), s	19.2 65.1
Green Ext Time (p_c), s	1.0 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	2146.8
HCM 2010 LOS	F

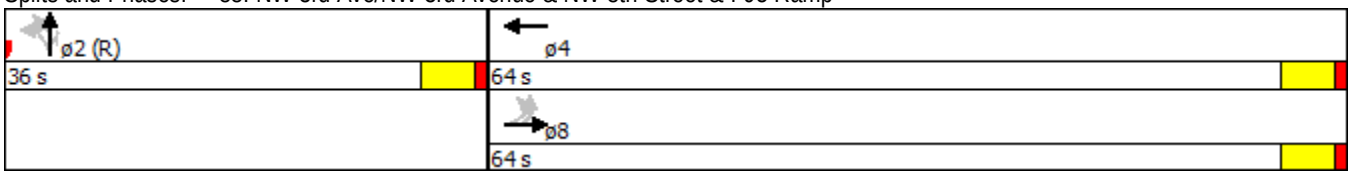
Notes

Lane Group	EBL2	EBL	EBT	WBT	NBL2	NBL	NBT	NBR
Lane Configurations								
Volume (vph)	95	98	876	210	40	376	172	78
Turn Type	Perm	Perm	NA	NA	Perm	Perm	NA	Perm
Protected Phases			8	4			2	
Permitted Phases	8	8			2	2		2
Detector Phase	8	8	8	4	2	2	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	64.0	64.0	64.0	64.0	36.0	36.0	36.0	36.0
Total Split (%)	64.0%	64.0%	64.0%	64.0%	36.0%	36.0%	36.0%	36.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 12 (12%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 70
Control Type: Pretimed

Splits and Phases: 88: NW 3rd Ave/NW 3rd Avenue & NW 8th Street & I-95 Ramp



Movement	EBL2	EBL	EBT	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations										
Volume (vph)	95	98	876	210	160	6	40	376	172	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0			5.0	5.0	5.0	5.0
Lane Util. Factor		1.00	1.00	1.00			1.00	1.00	1.00	1.00
Frpb, ped/bikes		1.00	1.00	0.97			1.00	1.00	1.00	0.97
Flpb, ped/bikes		0.97	1.00	1.00			1.00	0.97	1.00	1.00
Frt		1.00	1.00	0.94			1.00	1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00			0.95	0.95	1.00	1.00
Satd. Flow (prot)		1672	1810	1643			1719	1668	1810	1485
Flt Permitted		0.47	1.00	1.00			0.95	0.95	1.00	1.00
Satd. Flow (perm)		823	1810	1643			1719	1668	1810	1485
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	101	104	932	223	170	6	43	400	183	83
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	57
Lane Group Flow (vph)	0	205	932	399	0	0	43	400	183	26
Confl. Peds. (#/hr)	10	10			10	10		10		5
Turn Type	Perm	Perm	NA	NA			Perm	Perm	NA	Perm
Protected Phases			8	4					2	
Permitted Phases	8	8					2	2		2
Actuated Green, G (s)		59.0	59.0	59.0			31.0	31.0	31.0	31.0
Effective Green, g (s)		59.0	59.0	59.0			31.0	31.0	31.0	31.0
Actuated g/C Ratio		0.59	0.59	0.59			0.31	0.31	0.31	0.31
Clearance Time (s)		5.0	5.0	5.0			5.0	5.0	5.0	5.0
Lane Grp Cap (vph)		485	1067	969			532	517	561	460
v/s Ratio Prot			c0.52	0.24					0.10	
v/s Ratio Perm		0.25					0.03	c0.24		0.02
v/c Ratio		0.42	0.87	0.41			0.08	0.77	0.33	0.06
Uniform Delay, d1		11.2	17.3	11.1			24.4	31.3	26.5	24.2
Progression Factor		1.27	1.29	0.68			1.66	1.51	1.60	3.40
Incremental Delay, d2		1.4	5.4	1.1			0.3	10.3	1.5	0.2
Delay (s)		15.5	27.8	8.7			40.8	57.7	43.8	82.5
Level of Service		B	C	A			D	E	D	F
Approach Delay (s)			25.6	8.7					56.0	
Approach LOS			C	A					E	

Intersection Summary

HCM 2000 Control Delay	32.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	75.3%	ICU Level of Service	D
Analysis Period (min)	15		

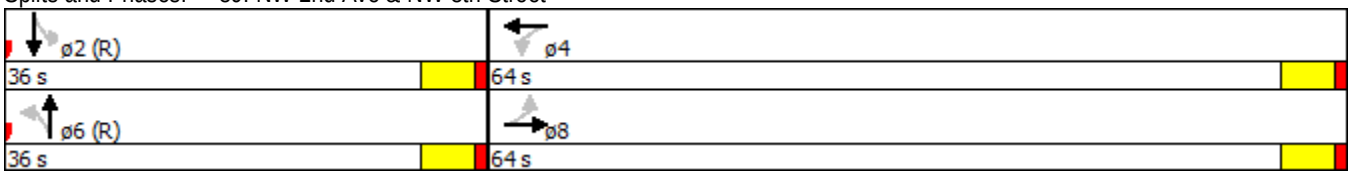
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	13	825	20	231	43	117	63	249
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	64.0	64.0	64.0	64.0	36.0	36.0	36.0	36.0
Total Split (%)	64.0%	64.0%	64.0%	64.0%	36.0%	36.0%	36.0%	36.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 23 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 75
Control Type: Pretimed

Splits and Phases: 89: NW 2nd Ave & NW 8th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	825	123	20	231	22	43	117	133	63	249	97
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	181.0	190.0	190.0	181.0	190.0	190.0	181.0	190.0	190.0	181.0	190.0
Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cap, veh/h	42	900	133	80	838	78	67	138	136	80	243	87
Arrive On Green	1.00	1.00	1.00	0.59	0.59	0.59	0.10	0.10	0.10	0.31	0.31	0.31
Sat Flow, veh/h	9	1525	225	71	1421	132	84	446	440	124	784	282
Grp Volume(v), veh/h	991	0	0	282	0	0	302	0	0	422	0	0
Grp Sat Flow(s),veh/h/ln	1760	0	0	1624	0	0	970	0	0	1190	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	7.7	0.0	0.0	31.0	0.0	0.0	31.0	0.0	0.0
Prop In Lane	0.01		0.13	0.07		0.08	0.15		0.45	0.15		0.24
Lane Grp Cap(c), veh/h	1075	0	0	997	0	0	342	0	0	410	0	0
V/C Ratio(X)	0.92	0.00	0.00	0.28	0.00	0.00	0.88	0.00	0.00	1.03	0.00	0.00
Avail Cap(c_a), veh/h	1075	0	0	997	0	0	342	0	0	410	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	10.0	0.0	0.0	43.5	0.0	0.0	34.7	0.0	0.0
Incr Delay (d2), s/veh	14.1	0.0	0.0	0.7	0.0	0.0	26.4	0.0	0.0	51.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	4.2	0.0	0.0	3.3	0.0	0.0	10.7	0.0	0.0	16.4	0.0	0.0
Lane Grp Delay (d), s/veh	14.1	0.0	0.0	10.7	0.0	0.0	69.9	0.0	0.0	86.5	0.0	0.0
Lane Grp LOS	B			B			E			F		
Approach Vol, veh/h		991			282			302			422	
Approach Delay, s/veh		14.1			10.7			69.9			86.5	
Approach LOS		B			B			E			F	

Timer												
Assigned Phs		8			4			6			2	
Phs Duration (G+Y+Rc), s		64.0			64.0			36.0			36.0	
Change Period (Y+Rc), s		5.0			5.0			5.0			5.0	
Max Green Setting (Gmax), s		59.0			59.0			31.0			31.0	
Max Q Clear Time (g_c+I1), s		2.0			9.7			33.0			33.0	
Green Ext Time (p_c), s		8.5			8.4			0.0			0.0	

Intersection Summary												
HCM 2010 Ctrl Delay			37.4									
HCM 2010 LOS			D									

Notes

Intersection	
Intersection Delay, s/veh	6.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	722	195	42	227	82	59
Conflicting Peds, #/hr	0	12	12	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	802	217	47	252	91	66

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1020	0	1258	924
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	346	-
Follow-up Headway	-	-	2.245	-	3.545	3.345
Pot Capacity-1 Maneuver	-	-	669	-	186	322
Stage 1	-	-	-	-	387	-
Stage 2	-	-	-	-	710	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	662	-	169	319
Mov Capacity-2 Maneuver	-	-	-	-	169	-
Stage 1	-	-	-	-	387	-
Stage 2	-	-	-	-	645	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	60
HCM LOS			F

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	210	-	-	662	-
HCM Lane V/C Ratio	0.746	-	-	0.07	-
HCM Control Delay (s)	60	-	-	10.85	0
HCM Lane LOS	F			B	A
HCM 95th %tile Q(veh)	5.025	-	-	0.227	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	19.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	72	328	409	77	185	19	34	64	48	7	91	54
Conflicting Peds, #/hr	6	0	19	19	0	6	15	0	6	6	0	15
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	78	357	445	84	201	21	37	70	52	8	99	59

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	237	0	0	816	0	0	1223	1154	613	1205	1367	245
Stage 1	-	-	-	-	-	-	750	750	-	394	394	-
Stage 2	-	-	-	-	-	-	473	404	-	811	973	-
Follow-up Headway	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Capacity-1 Maneuver	1313	-	-	799	-	-	154	195	487	158	145	786
Stage 1	-	-	-	-	-	-	399	414	-	625	600	-
Stage 2	-	-	-	-	-	-	566	594	-	369	327	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1292	-	-	786	-	-	# 25	147	473	72	109	764
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 25	147	-	72	109	-
Stage 1	-	-	-	-	-	-	347	360	-	544	520	-
Stage 2	-	-	-	-	-	-	366	515	-	230	284	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	2.8	120	50
HCM LOS			F	F

Minor Lane / Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	25	65	251	1292	-	-	786	-	-	72	106
HCM Lane V/C Ratio	0.986	0.725	0.346	0.061	-	-	0.106	-	-	0.07	0.49
HCM Control Delay (s)	$ 398.5	146.4	26.8	7.966	0	-	10.125	0	-	58.8	68
HCM Lane LOS	F	F	D	A	A		B	A		F	F
HCM 95th %tile Q(veh)	3.017	3.23	1.483	0.193	-	-	0.356	-	-	0.222	2.183

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	12	22	262	0	0	401
Conflicting Peds, #/hr	10	5	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	14	26	305	0	0	466

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	781	325	0	0	315	0
Stage 1	315	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Follow-up Headway	3.545	3.345	-	-	2.245	-
Pot Capacity-1 Maneuver	359	709	-	-	1228	-
Stage 1	733	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	353	697	-	-	1218	-
Mov Capacity-2 Maneuver	353	-	-	-	-	-
Stage 1	727	-	-	-	-	-
Stage 2	620	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	0
HCM LOS	B		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	519	1218	-
HCM Lane V/C Ratio	-	-	0.076	-	-
HCM Control Delay (s)	-	-	12.5	0	-
HCM Lane LOS			B	A	
HCM 95th %tile Q(veh)	-	-	0.246	0	-

Notes

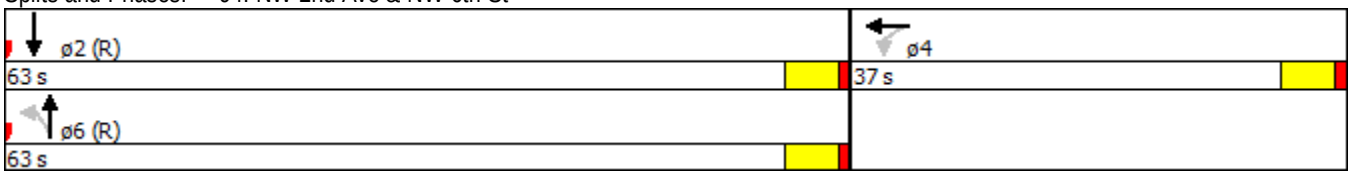
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	246	82	229	311
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	15.0	15.0	15.0
Minimum Split (s)	27.0	21.0	21.0	21.0
Total Split (s)	37.0	63.0	63.0	63.0
Total Split (%)	37.0%	63.0%	63.0%	63.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 86 (86%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 94: NW 2nd Ave & NW 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	134	246	51	82	229	0	0	311	90
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				190.0	181.0	190.0	190.0	181.0	0.0	0.0	181.0	190.0
Lanes				0	2	0	0	1	0	0	1	0
Cap, veh/h				332	644	139	185	493	0	0	781	227
Arrive On Green				0.32	0.32	0.32	0.39	0.39	0.00	0.00	0.19	0.19
Sat Flow, veh/h				1036	2013	434	241	850	0	0	1346	391
Grp Volume(v), veh/h				239	0	215	327	0	0	0	0	422
Grp Sat Flow(s),veh/h/ln				1758	0	1725	1091	0	0	0	0	1737
Q Serve(g_s), s				10.7	0.0	9.7	11.8	0.0	0.0	0.0	0.0	21.4
Cycle Q Clear(g_c), s				10.7	0.0	9.7	33.2	0.0	0.0	0.0	0.0	21.4
Prop In Lane				0.59		0.25	0.26		0.00	0.00		0.23
Lane Grp Cap(c), veh/h				562	0	552	678	0	0	0	0	1008
V/C Ratio(X)				0.43	0.00	0.39	0.48	0.00	0.00	0.00	0.00	0.42
Avail Cap(c_a), veh/h				562	0	552	678	0	0	0	0	1008
HCM Platoon Ratio				1.00	1.00	1.00	0.67	0.67	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				26.8	0.0	26.4	24.3	0.0	0.0	0.0	0.0	25.6
Incr Delay (d2), s/veh				2.3	0.0	2.1	2.4	0.0	0.0	0.0	0.0	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				5.0	0.0	4.4	7.5	0.0	0.0	0.0	0.0	10.3
Lane Grp Delay (d), s/veh				29.1	0.0	28.5	26.7	0.0	0.0	0.0	0.0	26.9
Lane Grp LOS				C		C	C					C
Approach Vol, veh/h					454			327			422	
Approach Delay, s/veh					28.8			26.7			26.9	
Approach LOS					C			C			C	

Timer	
Assigned Phs	4 6 2
Phs Duration (G+Y+Rc), s	37.0 63.0 63.0
Change Period (Y+Rc), s	5.0 5.0 5.0
Max Green Setting (Gmax), s	32.0 58.0 58.0
Max Q Clear Time (g_c+I1), s	12.7 35.2 23.4
Green Ext Time (p_c), s	2.2 1.7 1.7

Intersection Summary	
HCM 2010 Ctrl Delay	27.6
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	51	297	143	22	119	0	0	37	103
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	0	0	53	306	147	23	123	0	0	38	106
Pedestrians		12			34			12			28	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			3			1			2	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		356			1014							
pX, platoon unblocked												
vC, conflicting volume	482			12			408	599	46	608	525	267
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	482			12			408	599	46	608	525	267
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			97			94	68	100	100	91	85
cM capacity (veh/h)	1032			1568			388	381	966	253	420	705

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	206	301	145	144
Volume Left	53	0	23	0
Volume Right	0	147	0	106
cSH	1568	1700	382	598
Volume to Capacity	0.03	0.18	0.38	0.24
Queue Length 95th (ft)	3	0	44	23
Control Delay (s)	2.1	0.0	20.1	12.9
Lane LOS	A		C	B
Approach Delay (s)	0.8		20.1	12.9
Approach LOS			C	B

Intersection Summary			
Average Delay	6.6		
Intersection Capacity Utilization	50.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	96	347	20	312	147	0	0	235	338
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	0	0	109	394	23	355	167	0	0	267	384
Pedestrians		18			13			6			11	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			1			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		858			512							
pX, platoon unblocked	0.98						0.98	0.98		0.98	0.98	0.98
vC, conflicting volume	428			6			957	652	19	731	641	238
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	364			6			906	593	19	675	582	168
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			93			0	55	100	100	28	53
cM capacity (veh/h)	1131			1584			46	368	1028	194	373	809

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	306	220	355	84	84	178	473
Volume Left	109	0	355	0	0	0	0
Volume Right	0	23	0	0	0	0	384
cSH	1584	1700	46	368	368	373	663
Volume to Capacity	0.07	0.13	7.74	0.23	0.23	0.48	0.71
Queue Length 95th (ft)	6	0	Err	22	22	62	149
Control Delay (s)	3.0	0.0	Err	17.6	17.6	23.1	22.7
Lane LOS	A		F	C	C	C	C
Approach Delay (s)	1.8		6802.4			22.9	
Approach LOS			F			C	

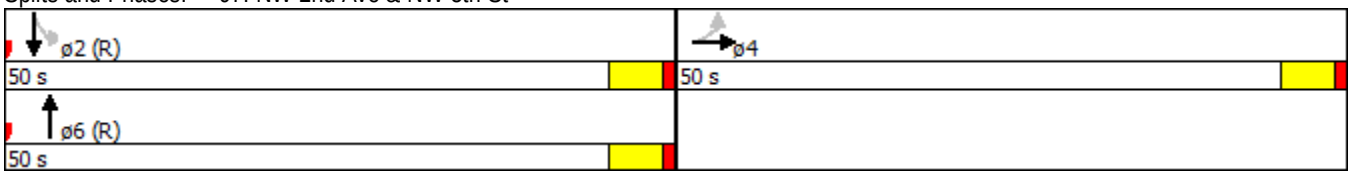
Intersection Summary				
Average Delay	2097.8			
Intersection Capacity Utilization	68.3%	ICU Level of Service		C
Analysis Period (min)	15			

Lane Group	EBT	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	1550	283	42	377
Turn Type	NA	NA	Perm	NA
Protected Phases	4	6		2
Permitted Phases			2	
Detector Phase	4	6	2	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	21.0	21.0	21.0
Total Split (s)	50.0	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0
Total Lost Time (s)	5.0	5.0		5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 25 (25%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 90
Control Type: Pretimed

Splits and Phases: 97: NW 2nd Ave & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	45	1550	252	0	0	0	0	283	255	42	377	0
Number	7	4	14				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.99	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	171.0	162.9	171.0				0.0	162.9	171.0	171.0	162.9	0.0
Lanes	0	3	0				0	1	0	0	1	0
Cap, veh/h	49	1786	299				0	354	318	81	613	0
Arrive On Green	0.45	0.45	0.45				0.00	0.90	0.90	0.15	0.15	0.00
Sat Flow, veh/h	109	3970	664				0	786	708	93	1361	0
Grp Volume(v), veh/h	713	650	602				0	0	572	446	0	0
Grp Sat Flow(s),veh/h/ln	1623	1629	1492				0	0	1493	1454	0	0
Q Serve(g_s), s	43.1	36.6	37.2				0.0	0.0	16.4	12.6	0.0	0.0
Cycle Q Clear(g_c), s	43.1	36.6	37.2				0.0	0.0	16.4	29.0	0.0	0.0
Prop In Lane	0.07		0.45				0.00		0.47	0.10		0.00
Lane Grp Cap(c), veh/h	730	733	671				0	0	672	694	0	0
V/C Ratio(X)	0.98	0.89	0.90				0.00	0.00	0.85	0.64	0.00	0.00
Avail Cap(c_a), veh/h	730	733	671				0	0	672	694	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.0	25.2	25.4				0.0	0.0	3.6	35.3	0.0	0.0
Incr Delay (d2), s/veh	27.9	15.0	17.0				0.0	0.0	12.9	4.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	22.5	17.3	16.5				0.0	0.0	3.9	12.3	0.0	0.0
Lane Grp Delay (d), s/veh	54.8	40.1	42.4				0.0	0.0	16.4	39.8	0.0	0.0
Lane Grp LOS	D	D	D						B	D		
Approach Vol, veh/h		1965						572			446	
Approach Delay, s/veh		46.2						16.4			39.8	
Approach LOS		D						B			D	

Timer												
Assigned Phs		4						6			2	
Phs Duration (G+Y+Rc), s		50.0						50.0			50.0	
Change Period (Y+Rc), s		5.0						5.0			5.0	
Max Green Setting (Gmax), s		45.0						45.0			45.0	
Max Q Clear Time (g_c+I1), s		45.1						18.4			31.0	
Green Ext Time (p_c), s		0.0						2.6			2.4	

Intersection Summary												
HCM 2010 Ctrl Delay			39.5									
HCM 2010 LOS			D									

Notes

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	138	1701	0	0	80	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)	150	1849	0	0	87	0
Pedestrians		2	134		11	
Lane Width (ft)		12.0	0.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		0	0		1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		345	501			
pX, platoon unblocked					0.60	
vC, conflicting volume	11				1061	13
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	11				0	13
tC, single (s)	4.2				6.9	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	90				84	100
cM capacity (veh/h)	1571				542	1043

Direction, Lane #	EB 1	EB 2	EB 3	SB 1
Volume Total	520	740	740	87
Volume Left	150	0	0	87
Volume Right	0	0	0	0
cSH	1571	1700	1700	542
Volume to Capacity	0.10	0.44	0.44	0.16
Queue Length 95th (ft)	8	0	0	14
Control Delay (s)	2.8	0.0	0.0	12.9
Lane LOS	A			B
Approach Delay (s)	0.7			12.9
Approach LOS				B

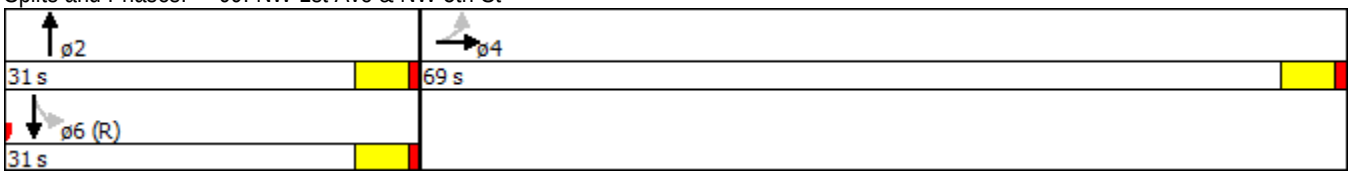
Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	1258	230	33	321
Turn Type	NA	NA	Perm	NA
Protected Phases	4	2		6
Permitted Phases			6	6
Detector Phase	4	2	6	6
Switch Phase				
Minimum Initial (s)	18.0	7.0	7.0	7.0
Minimum Split (s)	23.0	21.0	23.0	23.0
Total Split (s)	69.0	31.0	31.0	31.0
Total Split (%)	69.0%	31.0%	31.0%	31.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 97 (97%), Referenced to phase 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 99: NW 1st Ave & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	187	1258	283	0	0	0	0	230	113	33	321	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.97	0.99		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	171.0	162.9	171.0				0.0	162.9	171.0	162.9	162.9	0.0
Lanes	0	3	0				0	2	0	1	2	0
Cap, veh/h	307	2202	509				0	538	255	195	847	0
Arrive On Green	0.21	0.21	0.21				0.00	0.09	0.09	0.26	0.26	0.00
Sat Flow, veh/h	480	3440	796				0	2071	980	873	3257	0
Grp Volume(v), veh/h	678	626	574				0	194	179	36	349	0
Grp Sat Flow(s),veh/h/ln	1605	1629	1483				0	1629	1423	873	1629	0
Q Serve(g_s), s	38.7	34.7	35.0				0.0	11.4	12.0	3.7	8.9	0.0
Cycle Q Clear(g_c), s	38.7	34.7	35.0				0.0	11.4	12.0	15.7	8.9	0.0
Prop In Lane	0.30		0.54				0.00		0.69	1.00		0.00
Lane Grp Cap(c), veh/h	1027	1042	949				0	423	370	195	847	0
V/C Ratio(X)	0.66	0.60	0.60				0.00	0.46	0.48	0.19	0.41	0.00
Avail Cap(c_a), veh/h	1027	1042	949				0	423	370	195	847	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.5	27.9	28.0				0.0	39.0	39.3	38.5	30.7	0.0
Incr Delay (d2), s/veh	3.3	2.6	2.9				0.0	3.6	4.5	2.1	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	17.7	15.9	14.7				0.0	5.4	5.1	0.9	3.8	0.0
Lane Grp Delay (d), s/veh	32.8	30.4	30.9				0.0	42.6	43.7	40.6	32.1	0.0
Lane Grp LOS	C	C	C					D	D	D	C	
Approach Vol, veh/h		1878						373			385	
Approach Delay, s/veh		31.4						43.1			32.9	
Approach LOS		C						D			C	

Timer												
Assigned Phs		4						2			6	
Phs Duration (G+Y+Rc), s		69.0						31.0			31.0	
Change Period (Y+Rc), s		5.0						5.0			5.0	
Max Green Setting (Gmax), s		64.0						26.0			26.0	
Max Q Clear Time (g_c+I1), s		40.7						14.0			17.7	
Green Ext Time (p_c), s		5.4						3.2			2.6	

Intersection Summary												
HCM 2010 Ctrl Delay			33.3									
HCM 2010 LOS			C									

Notes

Intersection	
Intersection Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	10	10	522	91	121	493
Conflicting Peds, #/hr	5	16	0	38	38	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	11	11	587	102	136	554

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1480	692	0	0	705	0
Stage 1	654	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Follow-up Headway	3.545	3.345	-	-	2.245	-
Pot Capacity-1 Maneuver	136	439	-	-	879	-
Stage 1	512	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	109	419	-	-	851	-
Mov Capacity-2 Maneuver	109	-	-	-	-	-
Stage 1	505	-	-	-	-	-
Stage 2	346	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.9	0	2
HCM LOS	D		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	173	851	-
HCM Lane V/C Ratio	-	-	0.13	0.16	-
HCM Control Delay (s)	-	-	28.9	10.033	-
HCM Lane LOS			D	B	
HCM 95th %tile Q(veh)	-	-	0.438	0.567	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	50	463	86	205	82	468	100	339
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		6		2
Permitted Phases	4		8		6		2	
Detector Phase	4	4	8	8	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	30.0	30.0	30.0	31.8	31.8	31.8	31.8
Total Split (s)	43.0	43.0	43.0	43.0	57.0	57.0	57.0	57.0
Total Split (%)	43.0%	43.0%	43.0%	43.0%	57.0%	57.0%	57.0%	57.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.8	0.8	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.8	4.8	4.8	4.8
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 31 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Pretimed

Splits and Phases: 101: NW 2nd Ave & NW 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	463	68	86	205	78	82	468	243	100	339	66
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.95	0.99		0.97	0.98		0.98	0.99		0.97
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	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0
Lanes	1	1	0	1	2	0	1	1	0	1	1	0
Cap, veh/h	341	523	77	102	858	314	501	524	272	394	688	133
Arrive On Green	0.38	0.38	0.38	0.13	0.13	0.13	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	926	1376	203	735	2258	826	821	1003	521	616	1318	255
Grp Volume(v), veh/h	53	0	559	91	153	145	86	0	749	105	0	426
Grp Sat Flow(s),veh/h/ln	926	0	1580	735	1629	1455	821	0	1524	616	0	1573
Q Serve(g_s), s	4.3	0.0	34.0	4.0	8.5	9.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	13.3	0.0	34.0	38.0	8.5	9.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.13	1.00		0.57	1.00		0.34	1.00		0.16
Lane Grp Cap(c), veh/h	341	0	600	102	619	553	501	0	795	394	0	821
V/C Ratio(X)	0.16	0.00	0.93	0.89	0.25	0.26	0.17	0.00	0.94	0.27	0.00	0.52
Avail Cap(c_a), veh/h	341	0	600	102	619	553	501	0	795	394	0	821
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.7	0.0	29.7	62.1	30.8	31.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	23.2	63.8	1.0	1.1	0.7	0.0	20.5	1.7	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.1	0.0	17.1	4.3	3.9	3.7	0.1	0.0	4.5	0.2	0.0	0.5
Lane Grp Delay (d), s/veh	27.7	0.0	52.9	125.9	31.8	32.2	0.7	0.0	20.5	1.7	0.0	2.3
Lane Grp LOS	C		D	F	C	C	A		C	A		A
Approach Vol, veh/h		612			389			835			531	
Approach Delay, s/veh		50.7			54.0			18.5			2.2	
Approach LOS		D			D			B			A	

Timer												
Assigned Phs		4			8			6			2	
Phs Duration (G+Y+Rc), s		43.0			43.0			57.0			57.0	
Change Period (Y+Rc), s		5.0			5.0			4.8			4.8	
Max Green Setting (Gmax), s		38.0			38.0			52.2			52.2	
Max Q Clear Time (g_c+I1), s		36.0			40.0			2.0			2.0	
Green Ext Time (p_c), s		1.1			0.0			3.3			3.3	

Intersection Summary												
HCM 2010 Ctrl Delay			29.0									
HCM 2010 LOS			C									

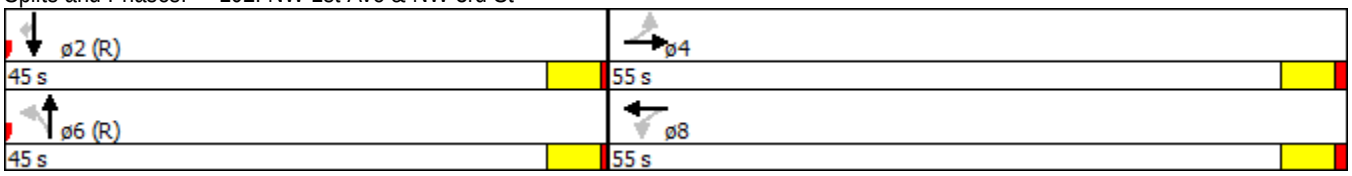
Notes

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Volume (vph)	120	0	68	226	181	152	368	280
Turn Type	Perm	NA	Perm	NA	Perm	NA	NA	Perm
Protected Phases		4		8		6	2	
Permitted Phases	4		8		6			2
Detector Phase	4	4	8	8	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	29.0	29.0	26.0	26.0	25.6	25.6	25.6	25.6
Total Split (s)	55.0	55.0	55.0	55.0	45.0	45.0	45.0	45.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.6	0.6	0.6	0.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	4.6	4.6	4.6	4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 72 (72%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Pretimed

Splits and Phases: 102: NW 1st Ave & NW 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	120	0	473	68	226	37	181	152	0	0	368	280
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.98	0.96		1.00	1.00		0.88
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	171.0	162.9	171.0	162.9	162.9	171.0	162.9	162.9	0.0	0.0	162.9	162.9
Lanes	0	1	0	1	2	0	1	1	0	0	1	1
Cap, veh/h	155	17	509	119	1366	218	207	658	0	0	658	491
Arrive On Green	0.50	0.00	0.50	0.50	0.50	0.50	0.40	0.40	0.00	0.00	0.27	0.27
Sat Flow, veh/h	224	34	1018	795	2733	436	652	1629	0	0	1629	1215
Grp Volume(v), veh/h	599	0	0	69	134	131	183	154	0	0	372	283
Grp Sat Flow(s),veh/h/ln	1275	0	0	795	1629	1540	652	1629	0	0	1629	1215
Q Serve(g_s), s	38.2	0.0	0.0	5.9	4.5	4.6	20.7	6.2	0.0	0.0	19.7	20.1
Cycle Q Clear(g_c), s	44.1	0.0	0.0	50.0	4.5	4.6	40.4	6.2	0.0	0.0	19.7	20.1
Prop In Lane	0.20		0.80	1.00		0.28	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	681	0	0	119	814	770	207	658	0	0	658	491
V/C Ratio(X)	0.88	0.00	0.00	0.58	0.16	0.17	0.88	0.23	0.00	0.00	0.57	0.58
Avail Cap(c_a), veh/h	681	0	0	119	814	770	207	658	0	0	658	491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	0.0	0.0	48.0	13.6	13.7	42.3	19.6	0.0	0.0	28.9	29.1
Incr Delay (d2), s/veh	15.1	0.0	0.0	19.1	0.4	0.5	38.1	0.8	0.0	0.0	3.5	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	16.2	0.0	0.0	2.4	1.8	1.8	6.9	2.6	0.0	0.0	9.0	7.0
Lane Grp Delay (d), s/veh	38.3	0.0	0.0	67.1	14.1	14.1	80.4	20.4	0.0	0.0	32.4	33.9
Lane Grp LOS	D			E	B	B	F	C			C	C
Approach Vol, veh/h		599			334			337			655	
Approach Delay, s/veh		38.3			25.0			53.0			33.1	
Approach LOS		D			C			D			C	

Timer												
Assigned Phs		4			8			6			2	
Phs Duration (G+Y+Rc), s		55.0			55.0			45.0			45.0	
Change Period (Y+Rc), s		5.0			5.0			4.6			4.6	
Max Green Setting (Gmax), s		50.0			50.0			40.4			40.4	
Max Q Clear Time (g_c+I1), s		46.1			52.0			42.4			22.1	
Green Ext Time (p_c), s		1.9			0.0			0.0			1.4	

Intersection Summary												
HCM 2010 Ctrl Delay			36.8									
HCM 2010 LOS			D									

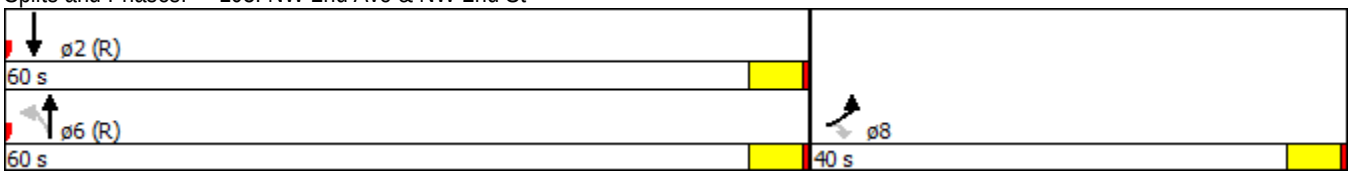
Notes

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	93	205	95	705	369
Turn Type	NA	Perm	Perm	NA	NA
Protected Phases	8			6	2
Permitted Phases		8	6		
Detector Phase	8	8	6	6	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	22.0	22.0	22.6	22.6	22.6
Total Split (s)	40.0	40.0	60.0	60.0	60.0
Total Split (%)	40.0%	40.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.6	0.6	0.6	0.6	0.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	4.6		4.6	4.6
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 24 (24%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 103: NW 2nd Ave & NW 2nd St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	93	205	95	705	369	79
Number	3	18	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	0.99			0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	171.0
Lanes	1	1	0	2	1	0
Cap, veh/h	549	490	204	1398	719	154
Arrive On Green	0.35	0.35	0.74	0.74	1.00	1.00
Sat Flow, veh/h	1551	1384	286	2524	1298	278
Grp Volume(v), veh/h	99	218	406	445	0	477
Grp Sat Flow(s),veh/h/ln	1551	1384	1328	1482	0	1576
Q Serve(g_s), s	4.4	12.1	5.5	13.2	0.0	0.0
Cycle Q Clear(g_c), s	4.4	12.1	11.5	13.2	0.0	0.0
Prop In Lane	1.00	1.00	0.25			0.18
Lane Grp Cap(c), veh/h	549	490	781	821	0	873
V/C Ratio(X)	0.18	0.44	0.52	0.54	0.00	0.55
Avail Cap(c_a), veh/h	549	490	781	821	0	873
HCM Platoon Ratio	1.00	1.00	1.33	1.33	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.3	24.8	7.2	7.6	0.0	0.0
Incr Delay (d2), s/veh	0.7	2.9	2.5	2.6	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.8	4.5	3.5	4.0	0.0	0.6
Lane Grp Delay (d), s/veh	23.0	27.7	9.7	10.2	0.0	2.5
Lane Grp LOS	C	C	A	B		A
Approach Vol, veh/h	317			851	477	
Approach Delay, s/veh	26.2			10.0	2.5	
Approach LOS	C			A	A	

Timer	
Assigned Phs	6 2
Phs Duration (G+Y+Rc), s	60.0 60.0
Change Period (Y+Rc), s	4.6 4.6
Max Green Setting (Gmax), s	55.4 55.4
Max Q Clear Time (g_c+I1), s	15.2 2.0
Green Ext Time (p_c), s	3.3 3.3

Intersection Summary	
HCM 2010 Ctrl Delay	10.9
HCM 2010 LOS	B

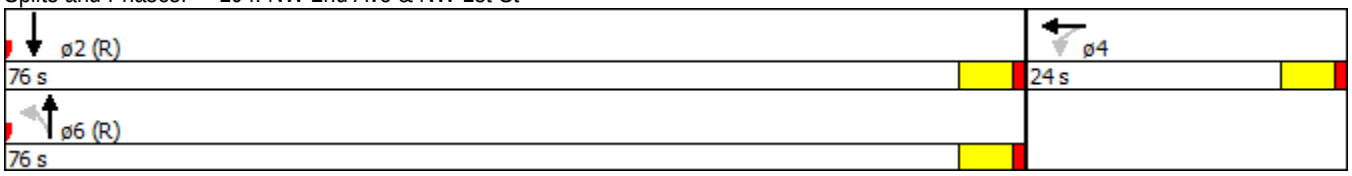
Notes

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	214	61	738	621
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	25.0	25.0	25.0
Total Split (s)	24.0	76.0	76.0	76.0
Total Split (%)	24.0%	76.0%	76.0%	76.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 2 (2%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Pretimed

Splits and Phases: 104: NW 2nd Ave & NW 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	67	214	81	61	738	0	0	621	62
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.77	1.00		1.00	1.00		0.99
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76
Adj Sat Flow veh/h/ln				171.0	162.9	171.0	171.0	162.9	0.0	0.0	162.9	171.0
Lanes				0	3	0	0	2	0	0	1	0
Cap, veh/h				151	510	170	168	1886	0	0	785	79
Arrive On Green				0.06	0.06	0.06	0.71	0.71	0.00	0.00	1.00	1.00
Sat Flow, veh/h				796	2684	895	178	2657	0	0	1105	111
Grp Volume(v), veh/h				140	129	109	400	433	0	0	0	712
Grp Sat Flow(s),veh/h/ln				1589	1629	1158	1353	1482	0	0	0	1216
Q Serve(g_s), s				8.5	7.6	9.1	0.0	12.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				8.5	7.6	9.1	9.4	12.0	0.0	0.0	0.0	0.0
Prop In Lane				0.50		0.77	0.16		0.00	0.00		0.09
Lane Grp Cap(c), veh/h				302	309	220	1002	1052	0	0	0	864
V/C Ratio(X)				0.46	0.42	0.49	0.40	0.41	0.00	0.00	0.00	0.82
Avail Cap(c_a), veh/h				302	309	220	1002	1052	0	0	0	864
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				41.9	41.5	42.2	5.6	5.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				5.0	4.1	7.7	1.2	1.2	0.0	0.0	0.0	8.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				4.1	3.7	3.3	3.5	4.1	0.0	0.0	0.0	2.1
Lane Grp Delay (d), s/veh				47.0	45.6	49.9	6.8	7.1	0.0	0.0	0.0	8.8
Lane Grp LOS				D	D	D	A	A				A
Approach Vol, veh/h					377			833			712	
Approach Delay, s/veh					47.4			7.0			8.8	
Approach LOS					D			A			A	

Timer	
Assigned Phs	4 6 2
Phs Duration (G+Y+Rc), s	24.0 76.0 76.0
Change Period (Y+Rc), s	5.0 5.0 5.0
Max Green Setting (Gmax), s	19.0 71.0 71.0
Max Q Clear Time (g_c+I1), s	11.1 14.0 2.0
Green Ext Time (p_c), s	1.0 4.1 4.1

Intersection Summary	
HCM 2010 Ctrl Delay	15.6
HCM 2010 LOS	B

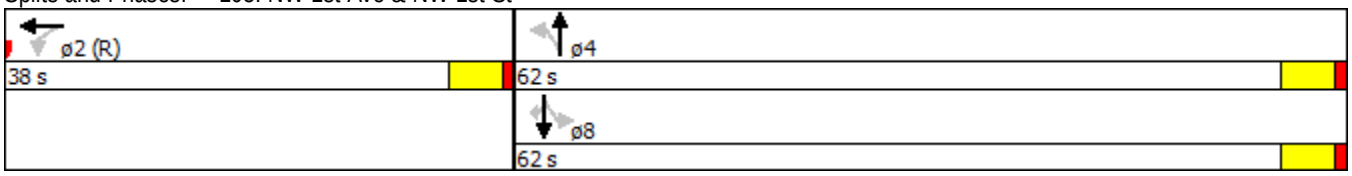
Notes

Lane Group	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations						
Volume (vph)	213	51	379	48	184	91
Turn Type	NA	Perm	NA	Perm	NA	Perm
Protected Phases	2		4		8	
Permitted Phases		4		8		8
Detector Phase	2	4	4	8	8	8
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	38.0	62.0	62.0	62.0	62.0	62.0
Total Split (%)	38.0%	62.0%	62.0%	62.0%	62.0%	62.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 20 (20%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 105: NW 1st Ave & NW 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	56	213	136	51	379	13	48	184	91
Number				5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.76	0.99		0.95	0.99		0.97
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	162.9	171.0	171.0	162.9	171.0	171.0	162.9	162.9
Lanes				0	2	0	0	1	0	0	2	1
Cap, veh/h				125	475	303	112	770	25	295	1157	765
Arrive On Green				0.33	0.33	0.33	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h				377	1440	917	127	1351	45	425	2029	1341
Grp Volume(v), veh/h				256	0	179	477	0	0	111	139	98
Grp Sat Flow(s),veh/h/ln				1610	0	1125	1523	0	0	972	1482	1341
Q Serve(g_s), s				12.7	0.0	12.7	3.5	0.0	0.0	0.0	4.4	3.4
Cycle Q Clear(g_c), s				12.7	0.0	12.7	18.4	0.0	0.0	5.5	4.4	3.4
Prop In Lane				0.23		0.82	0.12		0.03	0.47		1.00
Lane Grp Cap(c), veh/h				531	0	371	908	0	0	607	845	765
V/C Ratio(X)				0.48	0.00	0.48	0.53	0.00	0.00	0.18	0.16	0.13
Avail Cap(c_a), veh/h				531	0	371	908	0	0	607	845	765
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				26.7	0.0	26.7	13.1	0.0	0.0	10.1	10.2	10.0
Incr Delay (d2), s/veh				3.1	0.0	4.4	2.2	0.0	0.0	0.7	0.4	0.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				5.5	0.0	4.0	7.3	0.0	0.0	1.3	1.6	1.1
Lane Grp Delay (d), s/veh				29.8	0.0	31.1	15.3	0.0	0.0	10.7	10.6	10.3
Lane Grp LOS				C		C	B			B	B	B
Approach Vol, veh/h					435			477			348	
Approach Delay, s/veh					30.3			15.3			10.6	
Approach LOS					C			B			B	

Timer	
Assigned Phs	2 4 8
Phs Duration (G+Y+Rc), s	38.0 62.0 62.0
Change Period (Y+Rc), s	5.0 5.0 5.0
Max Green Setting (Gmax), s	33.0 57.0 57.0
Max Q Clear Time (g_c+I1), s	14.7 20.4 7.5
Green Ext Time (p_c), s	1.8 3.4 3.4

Intersection Summary	
HCM 2010 Ctrl Delay	19.2
HCM 2010 LOS	B

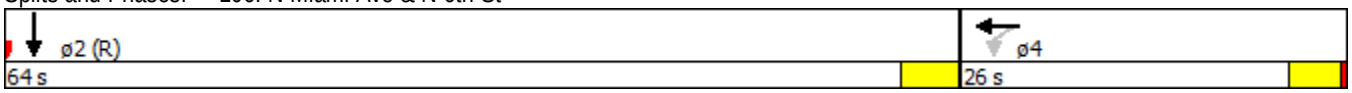
Notes

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	261	1321
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	4.0	7.0
Minimum Split (s)	20.0	22.0
Total Split (s)	26.0	64.0
Total Split (%)	28.9%	71.1%
Yellow Time (s)	3.5	4.0
All-Red Time (s)	0.5	0.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.0	4.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 10 (11%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 106: N Miami Ave & N 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	95	261	0	0	0	0	0	1321	182
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				190.0	181.0	0.0				0.0	181.0	190.0
Lanes				0	2	0				0	3	0
Cap, veh/h				80	403	0				0	3113	428
Arrive On Green				0.24	0.24	0.00				0.00	0.67	0.67
Sat Flow, veh/h				0	1647	0				0	4669	643
Grp Volume(v), veh/h				104	287	0				0	1125	527
Grp Sat Flow(s),veh/h/ln				0	1647	0				0	1810	1693
Q Serve(g_s), s				0.0	14.4	0.0				0.0	13.5	13.6
Cycle Q Clear(g_c), s				22.0	14.4	0.0				0.0	13.5	13.6
Prop In Lane				1.00		0.00				0.00		0.38
Lane Grp Cap(c), veh/h				80	403	0				0	2413	1128
V/C Ratio(X)				1.30	0.71	0.00				0.00	0.47	0.47
Avail Cap(c_a), veh/h				80	403	0				0	2413	1128
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				45.0	31.1	0.0				0.0	7.3	7.3
Incr Delay (d2), s/veh				200.6	10.3	0.0				0.0	0.7	1.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				6.3	7.0	0.0				0.0	5.4	5.3
Lane Grp Delay (d), s/veh				245.6	41.4	0.0				0.0	7.9	8.6
Lane Grp LOS				F	D						A	A
Approach Vol, veh/h					391						1652	
Approach Delay, s/veh					95.7						8.1	
Approach LOS					F						A	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	26.0 64.0
Change Period (Y+Rc), s	4.0 4.0
Max Green Setting (Gmax), s	22.0 60.0
Max Q Clear Time (g_c+I1), s	24.0 15.6
Green Ext Time (p_c), s	0.0 5.5

Intersection Summary	
HCM 2010 Ctrl Delay	24.9
HCM 2010 LOS	C

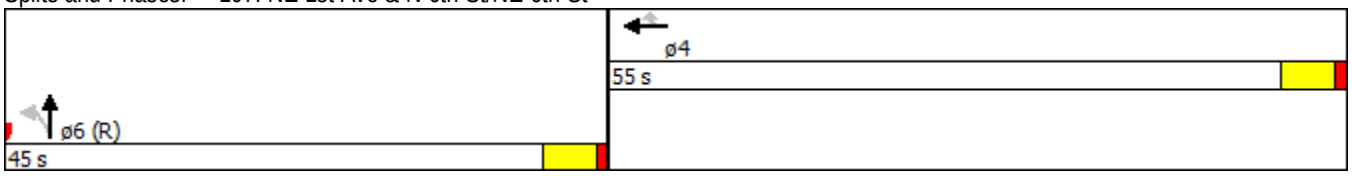
Notes

Lane Group	WBT	WBR	NBT
Lane Configurations			
Volume (vph)	300	587	637
Turn Type	NA	Perm	NA
Protected Phases	4		6
Permitted Phases		4	
Detector Phase	4	4	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0
Total Split (s)	55.0	55.0	45.0
Total Split (%)	55.0%	55.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 19 (19%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 107: NE 1st Ave & N 6th St/NE 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	300	587	108	637	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.0	5.0		5.0				
Lane Util. Factor					0.91	0.91		0.91				
Frpb, ped/bikes					0.99	0.99		1.00				
Flpb, ped/bikes					1.00	1.00		1.00				
Frt					0.93	0.85		1.00				
Flt Protected					1.00	1.00		0.99				
Satd. Flow (prot)					3028	1380		4423				
Flt Permitted					1.00	1.00		0.99				
Satd. Flow (perm)					3028	1380		4423				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	0	323	631	116	685	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	56	56	0	23	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	584	260	0	778	0	0	0	0
Confl. Peds. (#/hr)	1		6	6		1	13		3	3		13
Bus Blockages (#/hr)	0	0	0	0	0	0	0	71	0	0	0	0
Turn Type					NA	Perm	Perm	NA				
Protected Phases					4			6				
Permitted Phases						4	6					
Actuated Green, G (s)					50.0	50.0		40.0				
Effective Green, g (s)					50.0	50.0		40.0				
Actuated g/C Ratio					0.50	0.50		0.40				
Clearance Time (s)					5.0	5.0		5.0				
Lane Grp Cap (vph)					1514	690		1769				
v/s Ratio Prot					c0.19							
v/s Ratio Perm						0.19		0.18				
v/c Ratio					0.39	0.38		0.44				
Uniform Delay, d1					15.5	15.4		21.8				
Progression Factor					0.72	0.66		1.00				
Incremental Delay, d2					0.7	1.5		0.8				
Delay (s)					11.8	11.6		22.6				
Level of Service					B	B		C				
Approach Delay (s)		0.0			11.7			22.6			0.0	
Approach LOS		A			B			C			A	

Intersection Summary

HCM 2000 Control Delay	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	47.2%	ICU Level of Service	A
Analysis Period (min)	15		

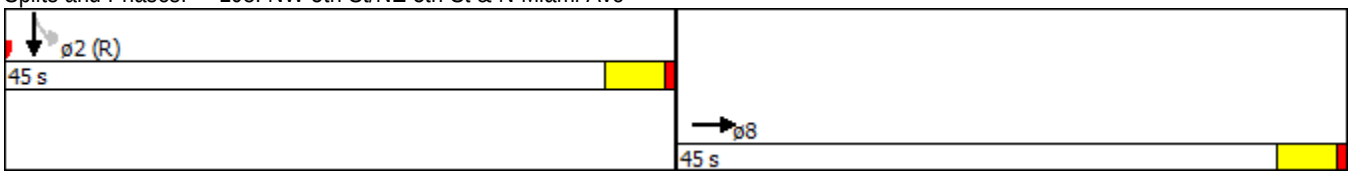
c Critical Lane Group

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	1285	945
Turn Type	NA	NA
Protected Phases	8	2
Permitted Phases		
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.8	22.8
Total Split (s)	45.0	45.0
Total Split (%)	50.0%	50.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.8	0.8
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.8	4.8
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 3 (3%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 108: NW 5th St/NE 5th St & N Miami Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1285	172	0	0	0	0	0	0	428	945	0
Number	3	8	18							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	181.0	190.0							190.0	181.0	0.0
Lanes	0	3	0							0	3	0
Cap, veh/h	0	2092	280							80	1471	0
Arrive On Green	0.00	0.45	0.45							0.15	0.15	0.00
Sat Flow, veh/h	0	4684	626							0	3293	0
Grp Volume(v), veh/h	0	1154	540							498	1099	0
Grp Sat Flow(s),veh/h/ln	0	1810	1691							0	1647	0
Q Serve(g_s), s	0.0	23.3	23.4							0.0	28.8	0.0
Cycle Q Clear(g_c), s	0.0	23.3	23.4							40.2	28.8	0.0
Prop In Lane	0.00		0.37							1.00		0.00
Lane Grp Cap(c), veh/h	0	1617	755							80	1471	0
V/C Ratio(X)	0.00	0.71	0.72							6.22	0.75	0.00
Avail Cap(c_a), veh/h	0	1617	755							80	1471	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	20.2	20.2							58.5	33.5	0.0
Incr Delay (d2), s/veh	0.0	2.7	5.7							2377.8	3.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	10.7	10.7							54.8	13.5	0.0
Lane Grp Delay (d), s/veh	0.0	22.9	26.0							2436.2	37.0	0.0
Lane Grp LOS		C	C							F	D	
Approach Vol, veh/h		1694									1597	
Approach Delay, s/veh		23.9									785.2	
Approach LOS		C									F	

Timer	
Assigned Phs	8	2
Phs Duration (G+Y+Rc), s	45.0	45.0
Change Period (Y+Rc), s	4.8	4.8
Max Green Setting (Gmax), s	40.2	40.2
Max Q Clear Time (g_c+I1), s	25.4	42.2
Green Ext Time (p_c), s	4.8	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	393.3
HCM 2010 LOS	F

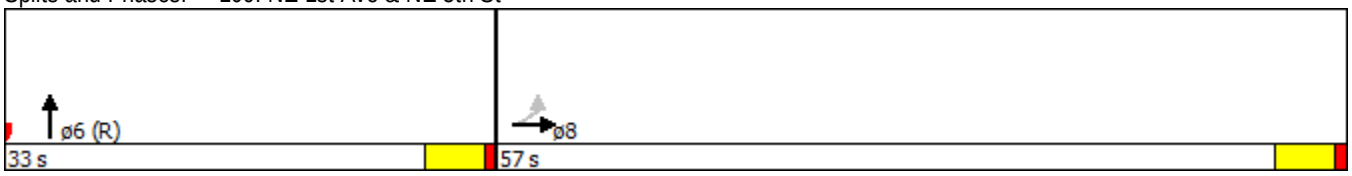
Notes

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	1406	487
Turn Type	NA	NA
Protected Phases	8	6
Permitted Phases		
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	57.0	33.0
Total Split (%)	63.3%	36.7%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 26 (29%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 109: NE 1st Ave & NE 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑↑↱				
Volume (veh/h)	234	1406	0	0	0	0	0	487	202	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	190.0	181.0	0.0				0.0	181.0	190.0			
Lanes	0	3	0				0	3	0			
Cap, veh/h	80	1906	0				0	1144	460			
Arrive On Green	0.19	0.19	0.00				0.00	0.10	0.10			
Sat Flow, veh/h	0	3293	0				0	3665	1475			
Grp Volume(v), veh/h	275	1654	0				0	566	245			
Grp Sat Flow(s),veh/h/ln	0	1647	0				0	1810	1520			
Q Serve(g_s), s	0.0	43.8	0.0				0.0	13.3	13.8			
Cycle Q Clear(g_c), s	52.1	43.8	0.0				0.0	13.3	13.8			
Prop In Lane	1.00		0.00				0.00		0.97			
Lane Grp Cap(c), veh/h	80	1906	0				0	1130	475			
V/C Ratio(X)	3.44	0.87	0.00				0.00	0.50	0.52			
Avail Cap(c_a), veh/h	80	1906	0				0	1130	475			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	0.33	0.33			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	62.5	33.1	0.0				0.0	33.7	33.9			
Incr Delay (d2), s/veh	1127.7	5.6	0.0				0.0	1.6	4.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	27.0	20.9	0.0				0.0	6.7	6.2			
Lane Grp Delay (d), s/veh	1190.2	38.7	0.0				0.0	35.3	37.9			
Lane Grp LOS	F	D						D	D			
Approach Vol, veh/h		1929						811				
Approach Delay, s/veh		202.9						36.1				
Approach LOS		F						D				

Timer	
Assigned Phs	8	6
Phs Duration (G+Y+Rc), s	57.0	33.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	52.1	28.1
Max Q Clear Time (g_c+I1), s	54.1	15.8
Green Ext Time (p_c), s	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	153.5
HCM 2010 LOS	F

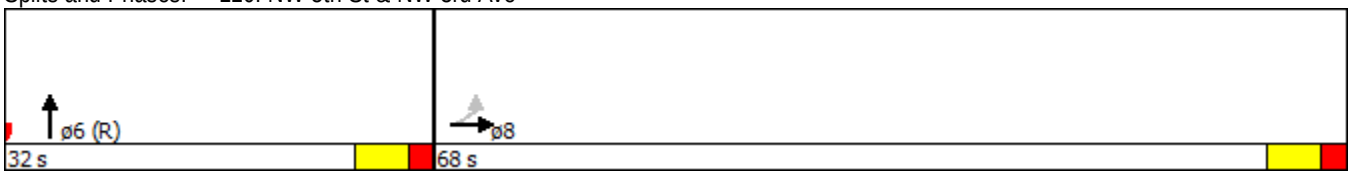
Notes

Lane Group	EBL	EBT	NBT
Lane Configurations			
Volume (vph)	93	1540	532
Turn Type	Perm	NA	NA
Protected Phases		8	6
Permitted Phases	8		
Detector Phase	8	8	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	26.1	26.1	26.5
Total Split (s)	68.0	68.0	32.0
Total Split (%)	68.0%	68.0%	32.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.1	2.1	1.9
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	5.9
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 17 (17%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 110: NW 5th St & NW 3rd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	93	1540	0	0	0	0	0	532	448	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	181.0	181.0	0.0				0.0	181.0	190.0			
Lanes	1	3	0				0	3	0			
Cap, veh/h	72	3360	0				0	945	395			
Arrive On Green	0.20	0.20	0.00				0.00	0.09	0.09			
Sat Flow, veh/h	1723	5429	0				0	3619	1515			
Grp Volume(v), veh/h	104	1730	0				0	598	503			
Grp Sat Flow(s),veh/h/ln	1723	1810	0				0	1810	1515			
Q Serve(g_s), s	0.0	28.3	0.0				0.0	16.0	26.1			
Cycle Q Clear(g_c), s	61.9	28.3	0.0				0.0	16.0	26.1			
Prop In Lane	1.00		0.00				0.00		1.00			
Lane Grp Cap(c), veh/h	72	3360	0				0	945	395			
V/C Ratio(X)	1.44	0.51	0.00				0.00	0.63	1.27			
Avail Cap(c_a), veh/h	72	3360	0				0	945	395			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	0.33	0.33			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	70.7	26.4	0.0				0.0	41.1	45.7			
Incr Delay (d2), s/veh	262.0	0.6	0.0				0.0	3.2	140.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	7.2	14.3	0.0				0.0	8.2	26.2			
Lane Grp Delay (d), s/veh	332.8	27.0	0.0				0.0	44.3	186.6			
Lane Grp LOS	F	C						D	F			
Approach Vol, veh/h		1834						1101				
Approach Delay, s/veh		44.3						109.3				
Approach LOS		D						F				

Timer	
Assigned Phs	8	6
Phs Duration (G+Y+Rc), s	68.0	32.0
Change Period (Y+Rc), s	6.1	5.9
Max Green Setting (Gmax), s	61.9	26.1
Max Q Clear Time (g_c+I1), s	63.9	28.1
Green Ext Time (p_c), s	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	68.7
HCM 2010 LOS	E

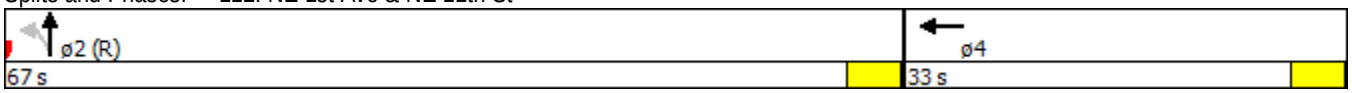
Notes

Lane Group	WBT	NBT
Lane Configurations		
Volume (vph)	65	1423
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	19.0	22.4
Total Split (s)	33.0	67.0
Total Split (%)	33.0%	67.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.3	0.4
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.3	4.4
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 19 (19%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 112: NE 1st Ave & NE 11th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	65	269	45	1423	0	0	0	0
Number				7	4	14	5	2	12			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln				0.0	181.0	190.0	190.0	181.0	0.0			
Lanes				0	2	0	0	3	0			
Cap, veh/h				0	519	440	72	2062	0			
Arrive On Green				0.00	0.29	0.29	0.21	0.21	0.00			
Sat Flow, veh/h				0	1810	1533	0	3293	0			
Grp Volume(v), veh/h				0	70	289	48	1530	0			
Grp Sat Flow(s),veh/h/ln				0	1810	1533	0	1647	0			
Q Serve(g_s), s				0.0	2.9	16.6	0.0	43.5	0.0			
Cycle Q Clear(g_c), s				0.0	2.9	16.6	62.6	43.5	0.0			
Prop In Lane				0.00		1.00	1.00		0.00			
Lane Grp Cap(c), veh/h				0	519	440	72	2062	0			
V/C Ratio(X)				0.00	0.13	0.66	0.67	0.74	0.00			
Avail Cap(c_a), veh/h				0	519	440	72	2062	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	26.4	31.3	71.0	32.1	0.0			
Incr Delay (d2), s/veh				0.0	0.5	7.5	39.6	2.5	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln				0.0	1.4	7.3	2.1	20.3	0.0			
Lane Grp Delay (d), s/veh				0.0	27.0	38.8	110.5	34.6	0.0			
Lane Grp LOS					C	D	F	C				
Approach Vol, veh/h					359			1578				
Approach Delay, s/veh					36.5			36.9				
Approach LOS					D			D				

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	33.0 67.0
Change Period (Y+Rc), s	4.3 4.4
Max Green Setting (Gmax), s	28.7 62.6
Max Q Clear Time (g_c+I1), s	18.6 64.6
Green Ext Time (p_c), s	1.4 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	36.8
HCM 2010 LOS	D

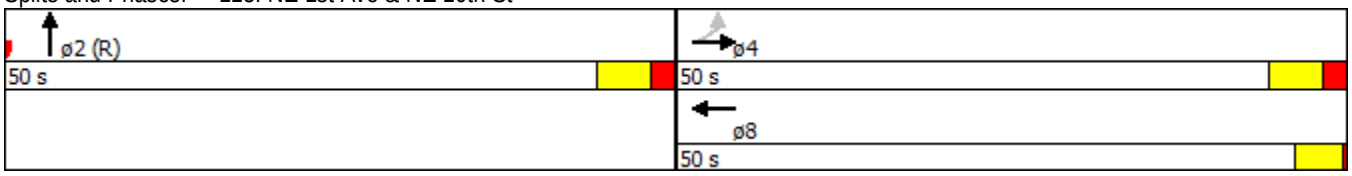
Notes

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Volume (vph)	208	133	0	1012
Turn Type	Perm	NA	NA	NA
Protected Phases		4	8	2
Permitted Phases	4			
Detector Phase	4	4	8	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	4.0	7.0
Minimum Split (s)	22.3	22.3	20.0	22.4
Total Split (s)	50.0	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	3.5	4.0
All-Red Time (s)	2.0	2.0	0.5	2.0
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.0	4.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 66 (66%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 113: NE 1st Ave & NE 10th St



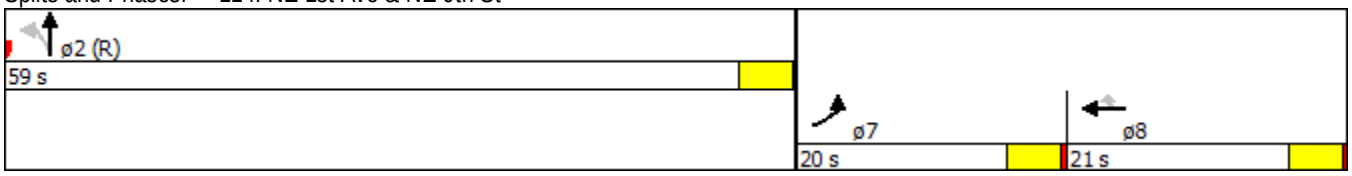
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	208	133	0	0	0	329	0	1012	113	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.99		1.00	1.00		0.99	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	190.0	181.0	0.0	0.0	181.0	190.0	0.0	181.0	190.0			
Lanes	0	2	0	0	1	0	0	3	0			
Cap, veh/h	344	743	0	0	0	685	0	2070	231			
Arrive On Green	0.45	0.45	0.00	0.00	0.00	0.45	0.00	0.14	0.14			
Sat Flow, veh/h	607	1647	0	0	0	1519	0	4799	535			
Grp Volume(v), veh/h	229	146	0	0	0	362	0	838	398			
Grp Sat Flow(s),veh/h/ln	607	1647	0	0	0	1519	0	1810	1714			
Q Serve(g_s), s	22.4	5.4	0.0	0.0	0.0	17.5	0.0	21.9	22.0			
Cycle Q Clear(g_c), s	39.9	5.4	0.0	0.0	0.0	17.5	0.0	21.9	22.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.31			
Lane Grp Cap(c), veh/h	344	743	0	0	0	685	0	1561	740			
V/C Ratio(X)	0.66	0.20	0.00	0.00	0.00	0.53	0.00	0.54	0.54			
Avail Cap(c_a), veh/h	344	743	0	0	0	685	0	1561	740			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33			
Upstream Filter(I)	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00			
Uniform Delay (d), s/veh	34.6	16.9	0.0	0.0	0.0	20.2	0.0	34.3	34.3			
Incr Delay (d2), s/veh	9.7	0.6	0.0	0.0	0.0	2.9	0.0	1.3	2.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	6.5	2.3	0.0	0.0	0.0	7.0	0.0	11.0	10.7			
Lane Grp Delay (d), s/veh	44.3	17.5	0.0	0.0	0.0	23.1	0.0	35.6	37.1			
Lane Grp LOS	D	B				C		D	D			
Approach Vol, veh/h		375			362			1236				
Approach Delay, s/veh		33.9			23.1			36.1				
Approach LOS		C			C			D				
Timer												
Assigned Phs		4			8			2				
Phs Duration (G+Y+Rc), s		52.0			52.0			50.0				
Change Period (Y+Rc), s		6.0			6.0			6.0				
Max Green Setting (Gmax), s		44.0			46.0			44.0				
Max Q Clear Time (g_c+I1), s		41.9			19.5			24.0				
Green Ext Time (p_c), s		0.9			4.7			0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			33.3									
HCM 2010 LOS			C									
Notes												

Lane Group	EBL	WBT	WBR	NBT
Lane Configurations				
Volume (vph)	48	10	19	943
Turn Type	Prot	NA	Perm	NA
Protected Phases	7	8		2
Permitted Phases			8	
Detector Phase	7	8	8	2
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	4.0
Minimum Split (s)	8.5	18.5	18.5	18.4
Total Split (s)	20.0	21.0	21.0	59.0
Total Split (%)	20.0%	21.0%	21.0%	59.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.4
Lead/Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 34 (34%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 114: NE 1st Ave & NE 9th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	48	0	0	0	10	19	61	943	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5				4.5	4.5		4.4				
Lane Util. Factor	1.00				0.95	0.95		0.91				
Frpb, ped/bikes	1.00				0.99	0.96		1.00				
Flpb, ped/bikes	1.00				1.00	1.00		1.00				
Frt	1.00				0.95	0.85		1.00				
Flt Protected	0.95				1.00	1.00		1.00				
Satd. Flow (prot)	1719				1618	1404		4923				
Flt Permitted	0.95				1.00	1.00		1.00				
Satd. Flow (perm)	1719				1618	1404		4923				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	51	0	0	0	11	20	64	993	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	4	13	0	0	0	0	0	0
Lane Group Flow (vph)	51	0	0	0	12	2	0	1057	0	0	0	0
Confl. Peds. (#/hr)	13		7	7		13	2		4	4		2
Turn Type	Prot				NA	Perm	Perm	NA				
Protected Phases	7				8			2				
Permitted Phases						8	2					
Actuated Green, G (s)	15.5				16.5	16.5		54.6				
Effective Green, g (s)	15.5				16.5	16.5		54.6				
Actuated g/C Ratio	0.16				0.16	0.16		0.55				
Clearance Time (s)	4.5				4.5	4.5		4.4				
Lane Grp Cap (vph)	266				266	231		2687				
v/s Ratio Prot	c0.03				c0.01							
v/s Ratio Perm						0.00		0.21				
v/c Ratio	0.19				0.04	0.01		0.39				
Uniform Delay, d1	36.8				35.1	34.9		13.1				
Progression Factor	1.00				1.00	1.00		0.70				
Incremental Delay, d2	1.6				0.3	0.1		0.4				
Delay (s)	38.4				35.4	35.0		9.6				
Level of Service	D				D	D		A				
Approach Delay (s)		38.4			35.2			9.6			0.0	
Approach LOS		D			D			A			A	

Intersection Summary

HCM 2000 Control Delay	11.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.4
Intersection Capacity Utilization	45.6%	ICU Level of Service	A
Analysis Period (min)	15		

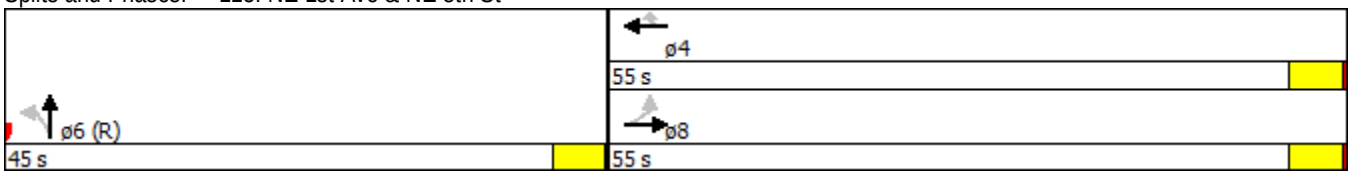
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations					
Volume (vph)	203	339	185	175	751
Turn Type	Perm	NA	NA	Perm	NA
Protected Phases		8	4		6
Permitted Phases	8			4	
Detector Phase	8	8	4	4	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.3
Total Split (s)	55.0	55.0	55.0	55.0	45.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.3
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 56 (56%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 115: NE 1st Ave & NE 8th St



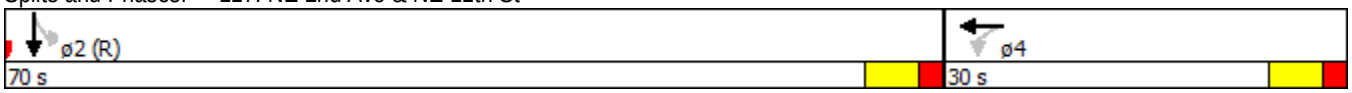
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	203	339	0	0	185	175	47	751	49	0	0	0
Number	3	8	18	7	4	14	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	0.90			
Adj Sat Flow veh/h/ln	162.9	162.9	0.0	0.0	162.9	162.9	171.0	162.9	171.0			
Lanes	1	1	0	0	1	1	0	3	0			
Cap, veh/h	454	822	0	0	822	688	95	1627	110			
Arrive On Green	0.50	0.50	0.00	0.00	0.50	0.50	0.13	0.13	0.13			
Sat Flow, veh/h	873	1629	0	0	1629	1363	232	3997	270			
Grp Volume(v), veh/h	214	357	0	0	195	184	307	312	273			
Grp Sat Flow(s),veh/h/ln	873	1629	0	0	1629	1363	1454	1629	1417			
Q Serve(g_s), s	18.3	13.9	0.0	0.0	6.7	7.7	19.6	17.7	17.8			
Cycle Q Clear(g_c), s	25.0	13.9	0.0	0.0	6.7	7.7	19.6	17.7	17.8			
Prop In Lane	1.00		0.00	0.00		1.00	0.16		0.19			
Lane Grp Cap(c), veh/h	454	822	0	0	822	688	592	663	577			
V/C Ratio(X)	0.47	0.43	0.00	0.00	0.24	0.27	0.52	0.47	0.47			
Avail Cap(c_a), veh/h	454	822	0	0	822	688	592	663	577			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	20.9	15.7	0.0	0.0	13.9	14.2	34.2	33.3	33.4			
Incr Delay (d2), s/veh	3.5	1.7	0.0	0.0	0.7	1.0	3.2	2.4	2.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	4.4	5.8	0.0	0.0	2.8	2.7	8.3	8.3	7.3			
Lane Grp Delay (d), s/veh	24.4	17.4	0.0	0.0	14.6	15.1	37.4	35.7	36.2			
Lane Grp LOS	C	B			B	B	D	D	D			
Approach Vol, veh/h		571			379			892				
Approach Delay, s/veh		20.0			14.8			36.4				
Approach LOS		C			B			D				
Timer												
Assigned Phs		8			4			6				
Phs Duration (G+Y+Rc), s		55.0			55.0			45.0				
Change Period (Y+Rc), s		4.5			4.5			4.3				
Max Green Setting (Gmax), s		50.5			50.5			40.7				
Max Q Clear Time (g_c+I1), s		27.0			9.7			21.6				
Green Ext Time (p_c), s		2.8			2.9			1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			26.9									
HCM 2010 LOS			C									
Notes												

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	119	1187
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	24.0	24.0
Total Split (s)	30.0	70.0
Total Split (%)	30.0%	70.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 96 (96%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 117: NE 2nd Ave & NE 11th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	30	119	0	0	0	0	145	1187	120
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.99
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				190.0	181.0	0.0				190.0	181.0	190.0
Lanes				0	2	0				0	3	0
Cap, veh/h				72	395	0				72	1883	190
Arrive On Green				0.24	0.24	0.00				0.64	0.64	0.64
Sat Flow, veh/h				0	1647	0				0	2942	297
Grp Volume(v), veh/h				31	124	0				151	692	669
Grp Sat Flow(s),veh/h/ln				0	1647	0				0	1647	1592
Q Serve(g_s), s				0.0	6.2	0.0				0.0	26.1	26.1
Cycle Q Clear(g_c), s				24.0	6.2	0.0				64.0	26.1	26.1
Prop In Lane				1.00		0.00				1.00		0.19
Lane Grp Cap(c), veh/h				72	395	0				72	1054	1019
V/C Ratio(X)				0.43	0.31	0.00				2.10	0.66	0.66
Avail Cap(c_a), veh/h				72	395	0				72	1054	1019
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh				50.0	31.2	0.0				50.0	11.2	11.2
Incr Delay (d2), s/veh				17.7	2.1	0.0				537.6	3.2	3.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				1.1	2.8	0.0				12.6	10.5	10.2
Lane Grp Delay (d), s/veh				67.7	33.3	0.0				587.6	14.4	14.5
Lane Grp LOS				E	C					F	B	B
Approach Vol, veh/h					155						1512	
Approach Delay, s/veh					40.2						71.7	
Approach LOS					D						E	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	30.0 70.0
Change Period (Y+Rc), s	6.0 6.0
Max Green Setting (Gmax), s	24.0 64.0
Max Q Clear Time (g_c+I1), s	26.0 66.0
Green Ext Time (p_c), s	0.0 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	68.7
HCM 2010 LOS	E

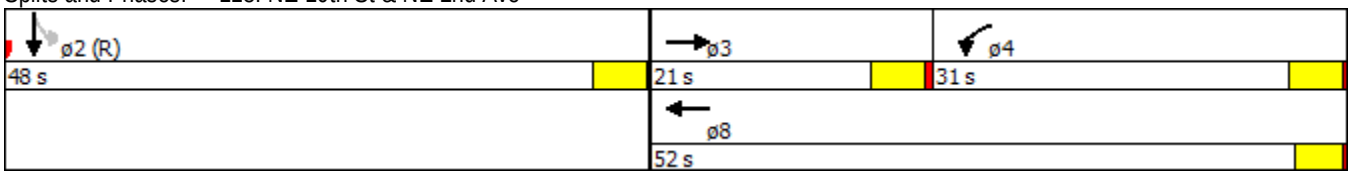
Notes

Lane Group	EBT	WBT	SBT	ø4
Lane Configurations				
Volume (vph)	141	49	1016	
Turn Type	NA	NA	NA	
Protected Phases	3	8	2	4
Permitted Phases				
Detector Phase	3	8	2	
Switch Phase				
Minimum Initial (s)	7.0	4.0	7.0	7.0
Minimum Split (s)	15.0	20.0	22.3	14.0
Total Split (s)	21.0	52.0	48.0	31.0
Total Split (%)	21.0%	52.0%	48.0%	31%
Yellow Time (s)	4.0	3.5	4.0	4.0
All-Red Time (s)	0.5	0.5	0.3	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.0	4.3	
Lead/Lag	Lead			Lag
Lead-Lag Optimize?	Yes			Yes
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 24 (24%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 118: NE 10th St & NE 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	141	113	159	49	0	0	0	0	116	1016	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.0						4.3	
Lane Util. Factor		0.95			1.00						0.91	
Frpb, ped/bikes		0.99			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.93			1.00						0.99	
Flt Protected		1.00			0.96						1.00	
Satd. Flow (prot)		2800			1534						4279	
Flt Permitted		1.00			0.57						1.00	
Satd. Flow (perm)		2800			901						4279	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	152	122	171	53	0	0	0	0	125	1092	108
RTOR Reduction (vph)	0	102	0	0	0	0	0	0	0	0	10	0
Lane Group Flow (vph)	0	172	0	0	224	0	0	0	0	0	1315	0
Confl. Peds. (#/hr)	6		5	5		6	3					3
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Parking (#/hr)	0		0									0
Turn Type		NA		Prot	NA					Perm	NA	
Protected Phases		3		4	8						2	
Permitted Phases										2		
Actuated Green, G (s)		16.5			48.0						43.7	
Effective Green, g (s)		16.5			48.0						43.7	
Actuated g/C Ratio		0.16			0.48						0.44	
Clearance Time (s)		4.5			4.0						4.3	
Lane Grp Cap (vph)		462			600						1869	
v/s Ratio Prot		0.06			c0.10							
v/s Ratio Perm					c0.08						0.31	
v/c Ratio		0.37			0.37						0.70	
Uniform Delay, d1		37.1			16.5						22.9	
Progression Factor		1.11			1.00						0.66	
Incremental Delay, d2		2.0			1.8						2.0	
Delay (s)		43.4			18.2						17.1	
Level of Service		D			B						B	
Approach Delay (s)		43.4			18.2			0.0			17.1	
Approach LOS		D			B			A			B	

Intersection Summary

HCM 2000 Control Delay	21.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	59.5%	ICU Level of Service	B
Analysis Period (min)	15		

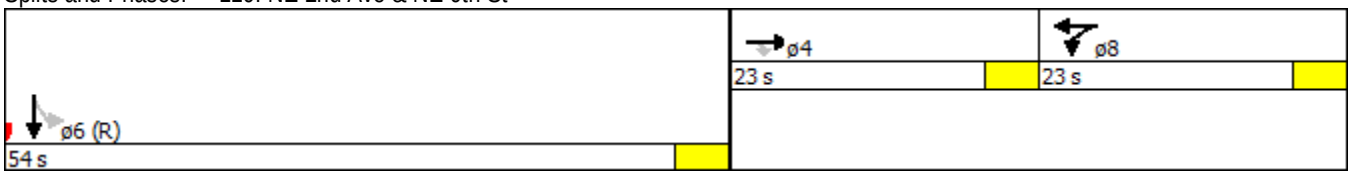
c Critical Lane Group

Lane Group	EBT	EBR	WBT	SBT
Lane Configurations				
Volume (vph)	30	72	0	1211
Turn Type	NA	Perm	NA	NA
Protected Phases	4		8	6
Permitted Phases		4		
Detector Phase	4	4	8	6
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	4.0
Minimum Split (s)	20.5	20.5	20.5	20.5
Total Split (s)	23.0	23.0	23.0	54.0
Total Split (%)	23.0%	23.0%	23.0%	54.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.1	0.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.1	4.1	4.1	4.1
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 39 (39%), Referenced to phase 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 119: NE 2nd Ave & NE 9th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	30	72	43	0	0	0	0	0	23	1211	0
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	181.0	181.0	190.0	181.0	0.0				190.0	181.0	190.0
Lanes	0	1	1	0	1	0				0	3	0
Cap, veh/h	0	444	375	423	0	0				62	3453	0
Arrive On Green	0.00	0.25	0.25	0.25	0.00	0.00				0.21	0.21	0.00
Sat Flow, veh/h	0	1810	1529	1723	0	0				95	5329	0
Grp Volume(v), veh/h	0	33	78	47	0	0				475	866	0
Grp Sat Flow(s),veh/h/ln	0	1810	1529	1723	0	0				1805	1810	0
Q Serve(g_s), s	0.0	1.1	3.1	1.6	0.0	0.0				17.4	15.7	0.0
Cycle Q Clear(g_c), s	0.0	1.1	3.1	1.6	0.0	0.0				17.4	15.7	0.0
Prop In Lane	0.00		1.00	1.00		0.00				0.05		0.00
Lane Grp Cap(c), veh/h	0	444	375	423	0	0				1170	2345	0
V/C Ratio(X)	0.00	0.07	0.21	0.11	0.00	0.00				0.41	0.37	0.00
Avail Cap(c_a), veh/h	0	444	375	423	0	0				1170	2345	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	0.00				1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	22.3	23.1	22.5	0.0	0.0				17.5	16.8	0.0
Incr Delay (d2), s/veh	0.0	0.3	1.3	0.5	0.0	0.0				1.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.5	1.3	0.8	0.0	0.0				9.0	8.0	0.0
Lane Grp Delay (d), s/veh	0.0	22.7	24.4	23.1	0.0	0.0				18.6	17.3	0.0
Lane Grp LOS		C	C	C						B	B	
Approach Vol, veh/h		111			47						1341	
Approach Delay, s/veh		23.8			23.1						17.7	
Approach LOS		C			C						B	

Timer	
Assigned Phs	4	8	6
Phs Duration (G+Y+Rc), s	23.0	23.0	54.0
Change Period (Y+Rc), s	4.1	4.1	4.1
Max Green Setting (Gmax), s	18.9	18.9	49.9
Max Q Clear Time (g_c+I1), s	5.1	3.6	19.4
Green Ext Time (p_c), s	0.4	0.4	3.9

Intersection Summary	
HCM 2010 Ctrl Delay	18.4
HCM 2010 LOS	B

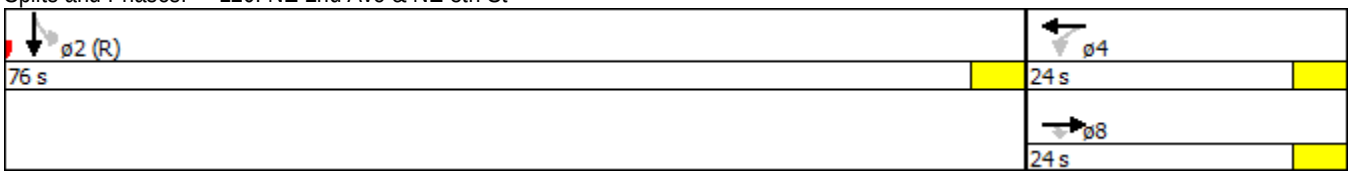
Notes

Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations					
Volume (vph)	211	141	37	242	1135
Turn Type	NA	Perm	Perm	NA	NA
Protected Phases	8			4	2
Permitted Phases		8	4		
Detector Phase	8	8	4	4	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	16.0
Minimum Split (s)	22.1	22.1	22.1	22.1	20.5
Total Split (s)	24.0	24.0	24.0	24.0	76.0
Total Split (%)	24.0%	24.0%	24.0%	24.0%	76.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.1	0.1	0.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.1	4.1		4.1	4.1
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 55 (55%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 120: NE 2nd Ave & NE 8th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	211	141	37	242	0	0	0	0	38	1135	84
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	159.8	159.8	171.0	159.8	0.0				171.0	159.8	171.0
Lanes	0	1	1	0	1	0				0	3	0
Cap, veh/h	0	486	412	150	424	0				62	1965	150
Arrive On Green	0.00	0.30	0.30	0.30	0.30	0.00				0.15	0.15	0.15
Sat Flow, veh/h	0	1598	1357	108	1395	0				134	4269	325
Grp Volume(v), veh/h	0	234	157	310	0	0				500	457	440
Grp Sat Flow(s),veh/h/ln	0	1598	1357	1503	0	0				1591	1598	1538
Q Serve(g_s), s	0.0	4.2	3.2	1.5	0.0	0.0				10.3	9.3	9.3
Cycle Q Clear(g_c), s	0.0	4.2	3.2	6.0	0.0	0.0				10.3	9.3	9.3
Prop In Lane	0.00		1.00	0.13		0.00				0.08		0.21
Lane Grp Cap(c), veh/h	0	486	412	574	0	0				732	736	708
V/C Ratio(X)	0.00	0.48	0.38	0.54	0.00	0.00				0.68	0.62	0.62
Avail Cap(c_a), veh/h	0	915	777	958	0	0				3291	3305	3181
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.90	0.90	0.89	0.00	0.00				0.84	0.84	0.84
Uniform Delay (d), s/veh	0.0	9.9	9.5	10.5	0.0	0.0				12.3	11.9	11.9
Incr Delay (d2), s/veh	0.0	0.5	0.4	0.5	0.0	0.0				4.3	3.3	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	1.4	0.9	2.0	0.0	0.0				5.1	4.5	4.4
Lane Grp Delay (d), s/veh	0.0	10.4	9.9	11.0	0.0	0.0				16.6	15.2	15.3
Lane Grp LOS		B	A	B						B	B	B
Approach Vol, veh/h		391			310						1396	
Approach Delay, s/veh		10.2			11.0						15.7	
Approach LOS		B			B						B	

Timer												
Assigned Phs		8			4						2	
Phs Duration (G+Y+Rc), s		14.7			14.7						20.1	
Change Period (Y+Rc), s		4.1			4.1						4.1	
Max Green Setting (Gmax), s		19.9			19.9						71.9	
Max Q Clear Time (g_c+I1), s		6.2			8.0						12.3	
Green Ext Time (p_c), s		2.7			2.5						3.5	

Intersection Summary												
HCM 2010 Ctrl Delay			14.0									
HCM 2010 LOS			B									

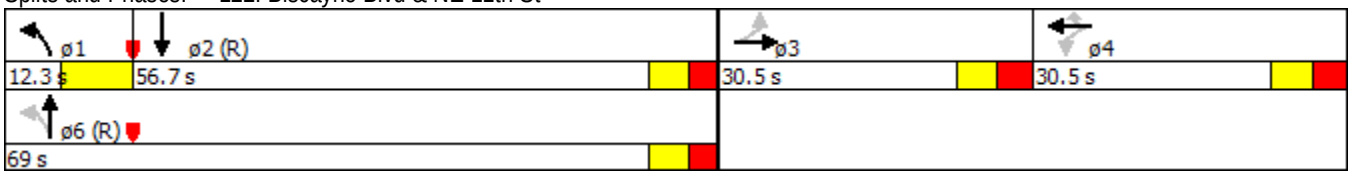
Notes

Lane Group	EBL	EBT	WBR	NBL	NBT	SBT
Lane Configurations						
Volume (vph)	51	13	27	79	1824	2853
Turn Type	Perm	NA	Perm	pm+pt	NA	NA
Protected Phases		3		1	6	2
Permitted Phases	3		4	6		
Detector Phase	3	3	4	1	6	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	5.0	16.0	16.0
Minimum Split (s)	30.5	30.5	30.5	12.3	22.8	22.8
Total Split (s)	30.5	30.5	30.5	12.3	69.0	56.7
Total Split (%)	23.5%	23.5%	23.5%	9.5%	53.1%	43.6%
Yellow Time (s)	4.0	4.0	4.0	6.8	4.0	4.0
All-Red Time (s)	3.5	3.5	3.5	0.0	2.8	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	6.8	6.8	6.8
Lead/Lag	Lead	Lead	Lag	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes
Recall Mode	None	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 122: Biscayne Blvd & NE 11th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	51	13	172	0	0	27	79	1824	7	0	2853	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5				7.5	6.8	6.8			6.8	
Lane Util. Factor	1.00	1.00				1.00	1.00	0.91			0.91	
Frpb, ped/bikes	1.00	0.98				0.97	1.00	1.00			1.00	
Flpb, ped/bikes	0.99	1.00				1.00	1.00	1.00			1.00	
Frt	1.00	0.86				0.85	1.00	1.00			1.00	
Flt Protected	0.95	1.00				1.00	0.95	1.00			1.00	
Satd. Flow (prot)	1703	1533				1492	1719	4937			4920	
Flt Permitted	0.17	1.00				1.00	0.06	1.00			1.00	
Satd. Flow (perm)	312	1533				1492	102	4937			4920	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	54	14	183	0	0	29	84	1940	7	0	3035	70
RTOR Reduction (vph)	0	151	0	0	0	27	0	0	0	0	2	0
Lane Group Flow (vph)	54	46	0	0	0	2	84	1947	0	0	3103	0
Confl. Peds. (#/hr)	11		3	3		11	12		18	18		12
Turn Type	Perm	NA		Perm		Perm	pm+pt	NA			NA	
Protected Phases		3			4		1	6			2	
Permitted Phases	3			4		4	6					
Actuated Green, G (s)	23.0	23.0				7.4	77.8	77.8			64.5	
Effective Green, g (s)	23.0	23.0				7.4	77.8	77.8			64.5	
Actuated g/C Ratio	0.18	0.18				0.06	0.60	0.60			0.50	
Clearance Time (s)	7.5	7.5				7.5	6.8	6.8			6.8	
Vehicle Extension (s)	2.5	2.5				2.5	2.0	1.0			1.0	
Lane Grp Cap (vph)	55	271				84	141	2954			2441	
v/s Ratio Prot		0.03					0.03	c0.39			c0.63	
v/s Ratio Perm	c0.17					c0.00	0.33					
v/c Ratio	0.98	0.17				0.02	0.60	0.66			1.27	
Uniform Delay, d1	53.3	45.4				57.9	29.3	17.3			32.8	
Progression Factor	1.00	1.00				1.00	1.92	0.68			1.00	
Incremental Delay, d2	114.3	0.2				0.1	3.6	0.9			125.5	
Delay (s)	167.6	45.6				57.9	59.9	12.7			158.2	
Level of Service	F	D				E	E	B			F	
Approach Delay (s)		71.9			57.9			14.7			158.2	
Approach LOS		E			E			B			F	

Intersection Summary

HCM 2000 Control Delay	99.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	28.6
Intersection Capacity Utilization	89.9%	ICU Level of Service	E
Analysis Period (min)	15		

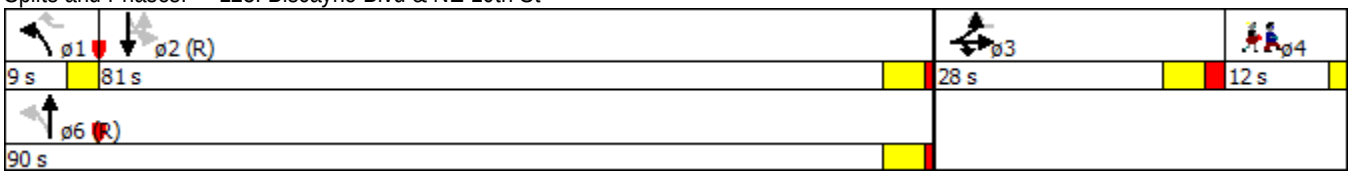
c Critical Lane Group

Lane Group	EBT	EBR	WBR	NBL	NBT	SBU	SBL	SBT	ø4
Lane Configurations									
Volume (vph)	22	196	25	31	1583	84	22	2721	
Turn Type	NA	custom	custom	pm+pt	NA	Perm	Perm	NA	
Protected Phases	3	3		1	6			2	4
Permitted Phases		3	1 3	6		2	2		
Detector Phase	3	3	1 3	1	6	2	2	2	
Switch Phase									
Minimum Initial (s)	7.0	7.0		5.0	17.0	17.0	17.0	17.0	1.0
Minimum Split (s)	19.0	19.0		9.0	22.0	22.0	22.0	22.0	12.0
Total Split (s)	28.0	28.0		9.0	90.0	81.0	81.0	81.0	12.0
Total Split (%)	21.5%	21.5%		6.9%	69.2%	62.3%	62.3%	62.3%	9%
Yellow Time (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0		0.0	1.0	1.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		3.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lead		Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None		None	C-Min	C-Min	C-Min	C-Min	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 123: Biscayne Blvd & NE 10th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (vph)	204	22	196	0	0	25	31	1583	7	84	22	2721
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0			3.0	3.0	5.0			5.0	5.0
Lane Util. Factor		1.00	1.00			1.00	1.00	0.91			1.00	0.91
Frpb, ped/bikes		1.00	1.00			0.99	1.00	1.00			1.00	1.00
Flpb, ped/bikes		1.00	1.00			1.00	1.00	1.00			1.00	1.00
Frt		1.00	0.85			0.86	1.00	1.00			1.00	0.99
Flt Protected		0.96	1.00			1.00	0.95	1.00			0.95	1.00
Satd. Flow (prot)		1558	1384			1388	1547	4443			1545	4400
Flt Permitted		0.96	1.00			1.00	0.05	1.00			0.12	1.00
Satd. Flow (perm)		1558	1384			1388	77	4443			192	4400
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	217	23	209	0	0	27	33	1684	7	89	23	2895
RTOR Reduction (vph)	0	0	159	0	0	22	0	0	0	0	0	4
Lane Group Flow (vph)	0	240	50	0	0	5	33	1691	0	0	112	3050
Confl. Peds. (#/hr)	2		3	3		2	29		19		19	
Confl. Bikes (#/hr)												
Parking (#/hr)												
Turn Type	custom	NA	custom			custom	pm+pt	NA		Perm	Perm	NA
Protected Phases	3	3	3				1	6				2
Permitted Phases	3		3			1 3	6			2	2	
Actuated Green, G (s)		21.5	21.5			26.0	89.5	89.5			82.0	82.0
Effective Green, g (s)		21.5	21.5			26.0	89.5	89.5			82.0	82.0
Actuated g/C Ratio		0.17	0.17			0.20	0.69	0.69			0.63	0.63
Clearance Time (s)		6.0	6.0				3.0	5.0			5.0	5.0
Vehicle Extension (s)		2.5	2.5				2.0	1.0			1.0	1.0
Lane Grp Cap (vph)		257	228			277	103	3058			121	2775
v/s Ratio Prot		c0.15	0.04				0.01	c0.38				c0.69
v/s Ratio Perm						0.00	0.21				0.58	
v/c Ratio		0.93	0.22			0.02	0.32	0.55			0.93	1.10
Uniform Delay, d1		53.5	47.0			41.8	30.1	10.2			21.3	24.0
Progression Factor		1.00	1.00			1.00	2.59	0.31			0.48	0.53
Incremental Delay, d2		38.4	0.4			0.0	0.6	0.7			12.2	45.2
Delay (s)		91.9	47.4			41.8	78.5	3.9			22.4	58.0
Level of Service		F	D			D	E	A			C	E
Approach Delay (s)		71.2			41.8			5.3				56.7
Approach LOS		E			D			A				E

Intersection Summary			
HCM 2000 Control Delay	41.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	99.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



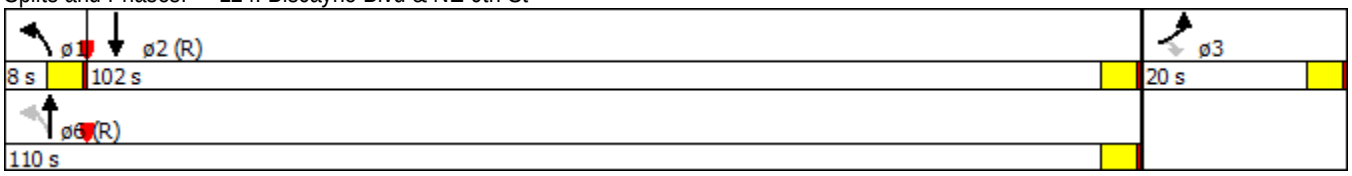
Movement	SBR
Lane Configurations	
Volume (vph)	149
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	159
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	29
Confl. Bikes (#/hr)	8
Parking (#/hr)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	62	35	8	1506	2909
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	3		1	6	2
Permitted Phases		3	6		
Detector Phase	3	3	1	6	2
Switch Phase					
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0
Total Split (s)	20.0	20.0	8.0	110.0	102.0
Total Split (%)	15.4%	15.4%	6.2%	84.6%	78.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 124: Biscayne Blvd & NE 9th St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	62	35	8	1506	2909	5
Number	3	18	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0
Lanes	1	1	1	3	3	0
Cap, veh/h	93	83	134	4763	4522	7
Arrive On Green	0.05	0.05	0.02	1.00	1.00	1.00
Sat Flow, veh/h	1723	1538	1723	5429	5418	9
Grp Volume(v), veh/h	66	37	9	1602	2067	1033
Grp Sat Flow(s),veh/h/ln	1723	1538	1723	1810	1810	1808
Q Serve(g_s), s	4.4	2.7	0.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.4	2.7	0.1	0.0	0.0	0.0
Prop In Lane	1.00	1.00	1.00			0.00
Lane Grp Cap(c), veh/h	93	83	134	4763	3020	1509
V/C Ratio(X)	0.71	0.44	0.07	0.34	0.68	0.68
Avail Cap(c_a), veh/h	236	211	178	4922	3034	1516
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.33	1.33
Upstream Filter(I)	1.00	1.00	0.84	0.84	0.09	0.09
Uniform Delay (d), s/veh	54.4	53.6	1.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	9.4	3.7	0.2	0.2	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	2.2	0.1	0.0	0.1	0.0	0.1
Lane Grp Delay (d), s/veh	63.8	57.3	1.3	0.2	0.1	0.2
Lane Grp LOS	E	E	A	A	A	A
Approach Vol, veh/h	103			1611	3100	
Approach Delay, s/veh	61.4			0.2	0.2	
Approach LOS	E			A	A	

Timer			
Assigned Phs	1	6	2
Phs Duration (G+Y+Rc), s	5.0	106.6	101.6
Change Period (Y+Rc), s	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.0	106.0	98.0
Max Q Clear Time (g_c+I1), s	2.1	2.0	2.0
Green Ext Time (p_c), s	0.0	100.6	93.1

Intersection Summary	
HCM 2010 Ctrl Delay	1.5
HCM 2010 LOS	A

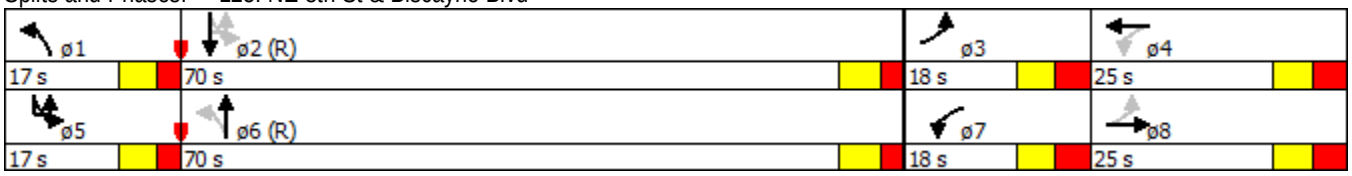
Notes

Lane Group	EBL	EBT	WBT	NBL	NBT	SBU	SBL	SBT	ø7
Lane Configurations									
Volume (vph)	85	106	64	52	1471	13	24	2778	
Turn Type	pm+pt	NA	NA	pm+pt	NA	pm+pt	pm+pt	NA	
Protected Phases	3	8	4	1	6	5	5	2	7
Permitted Phases	8			6	6	2	2		
Detector Phase	3	8	4	1	6	5	5	2	
Switch Phase									
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	12.1	23.4	23.4	11.0	27.3	11.0	11.0	27.3	12.1
Total Split (s)	18.0	25.0	25.0	17.0	70.0	17.0	17.0	70.0	18.0
Total Split (%)	13.8%	19.2%	19.2%	13.1%	53.8%	13.1%	13.1%	53.8%	14%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	3.7	3.7	4.0	3.7
All-Red Time (s)	3.4	3.4	3.4	2.3	2.3	2.3	2.3	2.3	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.1	7.4	7.4	6.0	6.3		6.0	6.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Min	None	None	C-Min	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 125: NE 8th St & Biscayne Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (veh/h)	85	106	82	0	64	4	52	1471	24	13	24	2778
Number	3	8	18	7	4	14	1	6	16		5	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.96	1.00		0.99		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
Adj Sat Flow veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	181.0	181.0	190.0		181.0	181.0
Lanes	1	1	0	1	1	0	1	3	0		1	3
Cap, veh/h	215	189	147	159	137	8	143	3174	51		232	2895
Arrive On Green	0.06	0.20	0.20	0.00	0.08	0.08	0.05	0.60	0.60		0.03	0.77
Sat Flow, veh/h	1723	939	729	1723	1691	97	1723	5327	86		1723	5031
Grp Volume(v), veh/h	93	0	206	0	0	74	57	1098	544		26	2183
Grp Sat Flow(s),veh/h/ln	1723	0	1668	1723	0	1788	1723	1810	1794		1723	1810
Q Serve(g_s), s	4.6	0.0	12.5	0.0	0.0	4.4	1.4	19.5	19.5		0.7	63.7
Cycle Q Clear(g_c), s	4.6	0.0	12.5	0.0	0.0	4.4	1.4	19.5	19.5		0.7	63.7
Prop In Lane	1.00		0.44	1.00		0.05	1.00		0.05		1.00	
Lane Grp Cap(c), veh/h	215	0	336	159	0	145	143	2156	1069		232	2083
V/C Ratio(X)	0.43	0.00	0.61	0.00	0.00	0.51	0.40	0.51	0.51		0.11	1.05
Avail Cap(c_a), veh/h	287	0	336	327	0	284	236	2156	1069		360	2083
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.33	1.33
Upstream Filter(I)	0.94	0.00	0.94	0.00	0.00	1.00	1.00	1.00	1.00		0.62	0.62
Uniform Delay (d), s/veh	32.6	0.0	40.3	0.0	0.0	48.8	27.0	13.0	13.0		10.4	13.0
Incr Delay (d2), s/veh	0.5	0.0	2.8	0.0	0.0	2.1	0.7	0.9	1.7		0.0	30.1
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
%ile Back of Q (50%), veh/ln	2.0	0.0	5.6	0.0	0.0	2.1	1.0	8.5	8.7		0.3	28.9
Lane Grp Delay (d), s/veh	33.1	0.0	43.0	0.0	0.0	50.8	27.7	13.8	14.7		10.4	43.1
Lane Grp LOS	C		D			D	C	B	B		B	F
Approach Vol, veh/h		299			74			1699				3191
Approach Delay, s/veh		39.9			50.8			14.6				47.4
Approach LOS		D			D			B				D

Timer												
Assigned Phs	3	8		7	4		1	6			5	2
Phs Duration (G+Y+Rc), s	13.3	29.7		0.0	16.4		11.0	72.2			8.8	70.0
Change Period (Y+Rc), s	7.1	7.4		7.1	7.4		6.0	6.3			6.0	6.3
Max Green Setting (Gmax), s	10.9	17.6		10.9	17.6		11.0	63.7			11.0	63.7
Max Q Clear Time (g_c+I1), s	6.6	14.5		0.0	6.4		3.4	21.5			2.7	65.7
Green Ext Time (p_c), s	0.0	0.4		0.0	0.3		0.0	31.1			0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	36.5
HCM 2010 LOS	D

Notes



Movement	SBR
Lane Configurations	
Volume (veh/h)	102
Number	12
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.99
Parking Bus Adj	0.90
Adj Sat Flow veh/h/ln	190.0
Lanes	0
Cap, veh/h	105
Arrive On Green	0.77
Sat Flow, veh/h	182
Grp Volume(v), veh/h	982
Grp Sat Flow(s),veh/h/ln	1594
Q Serve(g_s), s	63.7
Cycle Q Clear(g_c), s	63.7
Prop In Lane	0.11
Lane Grp Cap(c), veh/h	917
V/C Ratio(X)	1.07
Avail Cap(c_a), veh/h	917
HCM Platoon Ratio	1.33
Upstream Filter(I)	0.62
Uniform Delay (d), s/veh	13.0
Incr Delay (d2), s/veh	45.1
Initial Q Delay(d3),s/veh	0.0
%ile Back of Q (50%), veh/ln	29.3
Lane Grp Delay (d), s/veh	58.1
Lane Grp LOS	F
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	

Timer
Assigned Phs
Phs Duration (G+Y+Rc), s
Change Period (Y+Rc), s
Max Green Setting (Gmax), s
Max Q Clear Time (g_c+I1), s
Green Ext Time (p_c), s

Intersection Summary

Intersection	
Intersection Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	41	0	1549	2813	35
Conflicting Peds, #/hr	2	0	20	0	0	20
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	44	0	1648	2993	37

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3672	1537	3032	0	-	0
Stage 1	3013	-	-	-	-	-
Stage 2	659	-	-	-	-	-
Follow-up Headway	3.85	3.95	3.15	-	-	-
Pot Capacity-1 Maneuver	10	87	35	-	-	-
Stage 1	12	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Time blocked-Platoon, %				-	-	-
Mov Capacity-1 Maneuver	10	85	34	-	-	-
Mov Capacity-2 Maneuver	10	-	-	-	-	-
Stage 1	12	-	-	-	-	-
Stage 2	426	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	85.4	0	0
HCM LOS	F		

Minor Lane / Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	34	-	85	-	-
HCM Lane V/C Ratio	-	-	0.513	-	-
HCM Control Delay (s)	0	-	85.4	-	-
HCM Lane LOS	A		F		
HCM 95th %tile Q(veh)	0	-	2.214	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	23	43	101	22	0	0	0	0	35	2313	19
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	26	48	113	25	0	0	0	0	39	2599	21
Pedestrians		16			5			5			13	
Lane Width (ft)		12.0			12.0			0.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			0			0			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								358			348	
pX, platoon unblocked	0.85	0.85	0.85	0.85	0.85		0.85					
vC, conflicting volume	2730	2709	898	1016	2720	18	2636			5		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2426	2402	281	419	2415	18	2317			5		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	0	92	0	2	100	100			98		
cM capacity (veh/h)	1	26	596	0	25	1031	171			1587		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3
Volume Total	74	138	689	1299	671
Volume Left	0	113	39	0	0
Volume Right	48	0	0	0	21
cSH	68	0	1587	1700	1700
Volume to Capacity	1.08	Err	0.02	0.76	0.39
Queue Length 95th (ft)	141	Err	2	0	0
Control Delay (s)	238.1	Err	0.7	0.0	0.0
Lane LOS	F	F	A		
Approach Delay (s)	238.1	Err	0.2		
Approach LOS	F	F			

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	68.1%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	27	133	1	0	0	0	0	1	6	69	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	34	168	1	0	0	0	0	1	8	87	0	0
Pedestrians		6						1			13	
Lane Width (ft)		12.0						12.0			12.0	
Walking Speed (ft/s)		4.0						4.0			4.0	
Percent Blockage		1						0			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					809							
pX, platoon unblocked												
vC, conflicting volume	13			171			244	251	86	174	252	19
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	13			171			244	251	86	174	252	19
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			100	100	99	88	100	100
cM capacity (veh/h)	1565			1381			660	622	945	730	622	1028

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	118	85	9	87
Volume Left	34	0	0	87
Volume Right	0	1	8	0
cSH	1565	1700	880	730
Volume to Capacity	0.02	0.05	0.01	0.12
Queue Length 95th (ft)	2	0	1	10
Control Delay (s)	2.2	0.0	9.1	10.6
Lane LOS	A		A	B
Approach Delay (s)	1.3		9.1	10.6
Approach LOS			A	B

Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	25.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	137	82	0	0	0	0	98	85	9	78	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Hourly flow rate (vph)	4	176	105	0	0	0	0	126	109	12	100	0
Pedestrians					8			3			3	
Lane Width (ft)					0.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					0			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					632							
pX, platoon unblocked												
vC, conflicting volume	3			284			289	242	151	278	294	3
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	3			284			289	242	151	278	294	3
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	81	87	98	83	100
cM capacity (veh/h)	1592			1251			548	647	856	475	604	1067

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	92	193	235	112
Volume Left	4	0	0	12
Volume Right	0	105	109	0
cSH	1592	1700	730	588
Volume to Capacity	0.00	0.11	0.32	0.19
Queue Length 95th (ft)	0	0	35	17
Control Delay (s)	0.3	0.0	12.3	12.6
Lane LOS	A		B	B
Approach Delay (s)	0.1		12.3	12.6
Approach LOS			B	B

Intersection Summary			
Average Delay	6.8		
Intersection Capacity Utilization	27.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	3	80	28	10	38	0	0	116	25
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	0	0	4	95	33	12	45	0	0	138	30
Pedestrians		5			2			9			5	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					801							
pX, platoon unblocked												
vC, conflicting volume	134			9			168	150	11	149	133	74
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	134			9			168	150	11	149	133	74
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			98	94	100	100	81	97
cM capacity (veh/h)	1421			1576			630	724	1048	746	740	959

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	51	81	57	168
Volume Left	4	0	12	0
Volume Right	0	33	0	30
cSH	1576	1700	702	771
Volume to Capacity	0.00	0.05	0.08	0.22
Queue Length 95th (ft)	0	0	7	21
Control Delay (s)	0.5	0.0	10.6	11.0
Lane LOS	A		B	B
Approach Delay (s)	0.2		10.6	11.0
Approach LOS			B	B

Intersection Summary			
Average Delay	6.9		
Intersection Capacity Utilization	24.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	16	37	4	52	16	0	0	27	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Hourly flow rate (vph)	0	0	0	20	45	5	63	20	0	0	33	9
Pedestrians					2			14			5	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					0			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					653							
pX, platoon unblocked												
vC, conflicting volume	55			14			101	108	16	103	106	30
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	55			14			101	108	16	103	106	30
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			92	97	100	100	96	99
cM capacity (veh/h)	1520			1563			799	753	1036	818	755	1024

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	42	27	83	41
Volume Left	20	0	63	0
Volume Right	0	5	0	9
cSH	1563	1700	787	798
Volume to Capacity	0.01	0.02	0.11	0.05
Queue Length 95th (ft)	1	0	9	4
Control Delay (s)	3.5	0.0	10.1	9.8
Lane LOS	A		B	A
Approach Delay (s)	2.1		10.1	9.8
Approach LOS			B	A

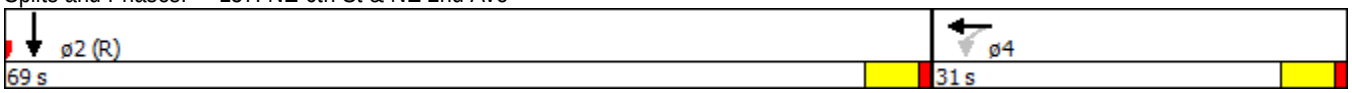
Intersection Summary				
Average Delay	7.2			
Intersection Capacity Utilization	25.7%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	354	1033
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	31.0	69.0
Total Split (%)	31.0%	69.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 11 (11%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 137: NE 6th St & NE 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	53	354	0	0	0	0	0	1033	285
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.99
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	158.3	0.0				0.0	158.3	171.0
Lanes				0	3	0				0	3	0
Cap, veh/h				72	749	0				0	2288	630
Arrive On Green				0.26	0.26	0.00				0.00	0.21	0.21
Sat Flow, veh/h				0	2882	0				0	3574	984
Grp Volume(v), veh/h				57	381	0				0	984	433
Grp Sat Flow(s),veh/h/ln				0	1441	0				0	1583	1392
Q Serve(g_s), s				0.0	11.3	0.0				0.0	27.3	27.3
Cycle Q Clear(g_c), s				26.0	11.3	0.0				0.0	27.3	27.3
Prop In Lane				1.00		0.00				0.00		0.71
Lane Grp Cap(c), veh/h				72	749	0				0	2027	891
V/C Ratio(X)				0.79	0.51	0.00				0.00	0.49	0.49
Avail Cap(c_a), veh/h				72	749	0				0	2027	891
HCM Platoon Ratio				1.00	1.00	1.00				1.00	0.33	0.33
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				50.0	31.6	0.0				0.0	25.0	25.0
Incr Delay (d2), s/veh				58.5	2.5	0.0				0.0	0.8	1.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				2.6	4.3	0.0				0.0	11.9	10.7
Lane Grp Delay (d), s/veh				108.5	34.0	0.0				0.0	25.8	26.9
Lane Grp LOS				F	C						C	C
Approach Vol, veh/h					438						1417	
Approach Delay, s/veh					43.7						26.1	
Approach LOS					D						C	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	31.0 69.0
Change Period (Y+Rc), s	5.0 5.0
Max Green Setting (Gmax), s	26.0 64.0
Max Q Clear Time (g_c+I1), s	28.0 29.3
Green Ext Time (p_c), s	0.0 4.5

Intersection Summary	
HCM 2010 Ctrl Delay	30.3
HCM 2010 LOS	C

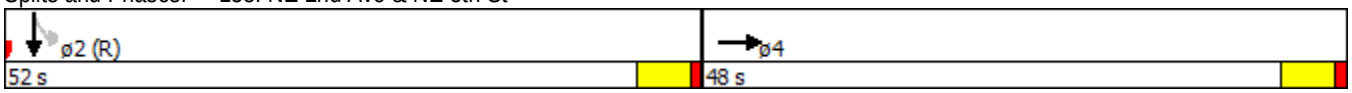
Notes

Lane Group	EBT	SBL	SBT
Lane Configurations			
Volume (vph)	832	209	824
Turn Type	NA	Perm	NA
Protected Phases	4		2
Permitted Phases		2	
Detector Phase	4	2	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0
Total Split (s)	48.0	52.0	52.0
Total Split (%)	48.0%	52.0%	52.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 4 (4%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 138: NE 2nd Ave & NE 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	832	295	0	0	0	0	0	0	209	824	0
Number	7	4	14							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92							1.00		1.00
Parking Bus Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	179.2	190.0							179.2	179.2	0.0
Lanes	0	3	0							1	2	0
Cap, veh/h	0	1592	561							72	1685	0
Arrive On Green	0.00	0.43	0.43							0.16	0.16	0.00
Sat Flow, veh/h	0	3703	1304							1707	3585	0
Grp Volume(v), veh/h	0	866	346							225	886	0
Grp Sat Flow(s),veh/h/ln	0	1792	1422							1707	1792	0
Q Serve(g_s), s	0.0	18.2	18.3							0.0	22.7	0.0
Cycle Q Clear(g_c), s	0.0	18.2	18.3							47.0	22.7	0.0
Prop In Lane	0.00		0.92							1.00		0.00
Lane Grp Cap(c), veh/h	0	1542	612							72	1685	0
V/C Ratio(X)	0.00	0.56	0.57							3.12	0.53	0.00
Avail Cap(c_a), veh/h	0	1542	612							72	1685	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	21.4	21.5							65.7	32.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	3.8							991.7	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	8.1	7.0							21.8	11.3	0.0
Lane Grp Delay (d), s/veh	0.0	22.9	25.2							1057.4	33.2	0.0
Lane Grp LOS		C	C							F	C	
Approach Vol, veh/h		1212									1111	
Approach Delay, s/veh		23.6									240.6	
Approach LOS		C									F	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	48.0	52.0
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	43.0	47.0
Max Q Clear Time (g_c+I1), s	20.3	49.0
Green Ext Time (p_c), s	6.4	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	127.4
HCM 2010 LOS	F

Notes

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Volume (vph)	448	56	219	2028
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	1.0	7.0	7.0	7.0
Minimum Split (s)	24.0	24.0	24.0	23.0
Total Split (s)	43.0	43.0	43.0	57.0
Total Split (%)	43.0%	43.0%	43.0%	57.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 95 (95%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 139: NW 3rd Ct & NW 8th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	448	67	56	219	0	0	0	0	691	2028	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	
Lane Util. Factor		1.00		1.00	1.00						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.98		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		1805		1752	1845						6228	
Flt Permitted		1.00		0.22	1.00						0.99	
Satd. Flow (perm)		1805		398	1845						6228	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	457	68	57	223	0	0	0	0	705	2069	127
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	6	0
Lane Group Flow (vph)	0	523	0	57	223	0	0	0	0	0	2895	0
Confl. Peds. (#/hr)	14		14	14		14						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		38.0		38.0	38.0						52.0	
Effective Green, g (s)		38.0		38.0	38.0						52.0	
Actuated g/C Ratio		0.38		0.38	0.38						0.52	
Clearance Time (s)		5.0		5.0	5.0						5.0	
Lane Grp Cap (vph)		685		151	701						3238	
v/s Ratio Prot		c0.29			0.12							
v/s Ratio Perm				0.14							0.46	
v/c Ratio		0.76		0.38	0.32						0.89	
Uniform Delay, d1		27.1		22.4	21.9						21.5	
Progression Factor		1.00		0.59	0.58						1.00	
Incremental Delay, d2		7.9		6.8	1.1						4.3	
Delay (s)		34.9		20.0	13.8						25.8	
Level of Service		C		B	B						C	
Approach Delay (s)		34.9			15.0			0.0			25.8	
Approach LOS		C			B			A			C	

Intersection Summary

HCM 2000 Control Delay	26.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	88.1%	ICU Level of Service	E
Analysis Period (min)	15		

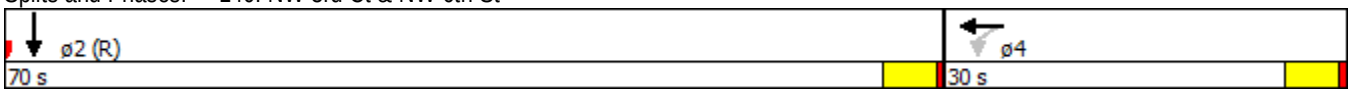
c Critical Lane Group

Lane Group	WBL	WBT	SBT
Lane Configurations			
Volume (vph)	165	249	2338
Turn Type	Perm	NA	NA
Protected Phases		4	2
Permitted Phases	4		
Detector Phase	4	4	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	22.8	22.8	22.6
Total Split (s)	30.0	30.0	70.0
Total Split (%)	30.0%	30.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.6
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.6
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 8 (8%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 140: NW 3rd Ct & NW 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	165	249	0	0	0	0	0	2338	35
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				186.3	186.3	0.0				0.0	186.3	190.0
Lanes				1	2	0				0	4	0
Cap, veh/h				72	939	0				0	4789	71
Arrive On Green				0.08	0.08	0.00				0.00	0.65	0.65
Sat Flow, veh/h				1774	3725	0				0	7322	109
Grp Volume(v), veh/h				170	257	0				0	1839	607
Grp Sat Flow(s),veh/h/ln				1774	1863	0				0	1863	1843
Q Serve(g_s), s				0.0	6.5	0.0				0.0	17.0	17.0
Cycle Q Clear(g_c), s				25.2	6.5	0.0				0.0	17.0	17.0
Prop In Lane				1.00		0.00				0.00		0.06
Lane Grp Cap(c), veh/h				72	939	0				0	3655	1205
V/C Ratio(X)				2.36	0.27	0.00				0.00	0.50	0.50
Avail Cap(c_a), veh/h				72	939	0				0	3655	1205
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				58.4	37.3	0.0				0.0	8.9	8.9
Incr Delay (d2), s/veh				653.2	0.7	0.0				0.0	0.5	1.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				15.0	3.3	0.0				0.0	7.1	7.4
Lane Grp Delay (d), s/veh				711.6	38.0	0.0				0.0	9.4	10.4
Lane Grp LOS				F	D						A	B
Approach Vol, veh/h					427						2446	
Approach Delay, s/veh					306.2						9.7	
Approach LOS					F						A	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	30.0 70.0
Change Period (Y+Rc), s	4.8 4.6
Max Green Setting (Gmax), s	25.2 65.4
Max Q Clear Time (g_c+I1), s	27.2 19.0
Green Ext Time (p_c), s	0.0 21.1

Intersection Summary	
HCM 2010 Ctrl Delay	53.7
HCM 2010 LOS	D

Notes

Lane Group	WBT	WBR	NBL	NBT
Lane Configurations				
Volume (vph)	326	78	81	672
Turn Type	NA	Perm	Perm	NA
Protected Phases	4			6
Permitted Phases		4	6	
Detector Phase	4	4	6	6
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.9	23.9	22.8	22.8
Total Split (s)	39.0	39.0	61.0	61.0
Total Split (%)	39.0%	39.0%	61.0%	61.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.9	0.9	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.8	4.8
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 3 (3%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 141: NW 3rd Ave & NW 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	326	78	81	672	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.9	4.9	4.8	4.8				
Lane Util. Factor					0.91	0.91	1.00	0.95				
Frpb, ped/bikes					1.00	0.98	1.00	1.00				
Flpb, ped/bikes					1.00	1.00	1.00	1.00				
Frt					1.00	0.85	1.00	1.00				
Flt Protected					1.00	1.00	0.95	1.00				
Satd. Flow (prot)					3343	1396	1752	3505				
Flt Permitted					1.00	1.00	0.95	1.00				
Satd. Flow (perm)					3343	1396	1752	3505				
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	0	358	86	89	738	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	51	39	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	365	26	50	738	0	0	0	0
Confl. Peds. (#/hr)	6					6			18	18		
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type					NA	Perm	Perm	NA				
Protected Phases					4			6				
Permitted Phases						4	6					
Actuated Green, G (s)					34.1	34.1	56.2	56.2				
Effective Green, g (s)					34.1	34.1	56.2	56.2				
Actuated g/C Ratio					0.34	0.34	0.56	0.56				
Clearance Time (s)					4.9	4.9	4.8	4.8				
Lane Grp Cap (vph)					1139	476	984	1969				
v/s Ratio Prot					c0.11			c0.21				
v/s Ratio Perm						0.02	0.03					
v/c Ratio					0.32	0.06	0.05	0.37				
Uniform Delay, d1					24.4	22.1	9.9	12.2				
Progression Factor					0.89	0.76	0.00	0.22				
Incremental Delay, d2					0.7	0.2	0.1	0.4				
Delay (s)					22.4	17.0	0.1	3.0				
Level of Service					C	B	A	A				
Approach Delay (s)		0.0			21.4			2.7			0.0	
Approach LOS		A			C			A			A	

Intersection Summary

HCM 2000 Control Delay	9.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.7
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		

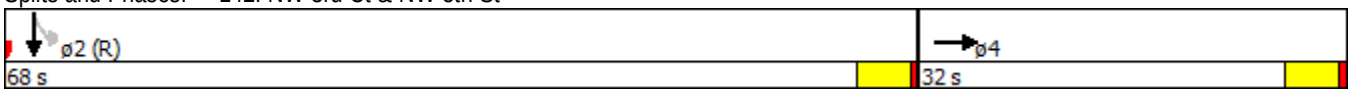
c Critical Lane Group

Lane Group	EBT	SBL	SBT
Lane Configurations			
Volume (vph)	745	825	1652
Turn Type	NA	Perm	NA
Protected Phases	4		2
Permitted Phases		2	
Detector Phase	4	2	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	22.8	22.6	22.6
Total Split (s)	32.0	68.0	68.0
Total Split (%)	32.0%	68.0%	68.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.8	0.6	0.6
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.6	4.6
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 142: NW 3rd Ct & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	745	139	0	0	0	0	0	0	825	1652	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.8								4.6	4.6	
Lane Util. Factor		0.91								0.86	0.86	
Frpb, ped/bikes		1.00								1.00	1.00	
Flpb, ped/bikes		1.00								1.00	1.00	
Frt		0.98								1.00	1.00	
Flt Protected		1.00								0.95	0.99	
Satd. Flow (prot)		4951								1522	4777	
Flt Permitted		1.00								0.95	0.99	
Satd. Flow (perm)		4951								1522	4777	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	793	148	0	0	0	0	0	0	878	1757	0
RTOR Reduction (vph)	0	18	0	0	0	0	0	0	0	8	8	0
Lane Group Flow (vph)	0	923	0	0	0	0	0	0	0	633	1986	0
Confl. Peds. (#/hr)			4	4			7					7
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA								Perm	NA	
Protected Phases		4									2	
Permitted Phases										2		
Actuated Green, G (s)		27.2								63.4	63.4	
Effective Green, g (s)		27.2								63.4	63.4	
Actuated g/C Ratio		0.27								0.63	0.63	
Clearance Time (s)		4.8								4.6	4.6	
Lane Grp Cap (vph)		1346								964	3028	
v/s Ratio Prot		c0.19										
v/s Ratio Perm										c0.42	0.42	
v/c Ratio		0.69								0.66	0.66	
Uniform Delay, d1		32.6								11.5	11.5	
Progression Factor		1.00								0.21	0.21	
Incremental Delay, d2		2.9								2.9	0.9	
Delay (s)		35.4								5.4	3.4	
Level of Service		D								A	A	
Approach Delay (s)		35.4			0.0			0.0			3.8	
Approach LOS		D			A			A			A	

Intersection Summary

HCM 2000 Control Delay	12.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.4
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		

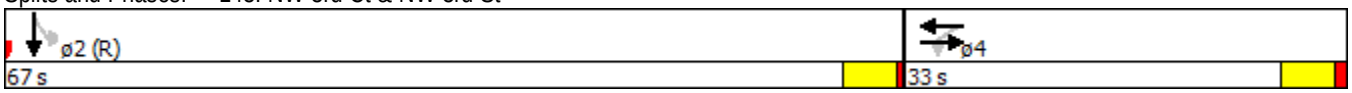
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBL	SBT
Lane Configurations					
Volume (vph)	125	94	152	344	1495
Turn Type	NA	Perm	NA	Perm	NA
Protected Phases	4		4		2
Permitted Phases		4		2	
Detector Phase	4	4	4	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	22.7	22.7
Total Split (s)	33.0	33.0	33.0	67.0	67.0
Total Split (%)	33.0%	33.0%	33.0%	67.0%	67.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.7	0.7
Lost Time Adjust (s)		0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	4.7	4.7
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 29 (29%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 143: NW 3rd Ct & NW 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	125	0	94	152	0	0	0	0	344	1495	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0					4.7	4.7	
Lane Util. Factor		1.00		0.95	0.95					1.00	0.91	
Frpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00		0.98	1.00					1.00	1.00	
Frt		1.00		1.00	1.00					1.00	1.00	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		0		1652	1762					1770	5070	
Flt Permitted		1.00		0.66	0.98					0.95	1.00	
Satd. Flow (perm)		0		1149	1738					1770	5070	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	129	0	97	157	0	0	0	0	355	1541	28
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	129	0	87	167	0	0	0	0	355	1567	0
Confl. Peds. (#/hr)	6		12	12		6	4					4
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		28.0		28.0	28.0					62.3	62.3	
Effective Green, g (s)		28.0		28.0	28.0					62.3	62.3	
Actuated g/C Ratio		0.28		0.28	0.28					0.62	0.62	
Clearance Time (s)		5.0		5.0	5.0					4.7	4.7	
Lane Grp Cap (vph)		0		321	486					1102	3158	
v/s Ratio Prot											c0.31	
v/s Ratio Perm				0.08	c0.10					0.20		
v/c Ratio		no cap		0.27	0.34					0.32	0.50	
Uniform Delay, d1		Error		28.0	28.7					8.9	10.3	
Progression Factor				1.30	1.27					0.22	0.20	
Incremental Delay, d2		Error		2.1	1.9					0.6	0.4	
Delay (s)		Error		38.6	38.2					2.6	2.5	
Level of Service		F		D	D					A	A	
Approach Delay (s)		Error			38.4			0.0			2.5	
Approach LOS		F			D			A			A	

Intersection Summary

HCM 2000 Control Delay	Error	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.7
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

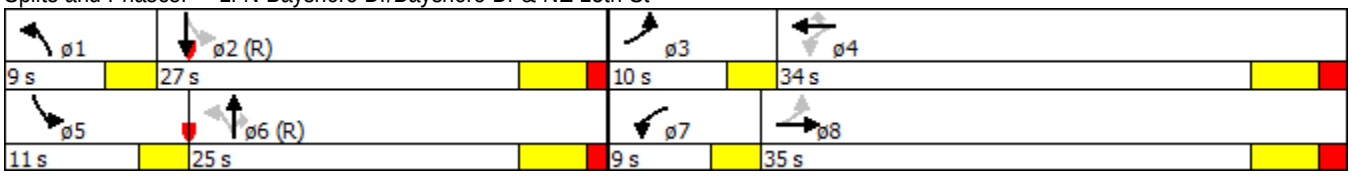
PM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Volume (vph)	145	251	67	273	185	36	350	72	169	256
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	3	8	7	4		1	6		5	2
Permitted Phases	8		4		4	6		6	2	
Detector Phase	3	8	7	4	4	1	6	6	5	2
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0
Minimum Split (s)	9.0	26.0	9.0	26.0	26.0	9.0	23.4	23.4	9.0	23.4
Total Split (s)	10.0	35.0	9.0	34.0	34.0	9.0	25.0	25.0	11.0	27.0
Total Split (%)	12.5%	43.8%	11.3%	42.5%	42.5%	11.3%	31.3%	31.3%	13.8%	33.8%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.8	0.0	1.8	1.8	0.0	1.4	1.4	0.0	1.4
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	5.8	3.0	5.8	5.8		5.4	5.4	3.0	5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Min	Min	None	C-Min	C-Min	None	C-Min

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 52 (65%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 1: N Bayshore Dr/Bayshore Dr & NE 15th St



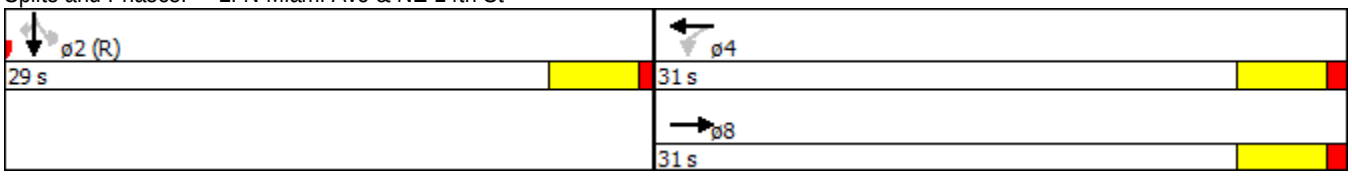
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	145	251	111	67	273	185	36	350	72	169	256	173
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		1.00	1.00		0.97	1.00		0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	162.9	171.0	162.9	162.9	162.9	162.9	171.0
Lanes	1	1	0	1	1	1	0	2	1	1	2	0
Cap, veh/h	351	315	139	263	429	328	87	486	401	324	793	515
Arrive On Green	0.12	0.39	0.39	0.05	0.26	0.00	0.30	0.30	0.30	0.08	0.43	0.43
Sat Flow, veh/h	1551	1062	467	1551	1629	1246	4	1621	1337	1551	1839	1195
Grp Volume(v), veh/h	149	0	373	69	281	0	67	331	74	174	233	209
Grp Sat Flow(s),veh/h/ln	1551	0	1529	1551	1629	1246	142	1483	1337	1551	1629	1405
Q Serve(g_s), s	4.2	0.0	14.3	2.1	10.0	0.0	0.1	13.1	2.7	3.7	6.2	6.5
Cycle Q Clear(g_c), s	4.2	0.0	14.3	2.1	10.0	0.0	19.6	13.1	2.7	3.7	6.2	6.5
Prop In Lane	1.00		0.31	1.00		1.00	0.55		1.00	1.00		0.85
Lane Grp Cap(c), veh/h	351	0	454	263	429	328	128	445	401	324	702	606
V/C Ratio(X)	0.42	0.00	0.82	0.26	0.66	0.00	0.52	0.74	0.18	0.54	0.33	0.35
Avail Cap(c_a), veh/h	381	0	684	321	703	538	128	445	401	382	702	606
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.00	0.09	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.0	0.0	18.2	17.1	21.4	0.0	20.7	20.6	16.9	13.0	12.3	12.4
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.2	1.3	0.0	14.4	10.7	1.0	0.5	1.3	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.4	0.0	4.6	0.7	4.1	0.0	1.6	5.9	0.9	1.2	2.6	2.4
Lane Grp Delay (d), s/veh	14.1	0.0	18.6	17.3	22.7	0.0	35.0	31.3	17.9	13.5	13.6	14.0
Lane Grp LOS	B		B	B	C		D	C	B	B	B	B
Approach Vol, veh/h		522			350			472			616	
Approach Delay, s/veh		17.3			21.6			29.7			13.7	
Approach LOS		B			C			C			B	
Timer												
Assigned Phs	3	8		7	4		1	6		5	2	
Phs Duration (G+Y+Rc), s	8.8	25.2		6.6	23.0		0.0	25.0		8.5	33.5	
Change Period (Y+Rc), s	3.0	5.8		3.0	5.8		3.0	5.4		3.0	5.4	
Max Green Setting (Gmax), s	7.0	29.2		6.0	28.2		6.0	19.6		8.0	21.6	
Max Q Clear Time (g_c+I1), s	6.2	16.3		4.1	12.0		0.0	21.6		5.7	8.5	
Green Ext Time (p_c), s	0.0	2.8		0.0	3.1		0.0	0.0		0.1	1.8	
Intersection Summary												
HCM 2010 Ctrl Delay			19.9									
HCM 2010 LOS			B									
Notes												

Lane Group	EBT	WBL	WBT	SBT	SBR
Lane Configurations					
Volume (vph)	321	39	221	585	113
Turn Type	NA	Perm	NA	NA	Perm
Protected Phases	8		4	2	
Permitted Phases		4			2
Detector Phase	8	4	4	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	22.7	22.7
Total Split (s)	31.0	31.0	31.0	29.0	29.0
Total Split (%)	51.7%	51.7%	51.7%	48.3%	48.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.7	0.7
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0		5.0	4.7	4.7
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 53 (88%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 2: N Miami Ave & NE 14th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	321	39	39	221	0	0	0	0	58	585	113
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Adj Sat Flow veh/h/ln	0.0	162.9	171.0	171.0	162.9	0.0				171.0	162.9	162.9
Lanes	0	1	0	0	1	0				0	2	1
Cap, veh/h	0	555	67	116	543	0				107	1141	505
Arrive On Green	0.00	0.43	0.43	0.43	0.43	0.00				0.41	0.41	0.00
Sat Flow, veh/h	0	1282	154	109	1253	0				264	2817	1246
Grp Volume(v), veh/h	0	0	391	282	0	0				346	353	0
Grp Sat Flow(s),veh/h/ln	0	0	1436	1363	0	0				1452	1629	1246
Q Serve(g_s), s	0.0	0.0	12.7	0.7	0.0	0.0				11.2	9.9	0.0
Cycle Q Clear(g_c), s	0.0	0.0	12.7	13.4	0.0	0.0				11.2	9.9	0.0
Prop In Lane	0.00		0.11	0.15		0.00				0.18		1.00
Lane Grp Cap(c), veh/h	0	0	622	659	0	0				588	660	505
V/C Ratio(X)	0.00	0.00	0.63	0.43	0.00	0.00				0.59	0.54	0.00
Avail Cap(c_a), veh/h	0	0	622	659	0	0				588	660	505
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	13.2	11.7	0.0	0.0				13.9	13.6	0.0
Incr Delay (d2), s/veh	0.0	0.0	4.8	2.0	0.0	0.0				4.3	3.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.0	4.8	2.9	0.0	0.0				4.4	4.2	0.0
Lane Grp Delay (d), s/veh	0.0	0.0	18.0	13.7	0.0	0.0				18.2	16.7	0.0
Lane Grp LOS			B	B						B	B	
Approach Vol, veh/h		391			282						699	
Approach Delay, s/veh		18.0			13.7						17.4	
Approach LOS		B			B						B	

Timer												
Assigned Phs		8			4						2	
Phs Duration (G+Y+Rc), s		31.0			31.0						29.0	
Change Period (Y+Rc), s		5.0			5.0						4.7	
Max Green Setting (Gmax), s		26.0			26.0						24.3	
Max Q Clear Time (g_c+I1), s		14.7			15.4						13.2	
Green Ext Time (p_c), s		2.7			2.6						1.3	

Intersection Summary	
HCM 2010 Ctrl Delay	16.8
HCM 2010 LOS	B

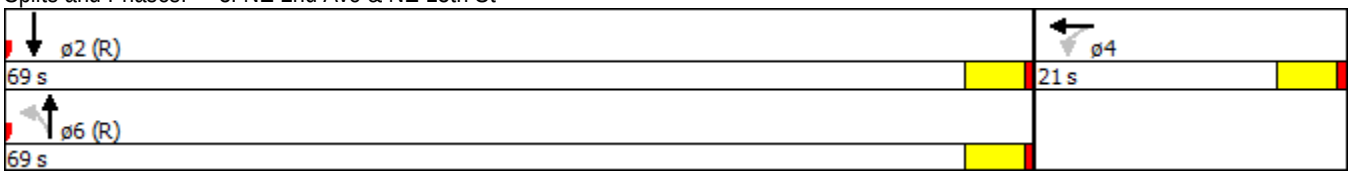
Notes

Lane Group	WBL	WBT	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	322	85	26	828	1722
Turn Type	Perm	NA	Perm	NA	NA
Protected Phases		4		6	2
Permitted Phases	4		6		
Detector Phase	4	4	6	6	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	19.8	19.8	22.7	22.7	22.7
Total Split (s)	21.0	21.0	69.0	69.0	69.0
Total Split (%)	23.3%	23.3%	76.7%	76.7%	76.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.7	0.7	0.7
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.8	4.8		4.7	4.7
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 80 (89%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 75
Control Type: Pretimed

Splits and Phases: 3: NE 2nd Ave & NE 13th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	322	85	101	26	828	0	0	1722	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.8	4.8			4.7			4.7	
Lane Util. Factor				0.91	0.91			0.95			0.95	
Frpb, ped/bikes				1.00	0.99			1.00			1.00	
Flpb, ped/bikes				1.00	1.00			1.00			1.00	
Frt				1.00	0.96			1.00			1.00	
Flt Protected				0.95	0.98			1.00			1.00	
Satd. Flow (prot)				1379	2698			3032			3027	
Flt Permitted				0.95	0.98			0.84			1.00	
Satd. Flow (perm)				1379	2698			2561			3027	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	339	89	106	27	872	0	0	1813	23
RTOR Reduction (vph)	0	0	0	0	48	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	180	306	0	0	899	0	0	1835	0
Confl. Peds. (#/hr)	5		1	1		5	39		8	8		39
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					4			6			2	
Permitted Phases				4			6					
Actuated Green, G (s)				16.2	16.2			64.3			64.3	
Effective Green, g (s)				16.2	16.2			64.3			64.3	
Actuated g/C Ratio				0.18	0.18			0.71			0.71	
Clearance Time (s)				4.8	4.8			4.7			4.7	
Lane Grp Cap (vph)				248	485			1829			2162	
v/s Ratio Prot											c0.61	
v/s Ratio Perm				c0.13	0.11			0.35				
v/c Ratio				0.73	0.63			0.49			0.85	
Uniform Delay, d1				34.8	34.1			5.7			9.3	
Progression Factor				1.00	1.00			1.00			0.28	
Incremental Delay, d2				16.9	6.1			0.9			0.4	
Delay (s)				51.7	40.3			6.6			3.1	
Level of Service				D	D			A			A	
Approach Delay (s)		0.0			44.1			6.6			3.1	
Approach LOS		A			D			A			A	

Intersection Summary

HCM 2000 Control Delay	10.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	9.5
Intersection Capacity Utilization	78.2%	ICU Level of Service	D
Analysis Period (min)	15		

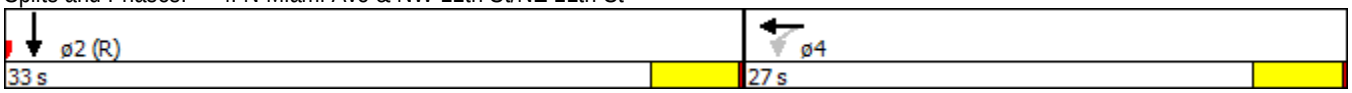
c Critical Lane Group

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	157	724
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.3	22.2
Total Split (s)	27.0	33.0
Total Split (%)	45.0%	55.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.3	0.2
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.3	4.2
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 38 (63%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 4: N Miami Ave & NW 11th St/NE 11th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	61	157	0	0	0	0	0	724	29
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	162.9	0.0				0.0	162.9	171.0
Lanes				0	2	0				0	3	0
Cap, veh/h				120	561	0				0	2165	86
Arrive On Green				0.38	0.38	0.00				0.00	0.48	0.48
Sat Flow, veh/h				0	1482	0				0	4511	179
Grp Volume(v), veh/h				68	174	0				0	580	256
Grp Sat Flow(s),veh/h/ln				0	1482	0				0	1629	1433
Q Serve(g_s), s				0.0	5.0	0.0				0.0	6.8	6.8
Cycle Q Clear(g_c), s				22.7	5.0	0.0				0.0	6.8	6.8
Prop In Lane				1.00		0.00				0.00		0.12
Lane Grp Cap(c), veh/h				120	561	0				0	1563	688
V/C Ratio(X)				0.57	0.31	0.00				0.00	0.37	0.37
Avail Cap(c_a), veh/h				120	561	0				0	1563	688
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				30.0	13.1	0.0				0.0	9.9	9.9
Incr Delay (d2), s/veh				18.0	1.4	0.0				0.0	0.7	1.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				1.6	1.9	0.0				0.0	2.6	2.4
Lane Grp Delay (d), s/veh				48.0	14.6	0.0				0.0	10.5	11.4
Lane Grp LOS				D	B						B	B
Approach Vol, veh/h					242						836	
Approach Delay, s/veh					24.0						10.8	
Approach LOS					C						B	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	27.0 33.0
Change Period (Y+Rc), s	4.3 4.2
Max Green Setting (Gmax), s	22.7 28.8
Max Q Clear Time (g_c+I1), s	24.7 8.8
Green Ext Time (p_c), s	0.0 3.7

Intersection Summary	
HCM 2010 Ctrl Delay	13.8
HCM 2010 LOS	B

Notes

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	243	676
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	18.3	18.3
Total Split (s)	26.0	34.0
Total Split (%)	43.3%	56.7%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.3	0.3
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.3	4.3
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 48 (80%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 40
Control Type: Pretimed

Splits and Phases: 5: N Miami Ave & NW 10th St/NE 10th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	243	71	0	0	0	0	0	0	107	676	0
Number	7	4	14							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97							1.00		1.00
Parking Bus Adj	1.00	1.00	0.90							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	162.9	171.0							171.0	162.9	0.0
Lanes	0	2	0							0	3	0
Cap, veh/h	0	830	238							120	1467	0
Arrive On Green	0.00	0.36	0.36							0.16	0.16	0.00
Sat Flow, veh/h	0	2296	658							0	2964	0
Grp Volume(v), veh/h	0	203	171							127	805	0
Grp Sat Flow(s),veh/h/ln	0	1629	1326							0	1482	0
Q Serve(g_s), s	0.0	5.4	5.7							0.0	15.0	0.0
Cycle Q Clear(g_c), s	0.0	5.4	5.7							29.7	15.0	0.0
Prop In Lane	0.00		0.50							1.00		0.00
Lane Grp Cap(c), veh/h	0	589	479							120	1467	0
V/C Ratio(X)	0.00	0.34	0.36							1.06	0.55	0.00
Avail Cap(c_a), veh/h	0	589	479							120	1467	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	14.0	14.0							39.9	18.9	0.0
Incr Delay (d2), s/veh	0.0	1.6	2.1							98.7	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	2.3	2.0							5.2	6.3	0.0
Lane Grp Delay (d), s/veh	0.0	15.6	16.1							138.6	20.4	0.0
Lane Grp LOS		B	B							F	C	
Approach Vol, veh/h		374									932	
Approach Delay, s/veh		15.8									36.5	
Approach LOS		B									D	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	26.0	34.0
Change Period (Y+Rc), s	4.3	4.3
Max Green Setting (Gmax), s	21.7	29.7
Max Q Clear Time (g_c+I1), s	7.7	31.7
Green Ext Time (p_c), s	1.2	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	30.6
HCM 2010 LOS	C

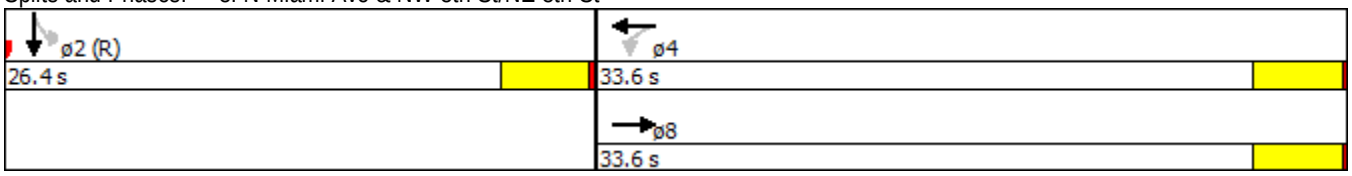
Notes

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Volume (vph)	213	112	212	567
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	18.3	18.3	18.3	18.3
Total Split (s)	33.6	33.6	33.6	26.4
Total Split (%)	56.0%	56.0%	56.0%	44.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.3		4.3	4.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 40
Control Type: Pretimed

Splits and Phases: 8: N Miami Ave & NW 8th St/NE 8th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	213	63	112	212	0	0	0	0	258	567	121
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.98
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	1.00				0.90	1.00	0.90
Adj Sat Flow veh/h/ln	0.0	162.9	171.0	171.0	162.9	0.0				171.0	162.9	171.0
Lanes	0	1	0	0	1	0				0	3	0
Cap, veh/h	0	528	157	234	392	0				414	989	213
Arrive On Green	0.00	0.49	0.49	0.49	0.49	0.00				0.12	0.12	0.12
Sat Flow, veh/h	0	1081	321	314	803	0				1123	2685	577
Grp Volume(v), veh/h	0	0	310	364	0	0				364	382	317
Grp Sat Flow(s),veh/h/ln	0	0	1403	1117	0	0				1410	1629	1347
Q Serve(g_s), s	0.0	0.0	8.7	8.8	0.0	0.0				14.9	13.4	13.5
Cycle Q Clear(g_c), s	0.0	0.0	8.7	17.6	0.0	0.0				14.9	13.4	13.5
Prop In Lane	0.00		0.23	0.35		0.00				0.80		0.43
Lane Grp Cap(c), veh/h	0	0	685	626	0	0				519	600	496
V/C Ratio(X)	0.00	0.00	0.45	0.58	0.00	0.00				0.70	0.64	0.64
Avail Cap(c_a), veh/h	0	0	685	626	0	0				519	600	496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	10.1	12.7	0.0	0.0				23.2	22.5	22.6
Incr Delay (d2), s/veh	0.0	0.0	2.2	3.9	0.0	0.0				7.7	5.1	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.0	3.0	4.5	0.0	0.0				6.7	6.6	5.7
Lane Grp Delay (d), s/veh	0.0	0.0	12.2	16.6	0.0	0.0				30.9	27.6	28.8
Lane Grp LOS			B	B						C	C	C
Approach Vol, veh/h		310			364						1063	
Approach Delay, s/veh		12.2			16.6						29.1	
Approach LOS		B			B						C	

Timer												
Assigned Phs		8			4						2	
Phs Duration (G+Y+Rc), s		33.6			33.6						26.4	
Change Period (Y+Rc), s		4.3			4.3						4.3	
Max Green Setting (Gmax), s		29.3			29.3						22.1	
Max Q Clear Time (g_c+I1), s		10.7			19.6						16.9	
Green Ext Time (p_c), s		3.4			2.5						1.5	

Intersection Summary		
HCM 2010 Ctrl Delay	23.5	
HCM 2010 LOS	C	

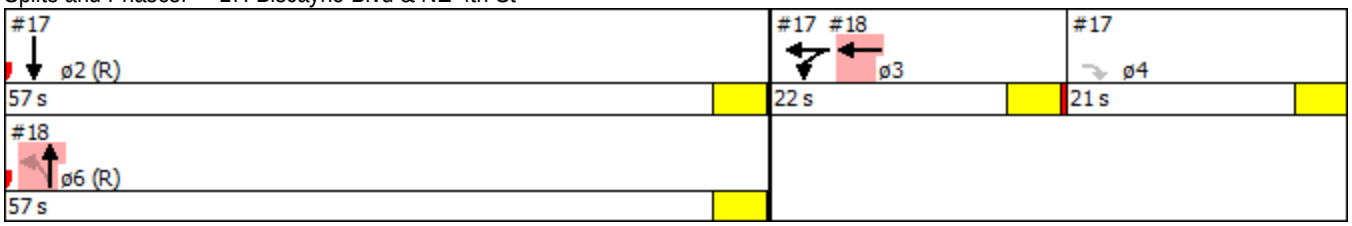
Notes

Lane Group	EBR	WBL	WBT	SBT	ø6
Lane Configurations					
Volume (vph)	17	120	16	1476	
Turn Type	custom	Split	NA	NA	
Protected Phases		3	3	2	6
Permitted Phases	4				
Detector Phase	4	3	3	2	
Switch Phase					
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0
Minimum Split (s)	21.0	21.5	21.5	22.3	22.3
Total Split (s)	21.0	22.0	22.0	57.0	57.0
Total Split (%)	21.0%	22.0%	22.0%	57.0%	57%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.5	0.5	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.5	4.5	4.3	
Lead/Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 55 (55%), Referenced to phase 2:SBT and 6:, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 17: Biscayne Blvd & NE 4th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	17	120	16	0	0	0	0	0	1476	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0	4.5	4.5						4.3	
Lane Util. Factor			1.00	0.91	0.91						0.86	
Frpb, ped/bikes			0.90	1.00	1.00						0.99	
Flpb, ped/bikes			1.00	1.00	1.00						1.00	
Frt			0.86	1.00	1.00						0.99	
Flt Protected			1.00	0.95	0.97						1.00	
Satd. Flow (prot)			1268	2816	1435						5488	
Flt Permitted			1.00	0.95	0.97						1.00	
Satd. Flow (perm)			1268	2816	1435						5488	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	18	128	17	0	0	0	0	0	1570	66
RTOR Reduction (vph)	0	0	16	83	42	0	0	0	0	0	5	0
Lane Group Flow (vph)	0	0	2	13	7	0	0	0	0	0	1631	0
Confl. Peds. (#/hr)	92		44	44		92	95		86	86		95
Confl. Bikes (#/hr)			1			5			1			9
Turn Type			custom	Split	NA						NA	
Protected Phases				3	3						2	
Permitted Phases			4									
Actuated Green, G (s)			12.0	13.9	13.9						61.3	
Effective Green, g (s)			12.0	13.9	13.9						61.3	
Actuated g/C Ratio			0.12	0.14	0.14						0.61	
Clearance Time (s)			4.0	4.5	4.5						4.3	
Vehicle Extension (s)			2.0	2.5	2.5						1.0	
Lane Grp Cap (vph)			152	391	199						3364	
v/s Ratio Prot				0.00	c0.00						c0.30	
v/s Ratio Perm			c0.00									
v/c Ratio			0.01	0.03	0.03						0.48	
Uniform Delay, d1			38.8	37.2	37.2						10.7	
Progression Factor			1.00	0.51	0.46						0.70	
Incremental Delay, d2			0.0	0.0	0.0						0.5	
Delay (s)			38.8	18.9	17.1						8.0	
Level of Service			D	B	B						A	
Approach Delay (s)		38.8			18.3			0.0			8.0	
Approach LOS		D			B			A			A	

Intersection Summary

HCM 2000 Control Delay	9.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.8
Intersection Capacity Utilization	90.2%	ICU Level of Service	E
Analysis Period (min)	15		

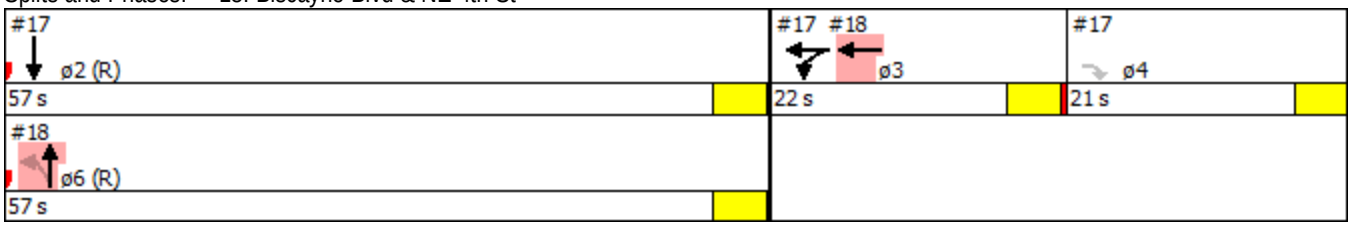
c Critical Lane Group

Lane Group	WBT	NBT	ø2	ø4
Lane Configurations				
Volume (vph)	107	2008		
Turn Type	NA	NA		
Protected Phases	3	6	2	4
Permitted Phases				
Detector Phase	3	6		
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	5.0
Minimum Split (s)	21.5	22.3	22.3	21.0
Total Split (s)	22.0	57.0	57.0	21.0
Total Split (%)	22.0%	57.0%	57%	21%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.3	0.3	0.0
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	4.5	4.3		
Lead/Lag	Lead			Lag
Lead-Lag Optimize?	Yes			Yes
Recall Mode	None	C-Max	C-Max	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 55 (55%), Referenced to phase 2:SBT and 6:, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 18: Biscayne Blvd & NE 4th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	107	169	67	2008	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.5			4.3				
Lane Util. Factor					0.95			0.86				
Frpb, ped/bikes					0.92			1.00				
Flpb, ped/bikes					1.00			1.00				
Frt					0.91			1.00				
Flt Protected					1.00			1.00				
Satd. Flow (prot)					2595			5576				
Flt Permitted					1.00			1.00				
Satd. Flow (perm)					2595			5576				
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	0	0	0	123	194	77	2308	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	167	0	0	23	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	150	0	0	2362	0	0	0	0
Confl. Peds. (#/hr)	55		58	58		55	44		88	88		44
Confl. Bikes (#/hr)			7			4			6			2
Turn Type					NA		Perm	NA				
Protected Phases					3			6				
Permitted Phases							6					
Actuated Green, G (s)					13.9			61.3				
Effective Green, g (s)					13.9			61.3				
Actuated g/C Ratio					0.14			0.61				
Clearance Time (s)					4.5			4.3				
Vehicle Extension (s)					2.5			1.0				
Lane Grp Cap (vph)					360			3418				
v/s Ratio Prot					c0.06							
v/s Ratio Perm								0.42				
v/c Ratio					0.42			0.69				
Uniform Delay, d1					39.3			13.0				
Progression Factor					1.00			0.66				
Incremental Delay, d2					0.6			1.0				
Delay (s)					39.9			9.6				
Level of Service					D			A				
Approach Delay (s)		0.0			39.9			9.6			0.0	
Approach LOS		A			D			A			A	

Intersection Summary

HCM 2000 Control Delay	13.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.8
Intersection Capacity Utilization	90.2%	ICU Level of Service	E
Analysis Period (min)	15		

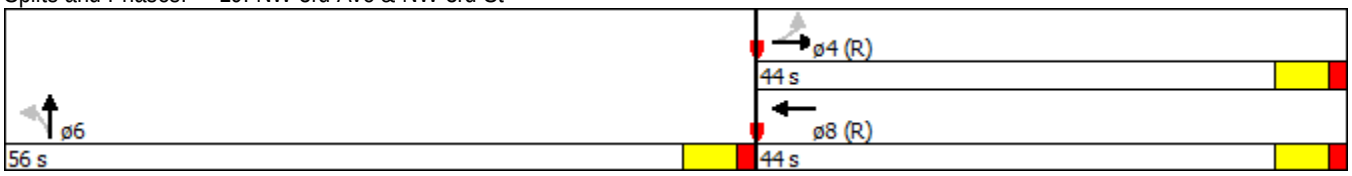
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Configurations					
Volume (vph)	12	211	495	43	782
Turn Type	Perm	NA	NA	Perm	NA
Protected Phases		4	8		6
Permitted Phases	4			6	
Detector Phase	4	4	8	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	12.0	12.0
Minimum Split (s)	29.5	29.5	29.5	21.5	21.5
Total Split (s)	44.0	44.0	44.0	56.0	56.0
Total Split (%)	44.0%	44.0%	44.0%	56.0%	56.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 61 (61%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 19: NW 3rd Ave & NW 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	211	0	0	495	412	43	782	26	0	0	0
Number	7	4	14	3	8	18	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	162.9	162.9	0.0	0.0	162.9	171.0	162.9	162.9	171.0			
Lanes	1	1	0	0	2	0	1	2	0			
Cap, veh/h	145	627	0	0	631	525	783	1583	53			
Arrive On Green	0.77	0.77	0.00	0.00	0.77	0.77	0.50	0.50	0.50			
Sat Flow, veh/h	486	1629	0	0	1638	1364	1551	3134	105			
Grp Volume(v), veh/h	13	234	0	0	547	461	48	452	446			
Grp Sat Flow(s),veh/h/ln	486	1629	0	0	1629	1373	1551	1629	1610			
Q Serve(g_s), s	2.0	4.6	0.0	0.0	23.5	23.5	1.6	19.0	19.0			
Cycle Q Clear(g_c), s	25.5	4.6	0.0	0.0	23.5	23.5	1.6	19.0	19.0			
Prop In Lane	1.00		0.00	0.00		0.99	1.00		0.06			
Lane Grp Cap(c), veh/h	145	627	0	0	627	529	783	822	813			
V/C Ratio(X)	0.09	0.37	0.00	0.00	0.87	0.87	0.06	0.55	0.55			
Avail Cap(c_a), veh/h	145	627	0	0	627	529	783	822	813			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	18.7	7.6	0.0	0.0	9.8	9.8	12.6	17.0	17.0			
Incr Delay (d2), s/veh	1.2	1.7	0.0	0.0	15.4	17.8	0.1	2.6	2.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	0.3	1.7	0.0	0.0	6.8	6.1	0.6	8.0	7.9			
Lane Grp Delay (d), s/veh	19.9	9.3	0.0	0.0	25.2	27.5	12.8	19.6	19.6			
Lane Grp LOS	B	A			C	C	B	B	B			
Approach Vol, veh/h		247			1008			946				
Approach Delay, s/veh		9.9			26.3			19.3				
Approach LOS		A			C			B				

Timer												
Assigned Phs		4			8			6				
Phs Duration (G+Y+Rc), s		44.0			44.0			56.0				
Change Period (Y+Rc), s		5.5			5.5			5.5				
Max Green Setting (Gmax), s		38.5			38.5			50.5				
Max Q Clear Time (g_c+I1), s		27.5			25.5			21.0				
Green Ext Time (p_c), s		5.1			5.6			2.1				

Intersection Summary												
HCM 2010 Ctrl Delay			21.4									
HCM 2010 LOS			C									

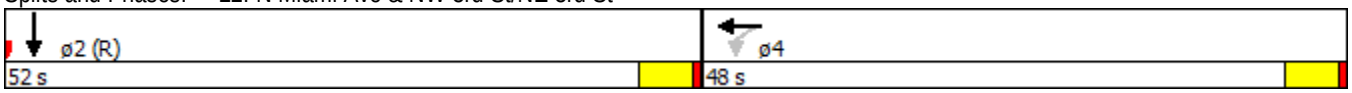
Notes

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	351	429
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.8	22.8
Total Split (s)	48.0	52.0
Total Split (%)	48.0%	52.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.8	0.8
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.8	4.8
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 21 (21%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 22: N Miami Ave & NW 3rd St/NE 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	110	351	0	0	0	0	0	429	68
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	162.9	0.0				0.0	162.9	171.0
Lanes				0	2	0				0	2	0
Cap, veh/h				72	640	0				0	1295	205
Arrive On Green				0.14	0.14	0.00				0.00	0.47	0.47
Sat Flow, veh/h				0	1482	0				0	2744	434
Grp Volume(v), veh/h				116	369	0				0	267	257
Grp Sat Flow(s),veh/h/ln				0	1482	0				0	1629	1550
Q Serve(g_s), s				0.0	23.3	0.0				0.0	10.4	10.5
Cycle Q Clear(g_c), s				43.2	23.3	0.0				0.0	10.4	10.5
Prop In Lane				1.00		0.00				0.00		0.28
Lane Grp Cap(c), veh/h				72	640	0				0	769	732
V/C Ratio(X)				1.61	0.58	0.00				0.00	0.35	0.35
Avail Cap(c_a), veh/h				72	640	0				0	769	732
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				64.5	34.3	0.0				0.0	16.7	16.7
Incr Delay (d2), s/veh				329.9	3.8	0.0				0.0	1.2	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				8.6	10.0	0.0				0.0	4.3	4.2
Lane Grp Delay (d), s/veh				394.4	38.1	0.0				0.0	17.9	18.0
Lane Grp LOS				F	D						B	B
Approach Vol, veh/h					485						524	
Approach Delay, s/veh					123.3						18.0	
Approach LOS					F						B	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	48.0 52.0
Change Period (Y+Rc), s	4.8 4.8
Max Green Setting (Gmax), s	43.2 47.2
Max Q Clear Time (g_c+I1), s	45.2 12.5
Green Ext Time (p_c), s	0.0 1.1

Intersection Summary	
HCM 2010 Ctrl Delay	68.6
HCM 2010 LOS	E

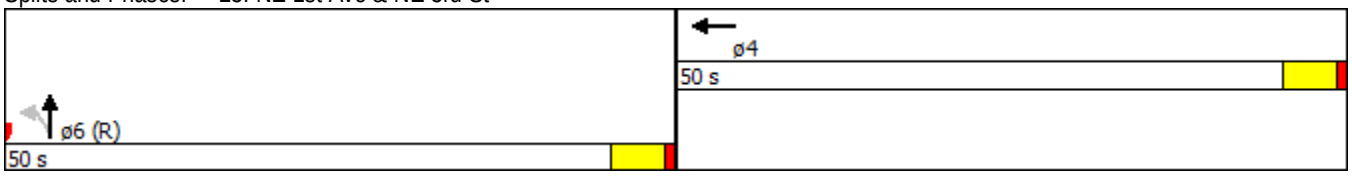
Notes

Lane Group	WBT	NBT
Lane Configurations		
Volume (vph)	259	821
Turn Type	NA	NA
Protected Phases	4	6
Permitted Phases		
Detector Phase	4	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	50.0	50.0
Total Split (%)	50.0%	50.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 44 (44%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 23: NE 1st Ave & NE 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	259	353	123	821	0	0	0	0
Number				7	4	14	1	6	16			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		1.00			
Parking Bus Adj				1.00	1.00	0.90	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln				0.0	162.9	171.0	171.0	162.9	0.0			
Lanes				0	2	0	0	3	0			
Cap, veh/h				0	734	551	72	1337	0			
Arrive On Green				0.00	0.45	0.45	0.15	0.15	0.00			
Sat Flow, veh/h				0	1629	1223	0	2964	0			
Grp Volume(v), veh/h				0	273	372	129	864	0			
Grp Sat Flow(s),veh/h/ln				0	1629	1223	0	1482	0			
Q Serve(g_s), s				0.0	11.1	24.0	0.0	27.5	0.0			
Cycle Q Clear(g_c), s				0.0	11.1	24.0	45.1	27.5	0.0			
Prop In Lane				0.00		1.00	1.00		0.00			
Lane Grp Cap(c), veh/h				0	734	551	72	1337	0			
V/C Ratio(X)				0.00	0.37	0.67	1.79	0.65	0.00			
Avail Cap(c_a), veh/h				0	734	551	72	1337	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	18.1	21.7	65.1	35.0	0.0			
Incr Delay (d2), s/veh				0.0	1.4	6.5	405.9	2.4	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln				0.0	4.6	8.0	10.1	11.4	0.0			
Lane Grp Delay (d), s/veh				0.0	19.5	28.1	471.0	37.5	0.0			
Lane Grp LOS					B	C	F	D				
Approach Vol, veh/h					645			993				
Approach Delay, s/veh					24.5			93.8				
Approach LOS					C			F				

Timer	
Assigned Phs	4 6
Phs Duration (G+Y+Rc), s	50.0 50.0
Change Period (Y+Rc), s	4.9 4.9
Max Green Setting (Gmax), s	45.1 45.1
Max Q Clear Time (g_c+I1), s	26.0 47.1
Green Ext Time (p_c), s	1.6 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	66.5
HCM 2010 LOS	E

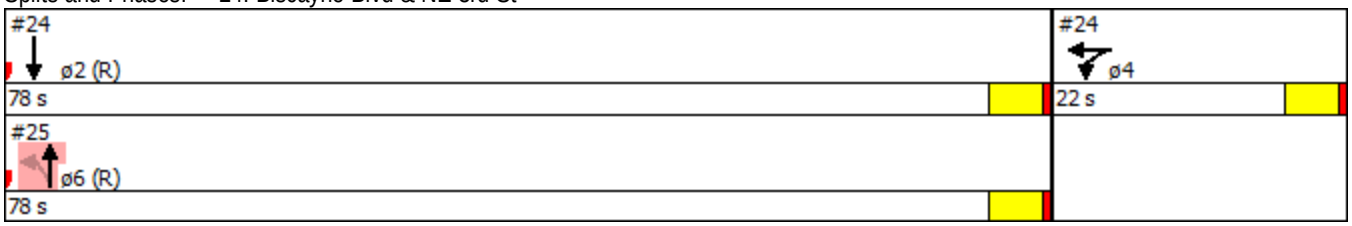
Notes

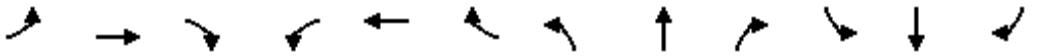
Lane Group	WBL	WBT	SBT	ø6
Lane Configurations				
Volume (vph)	40	186	1276	
Turn Type	Split	NA	NA	
Protected Phases	4	4	2	6
Permitted Phases				
Detector Phase	4	4	2	
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	20.0	20.0	22.8	22.8
Total Split (s)	22.0	22.0	78.0	78.0
Total Split (%)	22.0%	22.0%	78.0%	78%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	
Total Lost Time (s)	4.8	4.8	4.8	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 90 (90%), Referenced to phase 2:SBT and 6:, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 24: Biscayne Blvd & NE 3rd St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	40	186	0	0	0	0	0	1276	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.8	4.8						4.8	
Lane Util. Factor				0.91	0.91						0.86	
Frpb, ped/bikes				1.00	1.00						1.00	
Flpb, ped/bikes				1.00	1.00						1.00	
Frt				1.00	1.00						0.98	
Flt Protected				0.95	1.00						1.00	
Satd. Flow (prot)				1408	2961						5468	
Flt Permitted				0.95	1.00						1.00	
Satd. Flow (perm)				1408	2961						5468	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	43	200	0	0	0	0	0	1372	261
RTOR Reduction (vph)	0	0	0	35	18	0	0	0	0	0	14	0
Lane Group Flow (vph)	0	0	0	4	186	0	0	0	0	0	1619	0
Confl. Peds. (#/hr)	78					78			8	8		
Confl. Bikes (#/hr)						6						
Turn Type				Split	NA						NA	
Protected Phases				4	4						2	
Permitted Phases												
Actuated Green, G (s)				11.1	11.1						79.3	
Effective Green, g (s)				11.1	11.1						79.3	
Actuated g/C Ratio				0.11	0.11						0.79	
Clearance Time (s)				4.8	4.8						4.8	
Vehicle Extension (s)				2.5	2.5						1.0	
Lane Grp Cap (vph)				156	328						4336	
v/s Ratio Prot				0.00	c0.06						c0.30	
v/s Ratio Perm												
v/c Ratio				0.03	0.57						0.37	
Uniform Delay, d1				39.6	42.2						3.0	
Progression Factor				1.92	1.25						0.74	
Incremental Delay, d2				0.0	1.5						0.2	
Delay (s)				76.2	54.1						2.5	
Level of Service				E	D						A	
Approach Delay (s)		0.0			57.7			0.0			2.5	
Approach LOS		A			E			A			A	

Intersection Summary

HCM 2000 Control Delay	9.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.6
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		

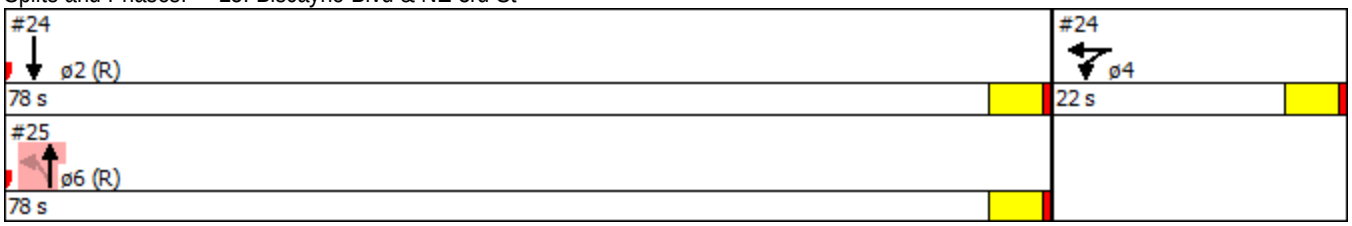
c Critical Lane Group

Lane Group	NBT	ø2	ø4
Lane Configurations			
Volume (vph)	2096		
Turn Type	NA		
Protected Phases	6	2	4
Permitted Phases			
Detector Phase	6		
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	22.8	22.8	20.0
Total Split (s)	78.0	78.0	22.0
Total Split (%)	78.0%	78%	22%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.8
Lost Time Adjust (s)	0.0		
Total Lost Time (s)	4.8		
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 90 (90%), Referenced to phase 2:SBT and 6:, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 25: Biscayne Blvd & NE 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	213	2096	254	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)								4.8				
Lane Util. Factor								0.86				
Frpb, ped/bikes								0.99				
Flpb, ped/bikes								0.99				
Frt								0.99				
Flt Protected								1.00				
Satd. Flow (prot)								5406				
Flt Permitted								1.00				
Satd. Flow (perm)								5406				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	0	0	224	2206	267	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	25	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	2672	0	0	0	0
Confl. Peds. (#/hr)	15		41	41		15	34		44	44		34
Confl. Bikes (#/hr)			3						1			1
Turn Type							Perm	NA				
Protected Phases								6				
Permitted Phases							6					
Actuated Green, G (s)								79.3				
Effective Green, g (s)								79.3				
Actuated g/C Ratio								0.79				
Clearance Time (s)								4.8				
Vehicle Extension (s)								1.0				
Lane Grp Cap (vph)								4286				
v/s Ratio Prot												
v/s Ratio Perm								0.49				
v/c Ratio								0.62				
Uniform Delay, d1								4.2				
Progression Factor								0.78				
Incremental Delay, d2								0.6				
Delay (s)								3.9				
Level of Service								A				
Approach Delay (s)		0.0			0.0			3.9			0.0	
Approach LOS		A			A			A			A	

Intersection Summary

HCM 2000 Control Delay	3.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.6
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		

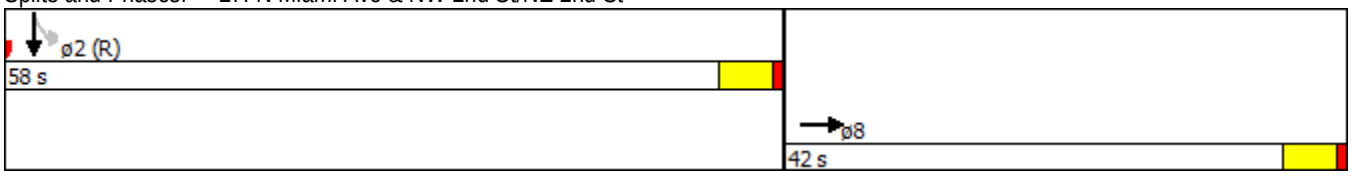
c Critical Lane Group

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	231	471
Turn Type	NA	NA
Protected Phases	8	2
Permitted Phases		
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	42.0	58.0
Total Split (%)	42.0%	58.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 29 (29%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 27: N Miami Ave & NW 2nd St/NE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	231	159	0	0	0	0	0	0	116	471	0
Number	3	8	18							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97							1.00		1.00
Parking Bus Adj	1.00	1.00	0.90							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	162.9	171.0							171.0	162.9	0.0
Lanes	0	2	0							0	2	0
Cap, veh/h	0	636	421							72	787	0
Arrive On Green	0.00	0.37	0.37							0.18	0.18	0.00
Sat Flow, veh/h	0	1715	1134							0	1482	0
Grp Volume(v), veh/h	0	263	207							140	567	0
Grp Sat Flow(s),veh/h/ln	0	1629	1221							0	1482	0
Q Serve(g_s), s	0.0	12.1	12.8							0.0	36.1	0.0
Cycle Q Clear(g_c), s	0.0	12.1	12.8							53.1	36.1	0.0
Prop In Lane	0.00		0.93							1.00		0.00
Lane Grp Cap(c), veh/h	0	604	453							72	787	0
V/C Ratio(X)	0.00	0.44	0.46							1.94	0.72	0.00
Avail Cap(c_a), veh/h	0	604	453							72	787	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	23.6	23.8							67.8	34.2	0.0
Incr Delay (d2), s/veh	0.0	2.3	3.3							471.4	5.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	5.2	4.3							11.4	15.7	0.0
Lane Grp Delay (d), s/veh	0.0	25.9	27.1							539.2	39.9	0.0
Lane Grp LOS		C	C							F	D	
Approach Vol, veh/h		470									707	
Approach Delay, s/veh		26.4									138.8	
Approach LOS		C									F	

Timer	
Assigned Phs	8	2
Phs Duration (G+Y+Rc), s	42.0	58.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	37.1	53.1
Max Q Clear Time (g_c+I1), s	14.8	55.1
Green Ext Time (p_c), s	1.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	93.9
HCM 2010 LOS	F

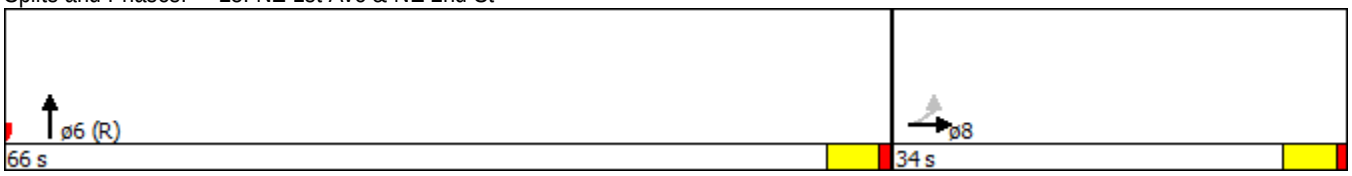
Notes

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	186	846
Turn Type	NA	NA
Protected Phases	8	6
Permitted Phases		
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	34.0	66.0
Total Split (%)	34.0%	66.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 10 (10%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 28: NE 1st Ave & NE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	91	186	0	0	0	0	0	846	192	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	171.0	162.9	0.0				0.0	162.9	171.0			
Lanes	0	2	0				0	3	0			
Cap, veh/h	72	431	0				0	2355	534			
Arrive On Green	0.10	0.10	0.00				0.00	0.20	0.20			
Sat Flow, veh/h	0	1482	0				0	3855	874			
Grp Volume(v), veh/h	114	232	0				0	894	404			
Grp Sat Flow(s),veh/h/ln	0	1482	0				0	1629	1471			
Q Serve(g_s), s	0.0	14.9	0.0				0.0	24.1	24.1			
Cycle Q Clear(g_c), s	29.1	14.9	0.0				0.0	24.1	24.1			
Prop In Lane	1.00		0.00				0.00		0.59			
Lane Grp Cap(c), veh/h	72	431	0				0	1990	899			
V/C Ratio(X)	1.58	0.54	0.00				0.00	0.45	0.45			
Avail Cap(c_a), veh/h	72	431	0				0	1990	899			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	0.33	0.33			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	59.7	38.8	0.0				0.0	25.1	25.2			
Incr Delay (d2), s/veh	318.4	4.8	0.0				0.0	0.7	1.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	8.3	6.6	0.0				0.0	10.8	10.0			
Lane Grp Delay (d), s/veh	378.2	43.5	0.0				0.0	25.9	26.8			
Lane Grp LOS	F	D						C	C			
Approach Vol, veh/h		346						1298				
Approach Delay, s/veh		153.8						26.2				
Approach LOS		F						C				

Timer	
Assigned Phs	8	6
Phs Duration (G+Y+Rc), s	34.0	66.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	29.1	61.1
Max Q Clear Time (g_c+I1), s	31.1	26.1
Green Ext Time (p_c), s	0.0	3.9

Intersection Summary	
HCM 2010 Ctrl Delay	53.0
HCM 2010 LOS	D

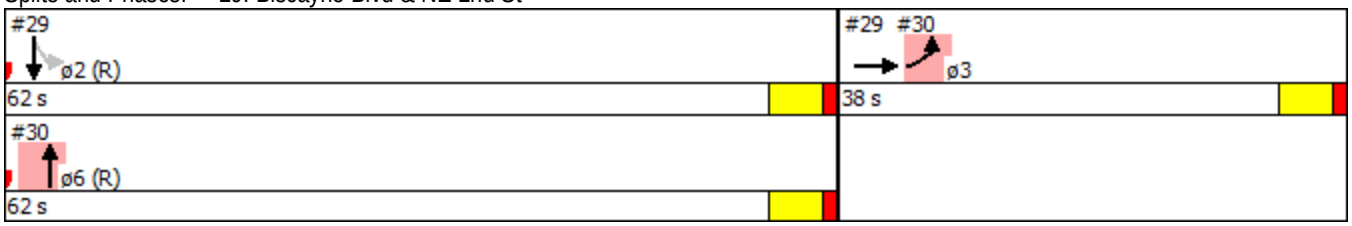
Notes

Lane Group	EBT	SBT	ø6
Lane Configurations			
Volume (vph)	353	960	
Turn Type	NA	NA	
Protected Phases	3	2	6
Permitted Phases			
Detector Phase	3	2	
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	26.2	23.2	23.2
Total Split (s)	38.0	62.0	62.0
Total Split (%)	38.0%	62.0%	62%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.2	1.2	1.2
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	5.2	5.2	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	C-Max	C-Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 63 (63%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 29: Biscayne Blvd & NE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	353	178	0	0	0	0	0	0	226	960	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2									5.2	
Lane Util. Factor		0.95									0.86	
Frpb, ped/bikes		1.00									1.00	
Flpb, ped/bikes		1.00									1.00	
Frt		0.95									1.00	
Flt Protected		1.00									0.99	
Satd. Flow (prot)		2939									5544	
Flt Permitted		1.00									0.99	
Satd. Flow (perm)		2939									5544	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	388	196	0	0	0	0	0	0	248	1055	0
RTOR Reduction (vph)	0	62	0	0	0	0	0	0	0	0	37	0
Lane Group Flow (vph)	0	522	0	0	0	0	0	0	0	0	1266	0
Confl. Peds. (#/hr)	3					3	18		3	3		18
Parking (#/hr)			0									
Turn Type		NA								Perm	NA	
Protected Phases		3									2	
Permitted Phases										2		
Actuated Green, G (s)		27.1									62.5	
Effective Green, g (s)		27.1									62.5	
Actuated g/C Ratio		0.27									0.62	
Clearance Time (s)		5.2									5.2	
Vehicle Extension (s)		2.5									1.0	
Lane Grp Cap (vph)		796									3465	
v/s Ratio Prot		c0.18										
v/s Ratio Perm											0.23	
v/c Ratio		0.66									0.37	
Uniform Delay, d1		32.3									9.1	
Progression Factor		1.03									0.23	
Incremental Delay, d2		1.6									0.3	
Delay (s)		34.8									2.4	
Level of Service		C									A	
Approach Delay (s)		34.8			0.0			0.0			2.4	
Approach LOS		C			A			A			A	

Intersection Summary

HCM 2000 Control Delay	12.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		

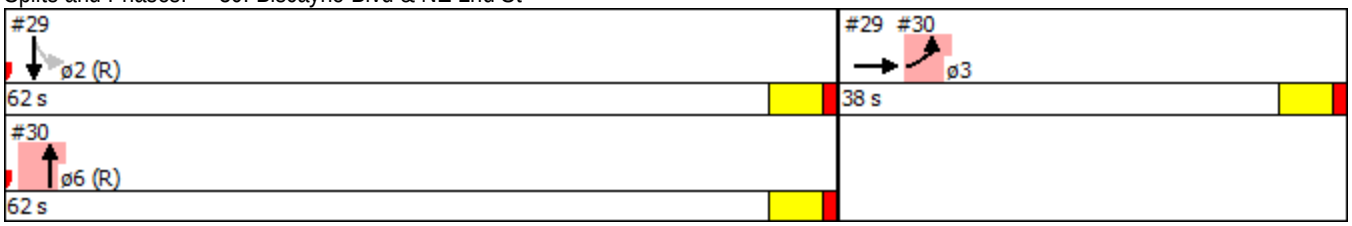
c Critical Lane Group

Lane Group	EBL	NBT	ø2
Lane Configurations			
Volume (vph)	627	1777	
Turn Type	NA	NA	
Protected Phases	3	6	2
Permitted Phases			
Detector Phase	3	6	
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	26.2	23.2	23.2
Total Split (s)	38.0	62.0	62.0
Total Split (%)	38.0%	62.0%	62%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.2	1.2	1.2
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	5.2	5.2	
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	C-Max	C-Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 63 (63%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 30: Biscayne Blvd & NE 2nd St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	627	0	0	1777	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2			5.2		
Lane Util. Factor	0.94			0.86		
Frpb, ped/bikes	1.00			1.00		
Flpb, ped/bikes	1.00			1.00		
Frt	1.00			1.00		
Flt Protected	0.95			1.00		
Satd. Flow (prot)	4363			5602		
Flt Permitted	0.95			1.00		
Satd. Flow (perm)	4363			5602		
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	729	0	0	2066	0	0
RTOR Reduction (vph)	14	0	0	0	0	0
Lane Group Flow (vph)	715	0	0	2066	0	0
Confl. Peds. (#/hr)	11	24	17			17
Confl. Bikes (#/hr)		3				
Turn Type	NA			NA		
Protected Phases	3			6		
Permitted Phases						
Actuated Green, G (s)	27.1			62.5		
Effective Green, g (s)	27.1			62.5		
Actuated g/C Ratio	0.27			0.62		
Clearance Time (s)	5.2			5.2		
Vehicle Extension (s)	2.5			1.0		
Lane Grp Cap (vph)	1182			3501		
v/s Ratio Prot	c0.16			c0.37		
v/s Ratio Perm						
v/c Ratio	0.61			0.59		
Uniform Delay, d1	31.8			11.1		
Progression Factor	0.67			1.00		
Incremental Delay, d2	0.7			0.7		
Delay (s)	22.0			11.9		
Level of Service	C			B		
Approach Delay (s)	22.0			11.9	0.0	
Approach LOS	C			B	A	

Intersection Summary

HCM 2000 Control Delay	14.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		

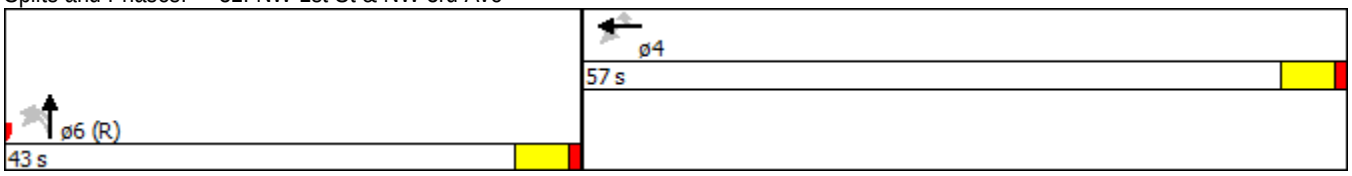
c Critical Lane Group

Lane Group	WBL	WBT	WBR	NBL2	NBT
Lane Configurations					
Volume (vph)	376	35	129	3	93
Turn Type	Perm	NA	Perm	Perm	NA
Protected Phases		4			6
Permitted Phases	4		4	6	
Detector Phase	4	4	4	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	16.0	16.0
Minimum Split (s)	21.0	21.0	21.0	21.0	21.0
Total Split (s)	57.0	57.0	57.0	43.0	43.0
Total Split (%)	57.0%	57.0%	57.0%	43.0%	43.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 43 (43%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 31: NW 1st St & NW 3rd Ave



Movement	WBL	WBT	WBR	NBL2	NBL	NBT
Lane Configurations						
Volume (vph)	376	35	129	3	4	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0		5.0
Lane Util. Factor	0.97	1.00	1.00	0.95		0.95
Frpb, ped/bikes	1.00	1.00	0.98	1.00		1.00
Flpb, ped/bikes	0.99	1.00	1.00	0.99		1.00
Frt	1.00	1.00	0.85	1.00		1.00
Flt Protected	0.95	1.00	1.00	0.95		1.00
Satd. Flow (prot)	2964	1629	1351	1461		1543
Flt Permitted	0.95	1.00	1.00	0.95		1.00
Satd. Flow (perm)	2964	1629	1351	1461		1543
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	427	40	147	3	5	106
RTOR Reduction (vph)	0	0	71	2	0	0
Lane Group Flow (vph)	427	40	76	1	0	111
Confl. Peds. (#/hr)	13		4	8	8	
Turn Type	Perm	NA	Perm	Perm	Perm	NA
Protected Phases		4				6
Permitted Phases	4		4	6	6	
Actuated Green, G (s)	52.0	52.0	52.0	38.0		38.0
Effective Green, g (s)	52.0	52.0	52.0	38.0		38.0
Actuated g/C Ratio	0.52	0.52	0.52	0.38		0.38
Clearance Time (s)	5.0	5.0	5.0	5.0		5.0
Lane Grp Cap (vph)	1541	847	702	555		586
v/s Ratio Prot		0.02				
v/s Ratio Perm	c0.14		0.06	0.00		0.07
v/c Ratio	0.28	0.05	0.11	0.00		0.19
Uniform Delay, d1	13.5	11.8	12.2	19.2		20.7
Progression Factor	0.98	0.83	2.85	1.00		1.00
Incremental Delay, d2	0.3	0.1	0.2	0.0		0.7
Delay (s)	13.5	9.9	35.1	19.2		21.4
Level of Service	B	A	D	B		C
Approach Delay (s)		18.4				21.4
Approach LOS		B				C

Intersection Summary

HCM 2000 Control Delay	18.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	33.6%	ICU Level of Service	A
Analysis Period (min)	15		

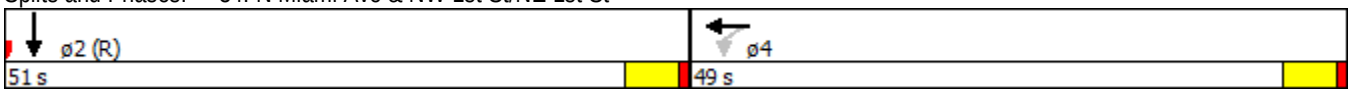
c Critical Lane Group

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	435	551
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	49.0	51.0
Total Split (%)	49.0%	51.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 37 (37%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 34: N Miami Ave & NW 1st St/NE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	215	435	0	0	0	0	0	551	119
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	162.9	0.0				0.0	162.9	171.0
Lanes				0	2	0				0	2	0
Cap, veh/h				72	654	0				0	1134	244
Arrive On Green				0.15	0.15	0.00				0.00	0.15	0.15
Sat Flow, veh/h				0	1482	0				0	2459	530
Grp Volume(v), veh/h				231	468	0				0	391	329
Grp Sat Flow(s),veh/h/ln				0	1482	0				0	1629	1361
Q Serve(g_s), s				0.0	30.1	0.0				0.0	22.1	22.2
Cycle Q Clear(g_c), s				44.1	30.1	0.0				0.0	22.1	22.2
Prop In Lane				1.00		0.00				0.00		0.39
Lane Grp Cap(c), veh/h				72	654	0				0	751	627
V/C Ratio(X)				3.21	0.72	0.00				0.00	0.52	0.52
Avail Cap(c_a), veh/h				72	654	0				0	751	627
HCM Platoon Ratio				0.33	0.33	1.00				1.00	0.33	0.33
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				64.8	36.8	0.0				0.0	32.2	32.3
Incr Delay (d2), s/veh				1028.8	6.6	0.0				0.0	2.6	3.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				22.5	13.3	0.0				0.0	10.3	8.7
Lane Grp Delay (d), s/veh				1093.6	43.4	0.0				0.0	34.8	35.4
Lane Grp LOS				F	D						C	D
Approach Vol, veh/h					699						720	
Approach Delay, s/veh					390.4						35.1	
Approach LOS					F						D	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	49.0	51.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	44.1	46.1
Max Q Clear Time (g_c+I1), s	46.1	24.2
Green Ext Time (p_c), s	0.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	210.1
HCM 2010 LOS	F

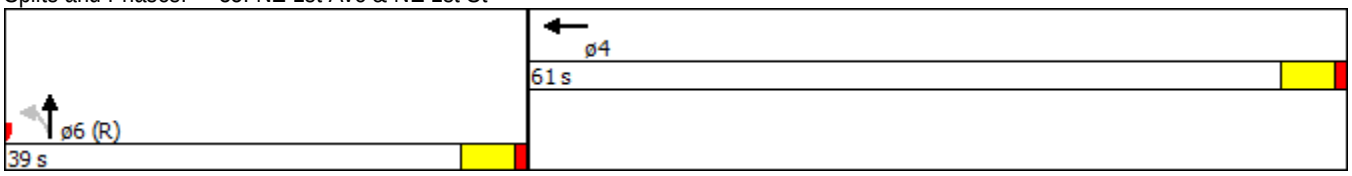
Notes

Lane Group	WBT	NBT
Lane Configurations		
Volume (vph)	536	621
Turn Type	NA	NA
Protected Phases	4	6
Permitted Phases		
Detector Phase	4	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	61.0	39.0
Total Split (%)	61.0%	39.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 97 (97%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 35: NE 1st Ave & NE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	536	390	88	621	0	0	0	0
Number				7	4	14	1	6	16			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln				0.0	162.9	171.0	171.0	162.9	0.0			
Lanes				0	2	0	0	3	0			
Cap, veh/h				0	982	715	72	1008	0			
Arrive On Green				0.00	0.56	0.56	0.11	0.11	0.00			
Sat Flow, veh/h				0	1754	1277	0	2964	0			
Grp Volume(v), veh/h				0	529	456	94	661	0			
Grp Sat Flow(s),veh/h/ln				0	1629	1403	0	1482	0			
Q Serve(g_s), s				0.0	21.2	21.2	0.0	21.4	0.0			
Cycle Q Clear(g_c), s				0.0	21.2	21.2	34.0	21.4	0.0			
Prop In Lane				0.00		0.91	1.00		0.00			
Lane Grp Cap(c), veh/h				0	912	786	72	1008	0			
V/C Ratio(X)				0.00	0.58	0.58	1.31	0.66	0.00			
Avail Cap(c_a), veh/h				0	912	786	72	1008	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	14.3	14.3	61.4	38.8	0.0			
Incr Delay (d2), s/veh				0.0	2.7	3.1	208.1	3.3	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln				0.0	8.6	7.5	6.1	9.0	0.0			
Lane Grp Delay (d), s/veh				0.0	17.0	17.5	269.5	42.1	0.0			
Lane Grp LOS					B	B	F	D				
Approach Vol, veh/h					985			755				
Approach Delay, s/veh					17.2			70.4				
Approach LOS					B			E				

Timer	
Assigned Phs	4 6
Phs Duration (G+Y+Rc), s	61.0 39.0
Change Period (Y+Rc), s	5.0 5.0
Max Green Setting (Gmax), s	56.0 34.0
Max Q Clear Time (g_c+I1), s	23.2 36.0
Green Ext Time (p_c), s	2.6 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	40.3
HCM 2010 LOS	D

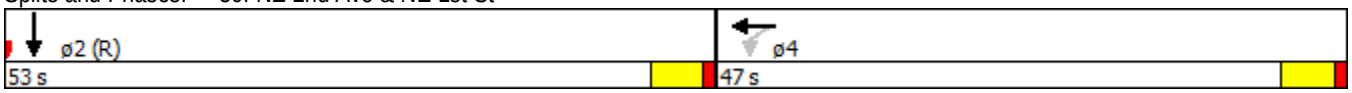
Notes

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	458	948
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	47.0	53.0
Total Split (%)	47.0%	53.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 30 (30%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 36: NE 2nd Ave & NE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	231	458	0	0	0	0	0	948	280
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	159.8	0.0				0.0	159.8	171.0
Lanes				0	2	0				0	3	0
Cap, veh/h				72	611	0				0	1651	487
Arrive On Green				0.42	0.42	0.00				0.00	0.16	0.16
Sat Flow, veh/h				0	1454	0				0	3440	1015
Grp Volume(v), veh/h				248	492	0				0	947	373
Grp Sat Flow(s),veh/h/ln				0	1454	0				0	1598	1259
Q Serve(g_s), s				0.0	29.7	0.0				0.0	27.6	27.7
Cycle Q Clear(g_c), s				42.0	29.7	0.0				0.0	27.6	27.7
Prop In Lane				1.00		0.00				0.00		0.81
Lane Grp Cap(c), veh/h				72	611	0				0	1534	604
V/C Ratio(X)				3.44	0.81	0.00				0.00	0.62	0.62
Avail Cap(c_a), veh/h				72	611	0				0	1534	604
HCM Platoon Ratio				1.00	1.00	1.00				1.00	0.33	0.33
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				50.0	25.4	0.0				0.0	33.5	33.5
Incr Delay (d2), s/veh				1134.2	10.9	0.0				0.0	1.9	4.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				24.5	12.4	0.0				0.0	12.3	10.2
Lane Grp Delay (d), s/veh				1184.2	36.3	0.0				0.0	35.4	38.2
Lane Grp LOS				F	D						D	D
Approach Vol, veh/h					740						1320	
Approach Delay, s/veh					421.0						36.2	
Approach LOS					F						D	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	47.0 53.0
Change Period (Y+Rc), s	5.0 5.0
Max Green Setting (Gmax), s	42.0 48.0
Max Q Clear Time (g_c+I1), s	44.0 29.7
Green Ext Time (p_c), s	0.0 3.8

Intersection Summary	
HCM 2010 Ctrl Delay	174.4
HCM 2010 LOS	F

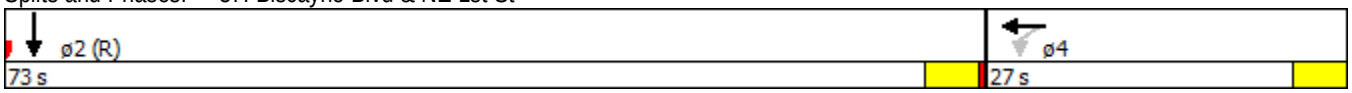
Notes

Lane Group	WBL	WBT	SBT
Lane Configurations			
Volume (vph)	65	120	1228
Turn Type	Perm	NA	NA
Protected Phases		4	2
Permitted Phases	4		
Detector Phase	4	4	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	19.0	19.0	22.5
Total Split (s)	27.0	27.0	73.0
Total Split (%)	27.0%	27.0%	73.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.2	0.2	0.5
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.2	4.5
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	None	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 60 (60%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 37: Biscayne Blvd & NE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	65	120	0	0	0	0	0	1228	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.2	4.2						4.5	
Lane Util. Factor				0.91	0.91						0.86	
Frpb, ped/bikes				1.00	1.00						1.00	
Flpb, ped/bikes				1.00	1.00						1.00	
Frt				1.00	1.00						0.97	
Flt Protected				0.95	1.00						1.00	
Satd. Flow (prot)				1264	2956						5445	
Flt Permitted				0.95	1.00						1.00	
Satd. Flow (perm)				1264	2956						5445	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	67	124	0	0	0	0	0	1266	258
RTOR Reduction (vph)	0	0	0	55	15	0	0	0	0	0	20	0
Lane Group Flow (vph)	0	0	0	5	116	0	0	0	0	0	1504	0
Confl. Peds. (#/hr)	43		1	1		43	2					2
Confl. Bikes (#/hr)						2						
Parking (#/hr)				0								
Turn Type				Perm	NA						NA	
Protected Phases					4						2	
Permitted Phases				4								
Actuated Green, G (s)				8.6	8.6						82.7	
Effective Green, g (s)				8.6	8.6						82.7	
Actuated g/C Ratio				0.09	0.09						0.83	
Clearance Time (s)				4.2	4.2						4.5	
Vehicle Extension (s)				2.0	2.0						1.0	
Lane Grp Cap (vph)				108	254						4503	
v/s Ratio Prot											c0.28	
v/s Ratio Perm				0.00	0.04							
v/c Ratio				0.05	0.46						0.33	
Uniform Delay, d1				41.9	43.5						2.1	
Progression Factor				1.00	1.00						2.31	
Incremental Delay, d2				0.1	0.5						0.2	
Delay (s)				42.0	44.0						5.0	
Level of Service				D	D						A	
Approach Delay (s)		0.0			43.3			0.0			5.0	
Approach LOS		A			D			A			A	

Intersection Summary

HCM 2000 Control Delay	9.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.7
Intersection Capacity Utilization	34.9%	ICU Level of Service	A
Analysis Period (min)	15		

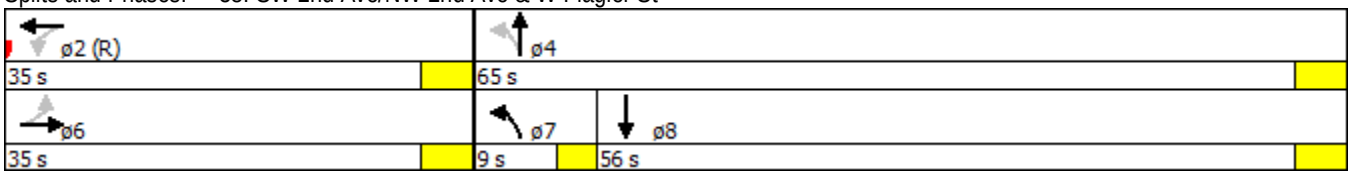
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Configurations							
Volume (vph)	9	35	52	382	265	609	509
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	NA
Protected Phases		6		2	7	4	8
Permitted Phases	6		2		4		
Detector Phase	6	6	2	2	7	4	8
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	22.0	22.0	22.0	22.0	9.0	22.0	22.0
Total Split (s)	35.0	35.0	35.0	35.0	9.0	65.0	56.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	9.0%	65.0%	56.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0		4.0	4.0
Lead/Lag					Lead		Lag
Lead-Lag Optimize?					Yes		Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 37 (37%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 80
Control Type: Pretimed

Splits and Phases: 38: SW 2nd Ave/NW 2nd Ave & W Flagler St



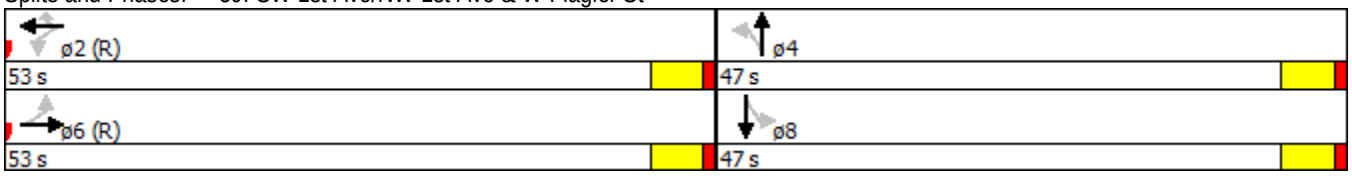
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	35	6	52	382	45	265	609	56	0	509	121
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96	1.00		0.98
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	171.0	171.0	162.9	171.0	0.0	162.9	171.0
Lanes	1	1	0	1	1	0	0	2	0	0	1	0
Cap, veh/h	72	375	67	410	399	47	398	1067	80	0	773	183
Arrive On Green	0.31	0.31	0.31	0.10	0.10	0.10	0.61	0.61	0.61	0.00	1.00	1.00
Sat Flow, veh/h	800	1209	217	1179	1287	152	552	1421	131	0	1268	300
Grp Volume(v), veh/h	10	0	46	58	0	474	517	0	517	0	0	700
Grp Sat Flow(s),veh/h/ln	800	0	1426	1179	0	1438	997	0	1435	0	0	1568
Q Serve(g_s), s	0.0	0.0	2.3	4.5	0.0	31.0	0.1	0.0	61.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	31.0	0.0	2.3	6.8	0.0	31.0	61.0	0.0	61.0	0.0	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.11	0.71		0.10	0.00		0.19
Lane Grp Cap(c), veh/h	72	0	442	410	0	446	75	0	876	0	0	956
V/C Ratio(X)	0.14	0.00	0.10	0.14	0.00	1.06	6.90	0.00	0.59	0.00	0.00	0.73
Avail Cap(c_a), veh/h	72	0	442	410	0	446	75	0	876	0	0	956
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	50.0	0.0	24.6	35.1	0.0	44.9	39.3	0.0	19.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	4.0	0.0	0.5	0.7	0.0	60.3	2683.2	0.0	2.9	0.0	0.0	4.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.3	0.0	0.9	1.5	0.0	19.5	55.8	0.0	7.7	0.0	0.0	1.3
Lane Grp Delay (d), s/veh	54.0	0.0	25.1	35.8	0.0	105.2	2722.5	0.0	22.4	0.0	0.0	4.9
Lane Grp LOS	D		C	D		F	F		C			A
Approach Vol, veh/h		56			532			1033			700	
Approach Delay, s/veh		30.2			97.7			1372.4			4.9	
Approach LOS		C			F			F			A	
Timer												
Assigned Phs		6			2		7	4			8	
Phs Duration (G+Y+Rc), s		35.0			35.0		0.0	65.0			65.0	
Change Period (Y+Rc), s		4.0			4.0		3.0	4.0			4.0	
Max Green Setting (Gmax), s		31.0			31.0		6.0	61.0			52.0	
Max Q Clear Time (g_c+I1), s		33.0			33.0		0.0	63.0			2.0	
Green Ext Time (p_c), s		0.0			0.0		0.0	0.0			18.7	
Intersection Summary												
HCM 2010 Ctrl Delay			635.4									
HCM 2010 LOS			F									
Notes												

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	6	82	6	383	152	58	196	23	182
Turn Type	Perm	NA	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		6		2			4		8
Permitted Phases	6		2		2	4		8	
Detector Phase	6	6	2	2	2	4	4	8	8
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	53.0	53.0	53.0	53.0	53.0	47.0	47.0	47.0	47.0
Total Split (%)	53.0%	53.0%	53.0%	53.0%	53.0%	47.0%	47.0%	47.0%	47.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0	5.0		5.0		5.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 85 (85%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 39: SW 1st Ave/NW 1st Ave & W Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	82	6	6	383	152	58	196	36	23	182	29
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.94		0.91	0.93		0.85	0.92		0.86	0.93		0.86
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	171.0	162.9	171.0	171.0	162.9	162.9	171.0	162.9	171.0	171.0	162.9	171.0
Lanes	0	1	0	0	1	1	0	1	0	0	2	0
Cap, veh/h	61	670	46	40	777	506	126	380	66	127	931	149
Arrive On Green	0.48	0.48	0.48	0.96	0.96	0.96	0.42	0.42	0.42	0.84	0.84	0.84
Sat Flow, veh/h	47	1395	96	6	1619	1054	198	904	157	200	2216	354
Grp Volume(v), veh/h	96	0	0	397	0	155	296	0	0	124	0	115
Grp Sat Flow(s),veh/h/ln	1538	0	0	1625	0	1054	1260	0	0	1417	0	1354
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.8	9.0	0.0	0.0	0.0	0.0	1.6
Cycle Q Clear(g_c), s	3.3	0.0	0.0	1.9	0.0	0.8	16.9	0.0	0.0	1.4	0.0	1.6
Prop In Lane	0.06		0.06	0.02		1.00	0.20		0.12	0.18		0.26
Lane Grp Cap(c), veh/h	777	0	0	817	0	506	572	0	0	638	0	568
V/C Ratio(X)	0.12	0.00	0.00	0.49	0.00	0.31	0.52	0.00	0.00	0.19	0.00	0.20
Avail Cap(c_a), veh/h	777	0	0	817	0	506	572	0	0	638	0	568
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.4	0.0	0.0	1.1	0.0	1.1	21.5	0.0	0.0	4.8	0.0	4.8
Incr Delay (d2), s/veh	0.3	0.0	0.0	2.1	0.0	1.6	3.3	0.0	0.0	0.7	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.3	0.0	0.0	0.9	0.0	0.4	5.9	0.0	0.0	0.6	0.0	0.6
Lane Grp Delay (d), s/veh	14.7	0.0	0.0	3.1	0.0	2.6	24.8	0.0	0.0	5.4	0.0	5.6
Lane Grp LOS	B			A		A	C			A		A
Approach Vol, veh/h		96			552			296			239	
Approach Delay, s/veh		14.7			3.0			24.8			5.5	
Approach LOS		B			A			C			A	

Timer												
Assigned Phs		6			2			4			8	
Phs Duration (G+Y+Rc), s		53.0			53.0			47.0			47.0	
Change Period (Y+Rc), s		5.0			5.0			5.0			5.0	
Max Green Setting (Gmax), s		48.0			48.0			42.0			42.0	
Max Q Clear Time (g_c+I1), s		5.3			3.9			18.9			3.6	
Green Ext Time (p_c), s		1.2			1.2			2.7			2.9	

Intersection Summary												
HCM 2010 Ctrl Delay			9.9									
HCM 2010 LOS			A									

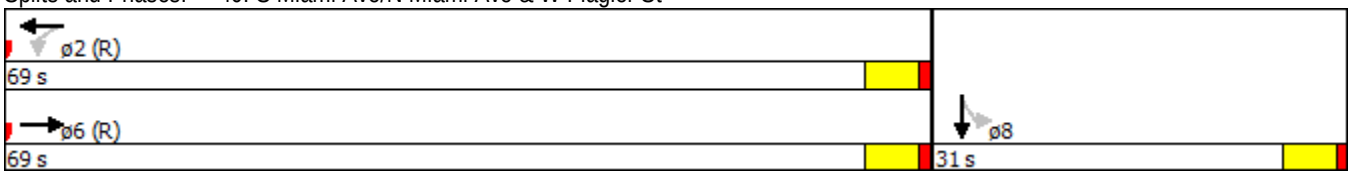
Notes

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Volume (vph)	108	56	454	457
Turn Type	NA	Perm	NA	NA
Protected Phases	6		2	8
Permitted Phases		2		
Detector Phase	6	2	2	8
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	24.0	24.0	22.9
Total Split (s)	69.0	69.0	69.0	31.0
Total Split (%)	69.0%	69.0%	69.0%	31.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.9
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	4.9
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 84 (84%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 40: S Miami Ave/N Miami Ave & W Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	108	17	56	454	0	0	0	0	80	457	61
Number	1	6	16	5	2	12				3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.83
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln	0.0	162.9	171.0	171.0	162.9	0.0				171.0	162.9	171.0
Lanes	0	1	0	0	1	0				0	3	0
Cap, veh/h	0	794	122	122	920	0				149	905	120
Arrive On Green	0.00	1.00	1.00	1.00	1.00	0.00				0.26	0.26	0.26
Sat Flow, veh/h	0	1241	191	128	1437	0				572	3467	460
Grp Volume(v), veh/h	0	0	135	554	0	0				243	224	182
Grp Sat Flow(s),veh/h/ln	0	0	1432	1565	0	0				1600	1629	1270
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0				13.3	11.8	12.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0				13.3	11.8	12.4
Prop In Lane	0.00		0.13	0.11		0.00				0.36		0.36
Lane Grp Cap(c), veh/h	0	0	916	1042	0	0				418	425	332
V/C Ratio(X)	0.00	0.00	0.15	0.53	0.00	0.00				0.58	0.53	0.55
Avail Cap(c_a), veh/h	0	0	916	1042	0	0				418	425	332
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				32.2	31.7	31.9
Incr Delay (d2), s/veh	0.0	0.0	0.3	1.9	0.0	0.0				5.8	4.6	6.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.0	0.1	0.6	0.0	0.0				6.0	5.3	4.5
Lane Grp Delay (d), s/veh	0.0	0.0	0.3	1.9	0.0	0.0				38.0	36.3	38.3
Lane Grp LOS			A	A						D	D	D
Approach Vol, veh/h		135			554						650	
Approach Delay, s/veh		0.3			1.9						37.5	
Approach LOS		A			A						D	

Timer	
Assigned Phs	6	2	8
Phs Duration (G+Y+Rc), s	69.0	69.0	31.0
Change Period (Y+Rc), s	5.0	5.0	4.9
Max Green Setting (Gmax), s	64.0	64.0	26.1
Max Q Clear Time (g_c+I1), s	2.0	2.0	15.3
Green Ext Time (p_c), s	1.6	1.6	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	19.1
HCM 2010 LOS	B

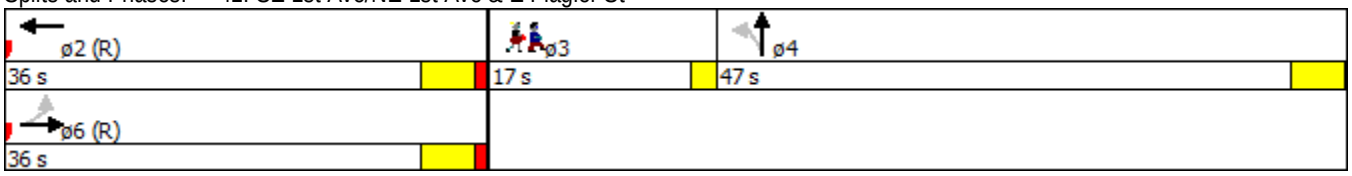
Notes

Lane Group	EBL	EBT	WBT	NBT	ø3
Lane Configurations					
Volume (vph)	29	155	315	1017	
Turn Type	Perm	NA	NA	NA	
Protected Phases		6	2	4	3
Permitted Phases	6				
Detector Phase	6	6	2	4	
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	4.0
Minimum Split (s)	21.0	21.0	21.0	20.5	17.0
Total Split (s)	36.0	36.0	36.0	47.0	17.0
Total Split (%)	36.0%	36.0%	36.0%	47.0%	17%
Yellow Time (s)	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	1.0	1.0	1.0	0.3	0.0
Lost Time Adjust (s)		0.0	0.0	0.0	
Total Lost Time (s)		5.0	5.0	4.3	
Lead/Lag				Lag	Lead
Lead-Lag Optimize?				Yes	Yes
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 78 (78%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 75
Control Type: Pretimed

Splits and Phases: 41: SE 1st Ave/NE 1st Ave & E Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	155	0	0	315	94	123	1017	68	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			4.3				
Lane Util. Factor		1.00			1.00			0.91				
Frpb, ped/bikes		1.00			0.99			0.99				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.97			0.99				
Flt Protected		0.99			1.00			0.99				
Satd. Flow (prot)		1612			1559			4343				
Flt Permitted		0.70			1.00			0.99				
Satd. Flow (perm)		1142			1559			4343				
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	30	161	0	0	328	98	128	1059	71	0	0	0
RTOR Reduction (vph)	0	0	0	0	11	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	191	0	0	415	0	0	1252	0	0	0	0
Confl. Peds. (#/hr)	42		317	317		42	1		133	133		1
Confl. Bikes (#/hr)												1
Parking (#/hr)						0						
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		6			2			4				
Permitted Phases	6						4					
Actuated Green, G (s)		31.0			31.0			42.7				
Effective Green, g (s)		31.0			31.0			42.7				
Actuated g/C Ratio		0.31			0.31			0.43				
Clearance Time (s)		5.0			5.0			4.3				
Lane Grp Cap (vph)		354			483			1854				
v/s Ratio Prot					c0.27							
v/s Ratio Perm		0.17						0.29				
v/c Ratio		0.54			0.86			0.68				
Uniform Delay, d1		28.6			32.4			23.1				
Progression Factor		0.82			0.99			1.06				
Incremental Delay, d2		5.6			14.8			1.7				
Delay (s)		29.1			46.9			26.2				
Level of Service		C			D			C				
Approach Delay (s)		29.1			46.9			26.2			0.0	
Approach LOS		C			D			C			A	

Intersection Summary

HCM 2000 Control Delay	31.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.3
Intersection Capacity Utilization	73.2%	ICU Level of Service	D
Analysis Period (min)	15		

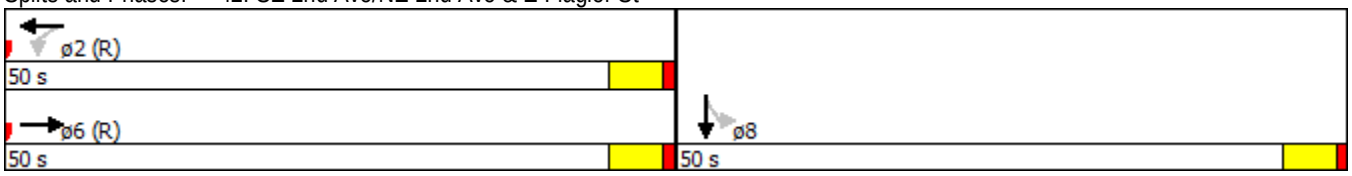
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Volume (vph)	178	30	331	1047
Turn Type	NA	Perm	NA	NA
Protected Phases	6		2	8
Permitted Phases		2		
Detector Phase	6	2	2	8
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	24.0	24.0	22.9
Total Split (s)	50.0	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.9
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	4.9
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 78 (78%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 42: SE 2nd Ave/NE 2nd Ave & E Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	178	75	30	331	0	0	0	0	58	1047	158
Number	1	6	16	5	2	12				3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		0.81
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln	0.0	159.8	171.0	171.0	159.8	0.0				171.0	159.8	171.0
Lanes	0	1	0	0	1	0				0	3	0
Cap, veh/h	0	433	182	72	664	0				85	1630	256
Arrive On Green	0.00	0.90	0.90	0.90	0.90	0.00				0.15	0.15	0.15
Sat Flow, veh/h	0	961	405	73	1475	0				188	3614	567
Grp Volume(v), veh/h	0	0	263	376	0	0				508	465	344
Grp Sat Flow(s),veh/h/ln	0	0	1367	1549	0	0				1589	1598	1181
Q Serve(g_s), s	0.0	0.0	3.1	0.0	0.0	0.0				30.4	27.4	27.4
Cycle Q Clear(g_c), s	0.0	0.0	3.1	4.4	0.0	0.0				30.4	27.4	27.4
Prop In Lane	0.00		0.30	0.08		0.00				0.12		0.48
Lane Grp Cap(c), veh/h	0	0	615	736	0	0				717	721	533
V/C Ratio(X)	0.00	0.00	0.43	0.51	0.00	0.00				0.71	0.64	0.65
Avail Cap(c_a), veh/h	0	0	615	736	0	0				717	721	533
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	2.9	3.0	0.0	0.0				36.3	35.0	35.0
Incr Delay (d2), s/veh	0.0	0.0	2.2	2.5	0.0	0.0				5.8	4.4	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	0.0	1.0	1.5	0.0	0.0				14.2	12.7	9.6
Lane Grp Delay (d), s/veh	0.0	0.0	5.1	5.5	0.0	0.0				42.1	39.4	41.0
Lane Grp LOS			A	A						D	D	D
Approach Vol, veh/h		263			376						1316	
Approach Delay, s/veh		5.1			5.5						40.9	
Approach LOS		A			A						D	

Timer	
Assigned Phs	6	2	8
Phs Duration (G+Y+Rc), s	50.0	50.0	50.0
Change Period (Y+Rc), s	5.0	5.0	4.9
Max Green Setting (Gmax), s	45.0	45.0	45.1
Max Q Clear Time (g_c+I1), s	5.1	6.4	32.4
Green Ext Time (p_c), s	1.4	1.4	3.0

Intersection Summary	
HCM 2010 Ctrl Delay	29.3
HCM 2010 LOS	C

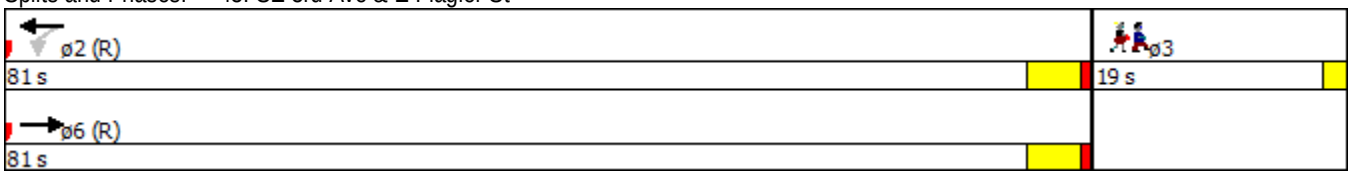
Notes

Lane Group	EBT	WBL	WBT	ø3
Lane Configurations				
Volume (vph)	208	13	266	
Turn Type	NA	Perm	NA	
Protected Phases	6		2	3
Permitted Phases		2		
Detector Phase	6	2	2	
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	19.0
Total Split (s)	81.0	81.0	81.0	19.0
Total Split (%)	81.0%	81.0%	81.0%	19%
Yellow Time (s)	4.0	4.0	4.0	2.0
All-Red Time (s)	1.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0		0.0	
Total Lost Time (s)	5.0		5.0	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 92 (92%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 43: SE 3rd Ave & E Flagler St



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	208	52	13	266	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0		
Lane Util. Factor	1.00			1.00		
Frpb, ped/bikes	0.99			1.00		
Flpb, ped/bikes	1.00			1.00		
Frt	0.97			1.00		
Flt Protected	1.00			1.00		
Satd. Flow (prot)	1576			1624		
Flt Permitted	1.00			0.98		
Satd. Flow (perm)	1576			1597		
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	263	66	16	337	0	0
RTOR Reduction (vph)	9	0	0	0	0	0
Lane Group Flow (vph)	320	0	0	353	0	0
Confl. Peds. (#/hr)		35	35		59	
Parking (#/hr)		0				
Turn Type	NA		Perm	NA		
Protected Phases	6			2		
Permitted Phases			2			
Actuated Green, G (s)	76.0			76.0		
Effective Green, g (s)	76.0			76.0		
Actuated g/C Ratio	0.76			0.76		
Clearance Time (s)	5.0			5.0		
Lane Grp Cap (vph)	1197			1213		
v/s Ratio Prot	0.20					
v/s Ratio Perm				c0.22		
v/c Ratio	0.27			0.29		
Uniform Delay, d1	3.6			3.7		
Progression Factor	0.67			0.35		
Incremental Delay, d2	0.5			0.5		
Delay (s)	2.9			1.8		
Level of Service	A			A		
Approach Delay (s)	2.9			1.8	0.0	
Approach LOS	A			A	A	

Intersection Summary

HCM 2000 Control Delay	2.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	31.5%	ICU Level of Service	A
Analysis Period (min)	15		

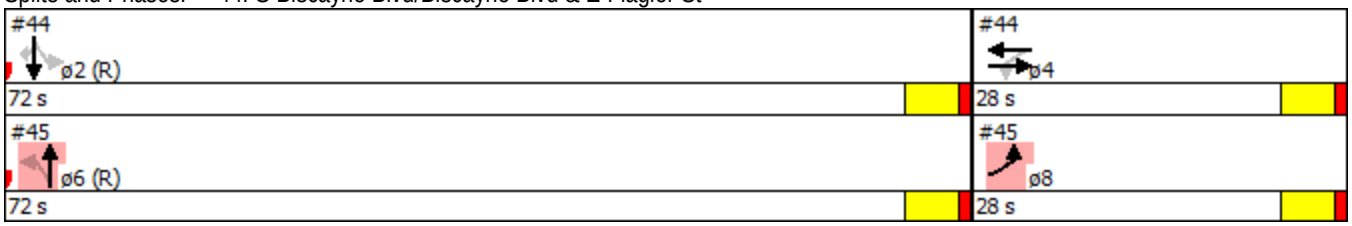
c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBT	SBR	ø6	ø8
Lane Configurations							
Volume (vph)	93	142	241	1046	272		
Turn Type	NA	Perm	NA	NA	Perm		
Protected Phases	4		4	2		6	8
Permitted Phases		4			2		
Detector Phase	4	4	4	2	2		
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	23.0	23.0	23.0	23.0
Total Split (s)	28.0	28.0	28.0	72.0	72.0	72.0	28.0
Total Split (%)	28.0%	28.0%	28.0%	72.0%	72.0%	72%	28%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Min	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 18 (18%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 44: S Biscayne Blvd/Biscayne Blvd & E Flagler St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	93	42	142	241	0	0	0	0	39	1046	272
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	5.0
Lane Util. Factor		1.00		1.00	1.00						0.86	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.69
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.96		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		1560		1547	1629						5591	962
Flt Permitted		1.00		0.59	1.00						1.00	1.00
Satd. Flow (perm)		1560		968	1629						5591	962
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	101	46	154	262	0	0	0	0	42	1137	296
RTOR Reduction (vph)	0	17	0	0	0	0	0	0	0	0	0	74
Lane Group Flow (vph)	0	130	0	154	262	0	0	0	0	0	1179	222
Confl. Peds. (#/hr)	1					1	99		3	3		99
Confl. Bikes (#/hr)						1						
Parking (#/hr)			0									
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			4						2	
Permitted Phases				4						2		2
Actuated Green, G (s)		20.2		20.2	20.2						69.8	69.8
Effective Green, g (s)		20.2		20.2	20.2						69.8	69.8
Actuated g/C Ratio		0.20		0.20	0.20						0.70	0.70
Clearance Time (s)		5.0		5.0	5.0						5.0	5.0
Vehicle Extension (s)		2.5		2.5	2.5						1.0	1.0
Lane Grp Cap (vph)		315		195	329						3902	671
v/s Ratio Prot		0.08			c0.16							
v/s Ratio Perm				0.16							0.21	c0.23
v/c Ratio		0.41		0.79	0.80						0.30	0.33
Uniform Delay, d1		34.7		37.9	37.9						5.8	5.9
Progression Factor		1.13		1.31	1.31						1.25	3.58
Incremental Delay, d2		0.6		11.2	7.3						0.2	1.3
Delay (s)		39.9		60.9	57.1						7.4	22.6
Level of Service		D		E	E						A	C
Approach Delay (s)		39.9			58.5			0.0			10.4	
Approach LOS		D			E			A			B	

Intersection Summary

HCM 2000 Control Delay	22.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	91.8%	ICU Level of Service	F
Analysis Period (min)	15		

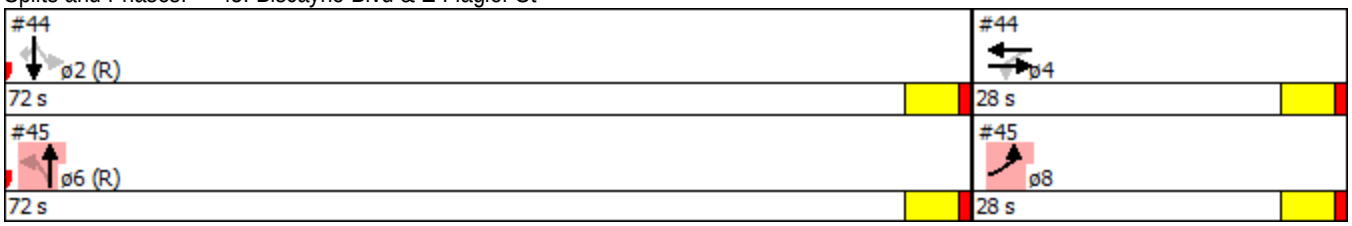
c Critical Lane Group

Lane Group	EBL	NBT	ø2	ø4
Lane Configurations				
Volume (vph)	142	2724		
Turn Type	NA	NA		
Protected Phases	8	6	2	4
Permitted Phases				
Detector Phase	8	6		
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	25.0
Total Split (s)	28.0	72.0	72.0	28.0
Total Split (%)	28.0%	72.0%	72%	28%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	5.0	5.0		
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 18 (18%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 45: Biscayne Blvd & E Flagler St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	142	0	382	2724	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0		
Lane Util. Factor	1.00			0.86		
Frpb, ped/bikes	1.00			1.00		
Flpb, ped/bikes	1.00			1.00		
Frt	1.00			1.00		
Flt Protected	0.95			0.99		
Satd. Flow (prot)	1547			5545		
Flt Permitted	0.95			0.99		
Satd. Flow (perm)	1547			5545		
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	148	0	398	2838	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	148	0	0	3236	0	0
Confl. Peds. (#/hr)	23	41	19			19
Turn Type	NA		Perm	NA		
Protected Phases	8			6		
Permitted Phases			6			
Actuated Green, G (s)	20.2			69.8		
Effective Green, g (s)	20.2			69.8		
Actuated g/C Ratio	0.20			0.70		
Clearance Time (s)	5.0			5.0		
Vehicle Extension (s)	1.0			2.5		
Lane Grp Cap (vph)	312			3870		
v/s Ratio Prot	c0.10					
v/s Ratio Perm				0.58		
v/c Ratio	0.47			0.84		
Uniform Delay, d1	35.2			11.0		
Progression Factor	0.61			0.66		
Incremental Delay, d2	0.4			1.4		
Delay (s)	22.0			8.7		
Level of Service	C			A		
Approach Delay (s)	22.0			8.7	0.0	
Approach LOS	C			A	A	

Intersection Summary

HCM 2000 Control Delay	9.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	95.8%	ICU Level of Service	F
Analysis Period (min)	15		

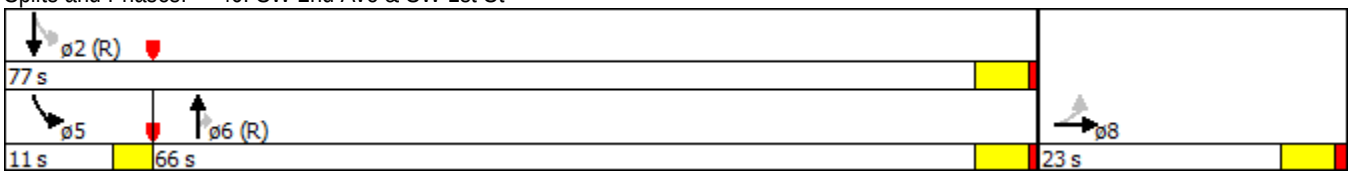
c Critical Lane Group

Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	173	437	735	259	134	384
Turn Type	Perm	NA	NA	Perm	pm+pt	NA
Protected Phases		8	6		5	2
Permitted Phases	8			6	2	
Detector Phase	8	8	6	6	5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0
Minimum Split (s)	21.0	21.0	28.8	28.8	11.0	28.8
Total Split (s)	23.0	23.0	66.0	66.0	11.0	77.0
Total Split (%)	23.0%	23.0%	66.0%	66.0%	11.0%	77.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	0.8	0.8	0.0	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.8	4.8	3.0	4.8
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 96 (96%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 80
Control Type: Pretimed

Splits and Phases: 46: SW 2nd Ave & SW 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	173	437	85	0	0	0	0	735	259	134	384	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0						4.8	4.8	3.0	4.8	
Lane Util. Factor	1.00	0.91						1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.99						1.00	0.98	1.00	1.00	
Flpb, ped/bikes	0.97	1.00						1.00	1.00	1.00	1.00	
Frt	1.00	0.98						1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1467	4180						1583	1313	1504	1583	
Flt Permitted	0.95	1.00						1.00	1.00	0.20	1.00	
Satd. Flow (perm)	1467	4180						1583	1313	323	1583	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	186	470	91	0	0	0	0	790	278	144	413	0
RTOR Reduction (vph)	0	29	0	0	0	0	0	0	63	0	0	0
Lane Group Flow (vph)	186	532	0	0	0	0	0	790	215	144	413	0
Confl. Peds. (#/hr)	8		19	19		8	10		10	10		10
Confl. Bikes (#/hr)			7			4			1			2
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Perm	NA						NA	Perm	pm+pt	NA	
Protected Phases		8						6		5	2	
Permitted Phases	8								6	2		
Actuated Green, G (s)	18.0	18.0						61.2	61.2	72.2	72.2	
Effective Green, g (s)	18.0	18.0						61.2	61.2	72.2	72.2	
Actuated g/C Ratio	0.18	0.18						0.61	0.61	0.72	0.72	
Clearance Time (s)	5.0	5.0						4.8	4.8	3.0	4.8	
Lane Grp Cap (vph)	264	752						968	803	327	1142	
v/s Ratio Prot		c0.13						c0.50		c0.04	0.26	
v/s Ratio Perm	0.13								0.16	0.28		
v/c Ratio	0.70	0.71						0.82	0.27	0.44	0.36	
Uniform Delay, d1	38.5	38.5						15.0	9.0	9.7	5.2	
Progression Factor	1.00	1.00						0.92	0.83	0.55	0.07	
Incremental Delay, d2	14.6	5.6						7.1	0.8	2.6	0.5	
Delay (s)	53.1	44.1						20.9	8.3	7.9	0.9	
Level of Service	D	D						C	A	A	A	
Approach Delay (s)		46.3			0.0			17.6			2.7	
Approach LOS		D			A			B			A	

Intersection Summary

HCM 2000 Control Delay	23.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.8
Intersection Capacity Utilization	76.1%	ICU Level of Service	D
Analysis Period (min)	15		

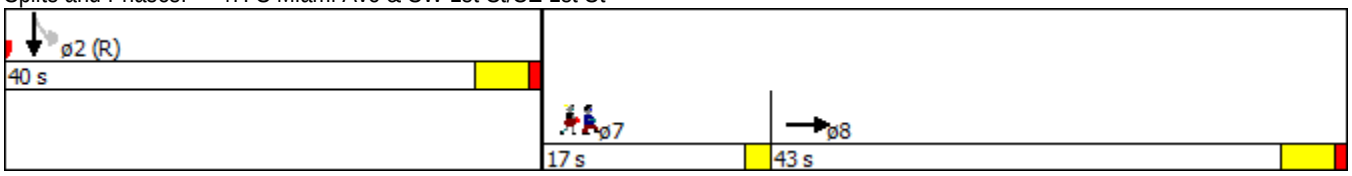
c Critical Lane Group

Lane Group	EBT	SBT	ø7
Lane Configurations			
Volume (vph)	622	969	
Turn Type	NA	NA	
Protected Phases	8	2	7
Permitted Phases			
Detector Phase	8	2	
Switch Phase			
Minimum Initial (s)	7.0	7.0	4.0
Minimum Split (s)	23.0	23.0	17.0
Total Split (s)	43.0	40.0	17.0
Total Split (%)	43.0%	40.0%	17%
Yellow Time (s)	4.0	4.0	2.0
All-Red Time (s)	1.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	5.0	5.0	
Lead/Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 77 (77%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 70
Control Type: Pretimed

Splits and Phases: 47: S Miami Ave & SW 1st St/SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	622	596	0	0	0	0	0	0	120	969	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0									5.0	
Lane Util. Factor		0.91									0.91	
Frpb, ped/bikes		0.98									1.00	
Flpb, ped/bikes		1.00									1.00	
Frt		0.93									1.00	
Flt Protected		1.00									0.99	
Satd. Flow (prot)		3807									4292	
Flt Permitted		1.00									0.99	
Satd. Flow (perm)		3807									4292	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	662	634	0	0	0	0	0	0	128	1031	0
RTOR Reduction (vph)	0	173	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1123	0	0	0	0	0	0	0	0	1159	0
Confl. Peds. (#/hr)	26		27	27		26	12		16	16		12
Confl. Bikes (#/hr)			2			2			1			
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Parking (#/hr)		0										
Turn Type		NA								Perm	NA	
Protected Phases		8									2	
Permitted Phases										2		
Actuated Green, G (s)		38.0									35.0	
Effective Green, g (s)		38.0									35.0	
Actuated g/C Ratio		0.38									0.35	
Clearance Time (s)		5.0									5.0	
Lane Grp Cap (vph)		1446									1502	
v/s Ratio Prot		c0.29										
v/s Ratio Perm											0.27	
v/c Ratio		1.00dr									0.77	
Uniform Delay, d1		27.3									28.9	
Progression Factor		1.30									0.89	
Incremental Delay, d2		3.9									3.8	
Delay (s)		39.3									29.6	
Level of Service		D									C	
Approach Delay (s)		39.3			0.0			0.0			29.6	
Approach LOS		D			A			A			C	

Intersection Summary

HCM 2000 Control Delay	34.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

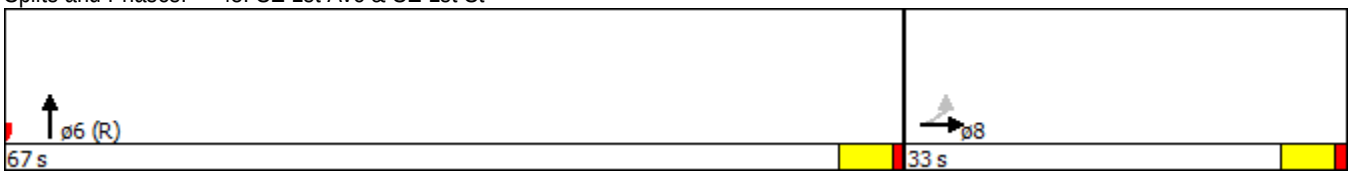
dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	470	932
Turn Type	NA	NA
Protected Phases	8	6
Permitted Phases		
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	33.0	67.0
Total Split (%)	33.0%	67.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 11 (11%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 48: SE 1st Ave & SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	283	470	0	0	0	0	0	932	301	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	171.0	158.3	0.0				0.0	158.3	171.0			
Lanes	0	3	0				0	3	0			
Cap, veh/h	72	807	0				0	2133	688			
Arrive On Green	0.09	0.09	0.00				0.00	0.20	0.20			
Sat Flow, veh/h	0	2882	0				0	3440	1110			
Grp Volume(v), veh/h	308	511	0				0	932	408			
Grp Sat Flow(s),veh/h/ln	0	1441	0				0	1583	1383			
Q Serve(g_s), s	0.0	17.1	0.0				0.0	25.9	26.0			
Cycle Q Clear(g_c), s	28.0	17.1	0.0				0.0	25.9	26.0			
Prop In Lane	1.00		0.00				0.00		0.80			
Lane Grp Cap(c), veh/h	72	807	0				0	1963	858			
V/C Ratio(X)	4.28	0.63	0.00				0.00	0.47	0.48			
Avail Cap(c_a), veh/h	72	807	0				0	1963	858			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	0.33	0.33			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	59.4	40.4	0.0				0.0	25.4	25.4			
Incr Delay (d2), s/veh	1506.9	3.8	0.0				0.0	0.8	1.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	32.1	7.1	0.0				0.0	11.3	10.1			
Lane Grp Delay (d), s/veh	1566.3	44.2	0.0				0.0	26.3	27.3			
Lane Grp LOS	F	D						C	C			
Approach Vol, veh/h		819						1340				
Approach Delay, s/veh		616.6						26.6				
Approach LOS		F						C				

Timer	
Assigned Phs	8	6
Phs Duration (G+Y+Rc), s	33.0	67.0
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	28.0	62.0
Max Q Clear Time (g_c+I1), s	30.0	28.0
Green Ext Time (p_c), s	0.0	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	250.4
HCM 2010 LOS	F

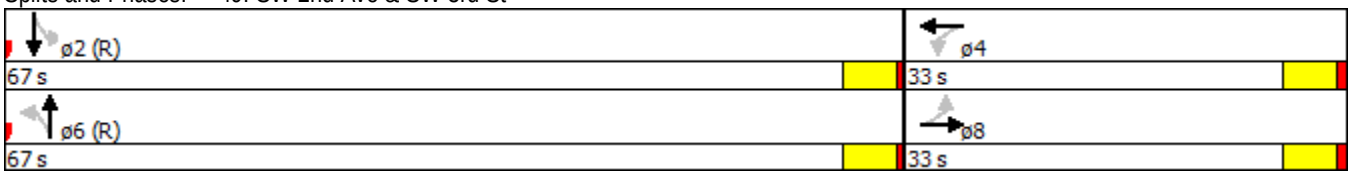
Notes

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	30	58	84	43	155	725	42	650
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.9	23.9	23.9	23.9	22.7	22.7	23.7	23.7
Total Split (s)	33.0	33.0	33.0	33.0	67.0	67.0	67.0	67.0
Total Split (%)	33.0%	33.0%	33.0%	33.0%	67.0%	67.0%	67.0%	67.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.9	0.9	0.9	0.9	0.7	0.7	0.7	0.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9	4.9	4.7	4.7	4.7	4.7
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 17 (17%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 49: SW 2nd Ave & SW 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	58	195	84	43	53	155	725	195	42	650	4
Number	3	8	18	7	4	14	1	6	16	5	2	12
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		0.98	0.99		0.96	1.00		0.96
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0
Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Cap, veh/h	321	92	310	185	165	206	361	1527	410	300	2015	12
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.62	0.62	0.62	0.21	0.21	0.21
Sat Flow, veh/h	1124	328	1102	968	588	732	653	2451	659	503	3234	19
Grp Volume(v), veh/h	32	0	266	88	0	101	163	507	461	44	344	344
Grp Sat Flow(s),veh/h/ln	1124	0	1430	968	0	1320	653	1629	1481	503	1629	1624
Q Serve(g_s), s	2.3	0.0	16.4	8.8	0.0	6.0	18.6	17.0	17.0	7.7	18.1	18.1
Cycle Q Clear(g_c), s	8.2	0.0	16.4	25.3	0.0	6.0	36.6	17.0	17.0	24.7	18.1	18.1
Prop In Lane	1.00		0.77	1.00		0.55	1.00		0.44	1.00		0.01
Lane Grp Cap(c), veh/h	321	0	402	185	0	371	361	1015	923	300	1015	1012
V/C Ratio(X)	0.10	0.00	0.66	0.48	0.00	0.27	0.45	0.50	0.50	0.15	0.34	0.34
Avail Cap(c_a), veh/h	321	0	402	185	0	371	361	1015	923	300	1015	1012
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	0.0	31.8	42.9	0.0	28.0	20.7	10.3	10.3	32.2	22.1	22.2
Incr Delay (d2), s/veh	0.6	0.0	8.3	8.5	0.0	1.8	4.0	1.8	1.9	1.0	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.7	0.0	6.8	2.6	0.0	2.2	3.3	6.8	6.3	1.1	8.2	8.2
Lane Grp Delay (d), s/veh	31.8	0.0	40.1	51.4	0.0	29.8	24.8	12.1	12.2	33.3	23.1	23.1
Lane Grp LOS	C		D	D		C	C	B	B	C	C	C
Approach Vol, veh/h		298			189			1131			732	
Approach Delay, s/veh		39.2			39.9			14.0			23.7	
Approach LOS		D			D			B			C	

Timer												
Assigned Phs		8			4			6			2	
Phs Duration (G+Y+Rc), s		33.0			33.0			67.0			67.0	
Change Period (Y+Rc), s		4.9			4.9			4.7			4.7	
Max Green Setting (Gmax), s		28.1			28.1			62.3			62.3	
Max Q Clear Time (g_c+I1), s		18.4			27.3			38.6			26.7	
Green Ext Time (p_c), s		1.6			0.2			4.3			4.4	

Intersection Summary												
HCM 2010 Ctrl Delay			22.3									
HCM 2010 LOS			C									

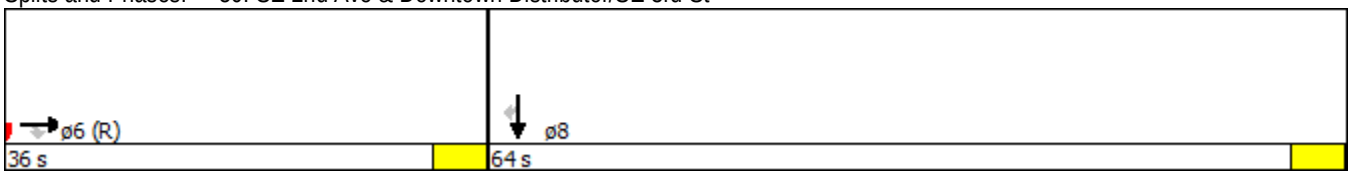
Notes

Lane Group	EBT	EBR	SBT	SBR
Lane Configurations				
Volume (vph)	429	1051	1533	1524
Turn Type	NA	Perm	NA	Perm
Protected Phases	6		8	
Permitted Phases		6		8
Detector Phase	6	6	8	8
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.1	24.1	22.3	22.3
Total Split (s)	36.0	36.0	64.0	64.0
Total Split (%)	36.0%	36.0%	64.0%	64.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.1	4.1	4.3	4.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 98 (98%), Referenced to phase 6:EBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 50: SE 2nd Ave & Downtown Distributor/SE 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	429	1051	0	0	0	0	0	0	0	1533	1524
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.1	4.1								4.3	4.3
Lane Util. Factor		0.91	0.91								0.95	1.00
Frpb, ped/bikes		0.99	0.97								1.00	0.91
Flpb, ped/bikes		1.00	1.00								1.00	1.00
Frt		0.92	0.85								1.00	0.85
Flt Protected		1.00	1.00								1.00	1.00
Satd. Flow (prot)		2630	1204								3036	1231
Flt Permitted		1.00	1.00								1.00	1.00
Satd. Flow (perm)		2630	1204								3036	1231
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	466	1142	0	0	0	0	0	0	0	1666	1657
RTOR Reduction (vph)	0	15	15	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1022	556	0	0	0	0	0	0	0	1666	1657
Confl. Peds. (#/hr)	34		9	9		34	27		27	27		27
Confl. Bikes (#/hr)			1			3			1			1
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Turn Type		NA	Perm								NA	Perm
Protected Phases		6									8	
Permitted Phases			6									8
Actuated Green, G (s)		31.9	31.9								59.7	59.7
Effective Green, g (s)		31.9	31.9								59.7	59.7
Actuated g/C Ratio		0.32	0.32								0.60	0.60
Clearance Time (s)		4.1	4.1								4.3	4.3
Vehicle Extension (s)		1.0	1.0								2.5	2.5
Lane Grp Cap (vph)		838	384								1812	734
v/s Ratio Prot		0.39									0.55	
v/s Ratio Perm			c0.46									c1.35
v/c Ratio		1.36dr	1.45								0.92	2.26
Uniform Delay, d1		34.0	34.0								18.0	20.1
Progression Factor		1.00	1.00								1.11	1.10
Incremental Delay, d2		109.6	215.7								7.8	570.2
Delay (s)		143.6	249.8								27.8	592.2
Level of Service		F	F								C	F
Approach Delay (s)		181.3			0.0			0.0			309.2	
Approach LOS		F			A			A			F	

Intersection Summary

HCM 2000 Control Delay	267.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.97		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	110.9%	ICU Level of Service	H
Analysis Period (min)	15		

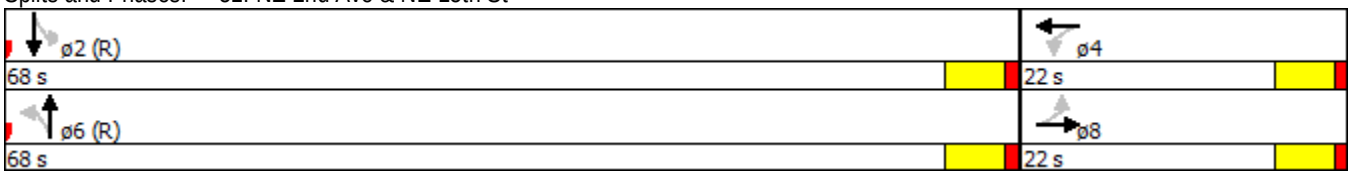
dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	38	60	133	49	31	907	409	1138
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	22.0	22.0	22.0	22.0	24.0	24.0	24.0	24.0
Total Split (s)	22.0	22.0	22.0	22.0	68.0	68.0	68.0	68.0
Total Split (%)	24.4%	24.4%	24.4%	24.4%	75.6%	75.6%	75.6%	75.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 84 (93%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 120
Control Type: Pretimed

Splits and Phases: 51: NE 2nd Ave & NE 15th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	38	60	152	133	49	104	31	907	122	409	1138	22
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.97	0.99		0.95	1.00		0.99	1.00		0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Adj Sat Flow veh/h/ln	159.8	159.8	171.0	159.8	159.8	171.0	171.0	159.8	171.0	171.0	159.8	171.0
Lanes	1	1	0	1	1	0	0	1	0	0	2	0
Cap, veh/h	159	74	188	107	83	177	41	373	49	134	896	17
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.93	0.93	0.93	0.70	0.70	0.70
Sat Flow, veh/h	1014	392	996	971	440	938	0	533	70	77	1279	25
Grp Volume(v), veh/h	41	0	230	145	0	166	1153	0	0	445	0	1261
Grp Sat Flow(s),veh/h/ln	1014	0	1388	971	0	1377	603	0	0	77	0	1304
Q Serve(g_s), s	3.5	0.0	14.5	2.5	0.0	10.0	0.0	0.0	0.0	0.0	0.0	63.0
Cycle Q Clear(g_c), s	13.5	0.0	14.5	17.0	0.0	10.0	63.0	0.0	0.0	63.0	0.0	63.0
Prop In Lane	1.00		0.72	1.00		0.68	0.03		0.12	1.00		0.02
Lane Grp Cap(c), veh/h	159	0	262	107	0	260	463	0	0	134	0	913
V/C Ratio(X)	0.26	0.00	0.88	1.36	0.00	0.64	2.49	0.00	0.00	3.32	0.00	1.38
Avail Cap(c_a), veh/h	159	0	262	107	0	260	463	0	0	134	0	913
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.9	0.0	35.5	44.7	0.0	33.7	29.4	0.0	0.0	32.3	0.0	13.5
Incr Delay (d2), s/veh	3.9	0.0	31.3	209.0	0.0	11.4	676.9	0.0	0.0	1062.9	0.0	178.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.1	0.0	7.3	8.6	0.0	4.3	95.4	0.0	0.0	42.6	0.0	62.0
Lane Grp Delay (d), s/veh	43.8	0.0	66.8	253.7	0.0	45.1	706.3	0.0	0.0	1095.2	0.0	192.0
Lane Grp LOS	D		E	F		D	F			F		F
Approach Vol, veh/h		271			311			1153			1706	
Approach Delay, s/veh		63.3			142.3			706.3			427.6	
Approach LOS		E			F			F			F	

Timer												
Assigned Phs		8			4			6			2	
Phs Duration (G+Y+Rc), s		22.0			22.0			68.0			68.0	
Change Period (Y+Rc), s		5.0			5.0			5.0			5.0	
Max Green Setting (Gmax), s		17.0			17.0			63.0			63.0	
Max Q Clear Time (g_c+I1), s		16.5			19.0			65.0			65.0	
Green Ext Time (p_c), s		0.2			0.0			0.0			0.0	

Intersection Summary	
HCM 2010 Ctrl Delay	466.5
HCM 2010 LOS	F

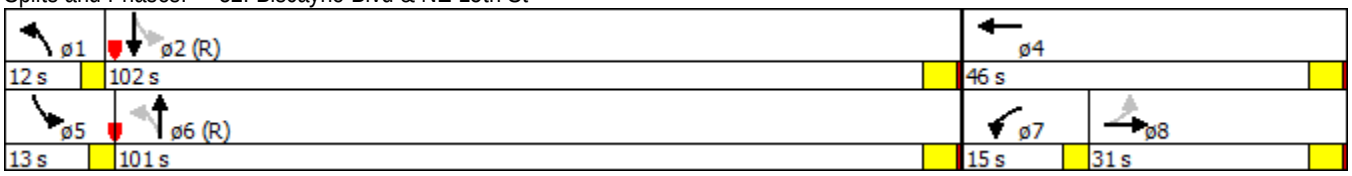
Notes

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	33	207	152	185	72	2176	176	1248
Turn Type	Perm	NA	Prot	NA	pm+pt	NA	pm+pt	NA
Protected Phases		8	7	4	1	6	5	2
Permitted Phases	8				6		2	
Detector Phase	8	8	7	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	25.8	25.8	8.0	25.8	9.0	22.6	9.0	22.6
Total Split (s)	31.0	31.0	15.0	46.0	12.0	101.0	13.0	102.0
Total Split (%)	19.4%	19.4%	9.4%	28.8%	7.5%	63.1%	8.1%	63.8%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.8	0.8	0.0	0.8	0.0	0.6	0.0	0.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.8	3.0	4.8	3.0	4.6	3.0	4.6
Lead/Lag	Lag	Lag	Lead		Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 63 (39%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 52: Biscayne Blvd & NE 15th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	207	32	152	185	95	72	2176	302	176	1248	38
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus Adj	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	171.0	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0
Lanes	0	1	0	1	1	0	1	2	0	1	2	0
Cap, veh/h	39	136	20	116	260	133	213	1690	228	142	1992	60
Arrive On Green	0.16	0.16	0.16	0.13	0.43	0.43	0.06	1.00	1.00	0.06	0.63	0.63
Sat Flow, veh/h	85	830	123	1551	1008	516	1551	2806	379	1551	3144	95
Grp Volume(v), veh/h	296	0	0	165	0	304	78	1347	1347	191	702	696
Grp Sat Flow(s),veh/h/ln	1037	0	0	1551	0	1524	1551	1629	1556	1551	1629	1610
Q Serve(g_s), s	13.9	0.0	0.0	12.0	0.0	27.3	3.2	0.0	96.4	10.0	44.4	44.6
Cycle Q Clear(g_c), s	26.2	0.0	0.0	12.0	0.0	27.3	3.2	0.0	96.4	10.0	44.4	44.6
Prop In Lane	0.12		0.12	1.00		0.34	1.00		0.24	1.00		0.06
Lane Grp Cap(c), veh/h	195	0	0	116	0	393	213	981	938	142	1032	1020
V/C Ratio(X)	1.52	0.00	0.00	1.42	0.00	0.77	0.37	1.37	1.44	1.35	0.68	0.68
Avail Cap(c_a), veh/h	195	0	0	116	0	393	251	981	938	142	1032	1020
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.00	0.00	0.66	0.00	0.66	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.3	0.0	0.0	70.0	0.0	41.6	17.1	0.0	0.0	58.6	18.9	18.9
Incr Delay (d2), s/veh	250.0	0.0	0.0	218.2	0.0	6.1	0.0	168.1	196.9	194.9	3.6	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	21.8	0.0	0.0	11.7	0.0	10.6	1.1	45.8	51.3	13.7	18.8	18.6
Lane Grp Delay (d), s/veh	319.4	0.0	0.0	288.2	0.0	47.7	17.1	168.1	196.9	253.6	22.5	22.6
Lane Grp LOS	F			F		D	B	F	F	F	C	C
Approach Vol, veh/h		296			469			2771			1589	
Approach Delay, s/veh		319.4			132.3			177.8			50.3	
Approach LOS		F			F			F			D	

Timer												
Assigned Phs		8		7	4		1	6		5	2	
Phs Duration (G+Y+Rc), s		31.0		15.0	46.0		8.0	101.0		13.0	106.0	
Change Period (Y+Rc), s		4.8		3.0	4.8		3.0	4.6		3.0	4.6	
Max Green Setting (Gmax), s		26.2		12.0	41.2		9.0	96.4		10.0	97.4	
Max Q Clear Time (g_c+I1), s		28.2		14.0	29.3		5.2	98.4		12.0	46.6	
Green Ext Time (p_c), s		0.0		0.0	2.5		0.0	0.0		0.0	30.6	

Intersection Summary		
HCM 2010 Ctrl Delay		142.3
HCM 2010 LOS		F

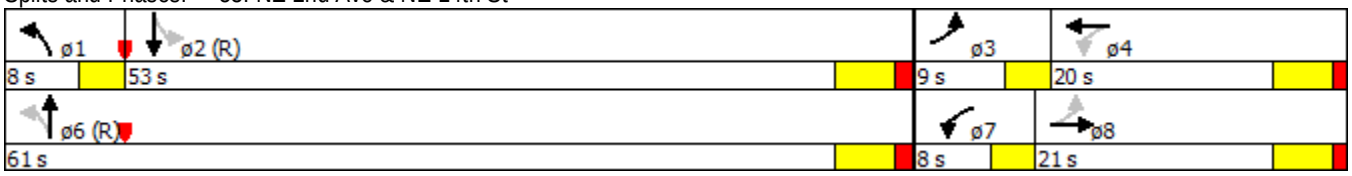
Notes

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	346	126	97	61	17	807	401	1253
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	3	8	7	4	1	6		2
Permitted Phases	8		4		6		2	
Detector Phase	3	8	7	4	1	6	2	2
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	8.0	20.0	8.0	20.0	8.0	25.4	25.4	25.4
Total Split (s)	9.0	21.0	8.0	20.0	8.0	61.0	53.0	53.0
Total Split (%)	10.0%	23.3%	8.9%	22.2%	8.9%	67.8%	58.9%	58.9%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.1	0.0	1.1	0.0	1.4	1.4	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	3.0	5.1	3.0	5.1	3.0	5.4		5.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 76 (84%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Pretimed

Splits and Phases: 53: NE 2nd Ave & NE 14th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	346	126	55	97	61	86	17	807	156	401	1253	37
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.97	0.99		0.95	1.00		0.99	1.00		0.99
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	0.90
Adj Sat Flow veh/h/ln	159.8	159.8	171.0	159.8	159.8	171.0	159.8	159.8	171.0	171.0	159.8	171.0
Lanes	1	1	0	1	1	0	1	1	0	0	2	0
Cap, veh/h	242	185	81	217	97	136	179	803	156	80	669	20
Arrive On Green	0.07	0.18	0.18	0.06	0.17	0.17	0.06	0.62	0.62	1.00	1.00	1.00
Sat Flow, veh/h	1522	1045	458	1522	584	823	1522	1300	252	0	1265	37
Grp Volume(v), veh/h	376	0	197	105	0	159	18	0	1047	436	0	1402
Grp Sat Flow(s),veh/h/ln	1522	0	1503	1522	0	1407	1522	0	1552	0	0	1302
Q Serve(g_s), s	6.0	0.0	11.2	5.0	0.0	9.6	0.4	0.0	55.6	0.0	0.0	43.5
Cycle Q Clear(g_c), s	6.0	0.0	11.2	5.0	0.0	9.6	0.4	0.0	55.6	47.6	0.0	43.5
Prop In Lane	1.00		0.30	1.00		0.58	1.00		0.16	1.00		0.03
Lane Grp Cap(c), veh/h	242	0	266	217	0	233	179	0	958	80	0	688
V/C Ratio(X)	1.55	0.00	0.74	0.48	0.00	0.68	0.10	0.00	1.09	5.45	0.00	2.04
Avail Cap(c_a), veh/h	242	0	266	217	0	233	179	0	958	80	0	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.4	0.0	35.1	30.3	0.0	35.3	19.2	0.0	17.2	23.8	0.0	0.0
Incr Delay (d2), s/veh	268.0	0.0	17.0	7.5	0.0	15.0	1.1	0.0	57.6	2029.7	0.0	471.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	18.0	0.0	5.5	2.4	0.0	4.4	0.3	0.0	34.8	46.7	0.0	90.2
Lane Grp Delay (d), s/veh	304.4	0.0	52.1	37.8	0.0	50.4	20.3	0.0	74.8	2053.5	0.0	471.5
Lane Grp LOS	F		D	D		D	C		F	F		F
Approach Vol, veh/h		573			264			1065			1838	
Approach Delay, s/veh		217.7			45.4			73.9			846.8	
Approach LOS		F			D			E			F	

Timer												
Assigned Phs	3	8		7	4		1	6			2	
Phs Duration (G+Y+Rc), s	9.0	21.0		8.0	20.0		8.0	61.0			53.0	
Change Period (Y+Rc), s	3.0	5.1		3.0	5.1		3.0	5.4			5.4	
Max Green Setting (Gmax), s	6.0	15.9		5.0	14.9		5.0	55.6			47.6	
Max Q Clear Time (g_c+I1), s	8.0	13.2		7.0	11.6		2.4	57.6			49.6	
Green Ext Time (p_c), s	0.0	0.5		0.0	0.6		0.0	0.0			0.0	

Intersection Summary		
HCM 2010 Ctrl Delay		473.7
HCM 2010 LOS		F

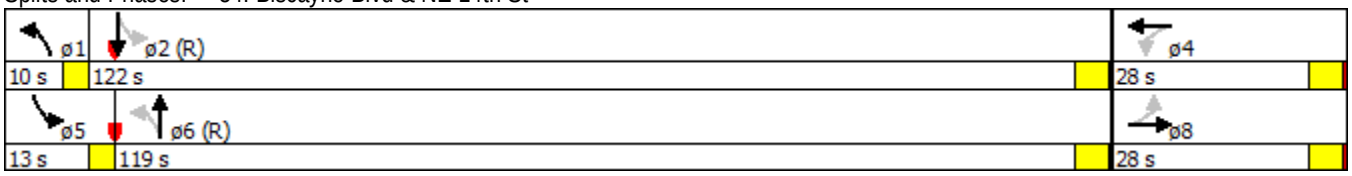
Notes

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	88	194	61	115	83	2468	158	1310
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		8		4	1	6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	24.8	24.8	24.8	24.8	9.0	22.6	9.0	22.6
Total Split (s)	28.0	28.0	28.0	28.0	10.0	119.0	13.0	122.0
Total Split (%)	17.5%	17.5%	17.5%	17.5%	6.3%	74.4%	8.1%	76.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.8	0.8	0.8	0.8	0.0	0.6	0.0	0.6
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.8		4.8	3.0	4.6	3.0	4.6
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 57 (36%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 54: Biscayne Blvd & NE 14th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	88	194	53	61	115	52	83	2468	292	158	1310	34
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	1.00		0.97	1.00		0.99	1.00		0.99
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	171.0	162.9	171.0	171.0	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0
Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Cap, veh/h	62	161	44	45	138	63	319	2048	237	142	2360	61
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.06	1.00	1.00	0.12	1.00	1.00
Sat Flow, veh/h	114	1111	305	0	954	435	1551	2865	331	1551	3160	82
Grp Volume(v), veh/h	96	0	269	66	0	182	90	1500	1500	172	733	728
Grp Sat Flow(s),veh/h/ln	114	0	1417	0	0	1389	1551	1629	1568	1551	1629	1614
Q Serve(g_s), s	2.6	0.0	23.2	0.0	0.0	20.6	2.6	0.0	114.4	10.0	0.0	0.0
Cycle Q Clear(g_c), s	23.2	0.0	23.2	23.2	0.0	20.6	2.6	0.0	114.4	10.0	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.31	1.00		0.21	1.00		0.05
Lane Grp Cap(c), veh/h	62	0	205	45	0	201	319	1164	1121	142	1216	1205
V/C Ratio(X)	1.56	0.00	1.31	1.47	0.00	0.90	0.28	1.29	1.34	1.21	0.60	0.60
Avail Cap(c_a), veh/h	62	0	205	45	0	201	339	1164	1121	142	1216	1205
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.85	1.85	1.85	1.85	1.85	1.85
Upstream Filter(I)	0.66	0.00	0.66	1.00	0.00	1.00	0.26	0.26	0.26	0.49	0.49	0.49
Uniform Delay (d), s/veh	79.7	0.0	68.4	80.0	0.0	67.3	5.4	0.0	0.0	60.1	0.0	0.0
Incr Delay (d2), s/veh	296.8	0.0	160.4	298.5	0.0	37.6	0.0	131.5	153.9	122.9	1.1	1.1
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 Back of Q (50%), veh/ln	7.7	0.0	17.8	5.6	0.0	9.6	0.9	42.5	47.9	10.6	0.4	0.4
Lane Grp Delay (d), s/veh	376.4	0.0	228.8	378.5	0.0	104.9	5.4	131.5	153.9	183.0	1.1	1.1
Lane Grp LOS	F		F	F		F	A	F	F	F	A	A
Approach Vol, veh/h		365			248			3090			1633	
Approach Delay, s/veh		267.6			177.7			138.7			20.3	
Approach LOS		F			F			F			C	

Timer												
Assigned Phs		8			4		1	6		5	2	
Phs Duration (G+Y+Rc), s		28.0			28.0		7.9	119.0		13.0	124.1	
Change Period (Y+Rc), s		4.8			4.8		3.0	4.6		3.0	4.6	
Max Green Setting (Gmax), s		23.2			23.2		7.0	114.4		10.0	117.4	
Max Q Clear Time (g_c+I1), s		25.2			25.2		4.6	116.4		12.0	2.0	
Green Ext Time (p_c), s		0.0			0.0		0.0	0.0		0.0	63.6	

Intersection Summary		
HCM 2010 Ctrl Delay		113.1
HCM 2010 LOS		F

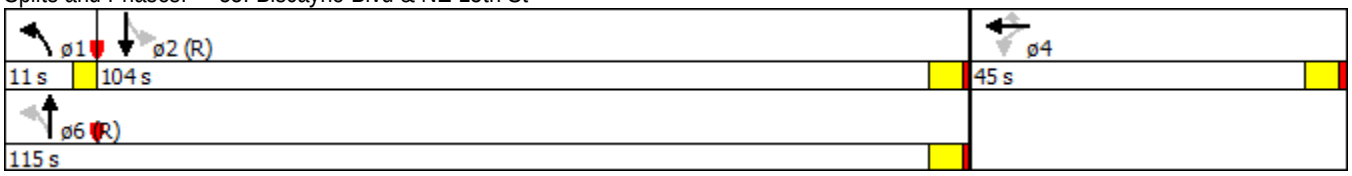
Notes

Lane Group	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations							
Volume (vph)	661	149	191	162	2094	71	1374
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	NA
Protected Phases		4		1	6		2
Permitted Phases	4		4	6		2	
Detector Phase	4	4	4	1	6	2	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	27.3	27.3	27.3	9.0	23.0	23.0	23.0
Total Split (s)	45.0	45.0	45.0	11.0	115.0	104.0	104.0
Total Split (%)	28.1%	28.1%	28.1%	6.9%	71.9%	65.0%	65.0%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	1.3	1.3	1.3	0.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.3	5.3	5.3	3.0	5.0		5.0
Lead/Lag				Lead		Lag	Lag
Lead-Lag Optimize?				Yes		Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 48 (30%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 55: Biscayne Blvd & NE 13th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	661	149	191	162	2094	0	71	1374	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.3	5.3	5.3	3.0	5.0			5.0	
Lane Util. Factor				0.91	0.91	1.00	1.00	0.95			0.91	
Frpb, ped/bikes				1.00	1.00	0.96	1.00	1.00			1.00	
Flpb, ped/bikes				0.97	0.98	1.00	1.00	1.00			1.00	
Frt				1.00	1.00	0.85	1.00	1.00			1.00	
Flt Protected				0.95	0.97	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1513	3112	1470	1719	3438			4914	
Flt Permitted				0.95	0.97	1.00	0.11	1.00			0.63	
Satd. Flow (perm)				1513	3112	1470	197	3438			3123	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	718	162	208	176	2276	0	77	1493	17
RTOR Reduction (vph)	0	0	0	0	0	26	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	359	521	182	176	2276	0	0	1586	0
Confl. Peds. (#/hr)	15		15	15		15	40		20	20		40
Turn Type				Perm	NA	Perm	pm+pt	NA		Perm	NA	
Protected Phases					4		1	6			2	
Permitted Phases				4		4	6			2		
Actuated Green, G (s)				39.4	39.4	39.4	110.3	110.3			99.2	
Effective Green, g (s)				39.4	39.4	39.4	110.3	110.3			99.2	
Actuated g/C Ratio				0.25	0.25	0.25	0.69	0.69			0.62	
Clearance Time (s)				5.3	5.3	5.3	3.0	5.0			5.0	
Vehicle Extension (s)				2.5	2.5	2.5	2.0	1.0			1.0	
Lane Grp Cap (vph)				372	766	361	212	2370			1936	
v/s Ratio Prot							0.04	c0.66				
v/s Ratio Perm				c0.24	0.17	0.12	0.53				0.51	
v/c Ratio				0.97	0.91dl	0.51	0.83	0.96			1.71dl	
Uniform Delay, d1				59.6	54.6	51.9	15.3	22.8			23.5	
Progression Factor				1.00	1.00	1.00	1.00	1.00			0.49	
Incremental Delay, d2				37.2	2.3	0.8	22.3	11.3			3.0	
Delay (s)				96.8	56.9	52.7	37.6	34.1			14.6	
Level of Service				F	E	D	D	C			B	
Approach Delay (s)		0.0			69.3			34.4			14.6	
Approach LOS		A			E			C			B	

Intersection Summary

HCM 2000 Control Delay	35.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	124.0%	ICU Level of Service	H
Analysis Period (min)	15		

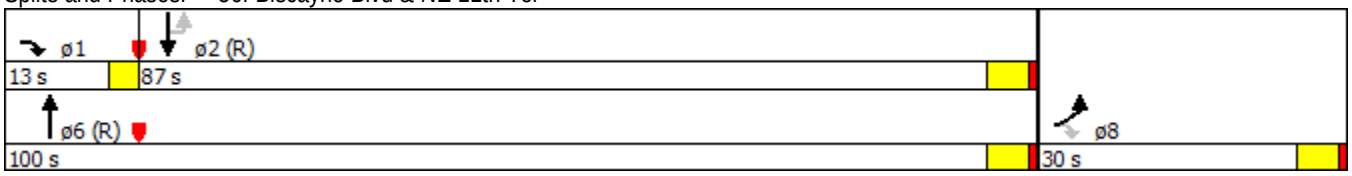
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Lane Group	EBL	EBR	NBT	SBT
Lane Configurations				
Volume (vph)	480	75	1952	1502
Turn Type	NA	custom	NA	NA
Protected Phases	8	1	6	2
Permitted Phases		8		
Detector Phase	8	1	6	2
Switch Phase				
Minimum Initial (s)	7.0	5.0	16.0	16.0
Minimum Split (s)	21.0	9.0	21.0	21.0
Total Split (s)	30.0	13.0	100.0	87.0
Total Split (%)	23.1%	10.0%	76.9%	66.9%
Yellow Time (s)	4.0	3.0	4.0	4.0
All-Red Time (s)	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	3.0	5.0	5.0
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 11 (8%), Referenced to phase 2:SBTU and 6:NBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 56: Biscayne Blvd & NE 11th Ter



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	480	75	0	1952	1502	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	3.0		5.0	5.0	
Lane Util. Factor	0.97	1.00		0.91	0.91	
Frpb, ped/bikes	1.00	0.97		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	3001	1343		4446	4446	
Flt Permitted	0.95	1.00		1.00	1.00	
Satd. Flow (perm)	3001	1343		4446	4446	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	522	82	0	2122	1633	0
RTOR Reduction (vph)	0	22	0	0	0	0
Lane Group Flow (vph)	522	60	0	2122	1633	0
Confl. Peds. (#/hr)	20	20	20			20
Turn Type	NA	custom		NA	NA	
Protected Phases	8	1		6	2	
Permitted Phases		8				
Actuated Green, G (s)	28.0	33.0		92.0	84.0	
Effective Green, g (s)	28.0	33.0		92.0	84.0	
Actuated g/C Ratio	0.22	0.25		0.71	0.65	
Clearance Time (s)	5.0	3.0		5.0	5.0	
Vehicle Extension (s)	2.5	2.0		1.0	1.0	
Lane Grp Cap (vph)	646	340		3146	2872	
v/s Ratio Prot	c0.17	0.01		c0.48	0.37	
v/s Ratio Perm		0.04				
v/c Ratio	0.81	0.18		0.67	0.57	
Uniform Delay, d1	48.4	37.9		10.6	12.9	
Progression Factor	1.00	1.00		0.36	1.00	
Incremental Delay, d2	7.1	0.1		0.1	0.8	
Delay (s)	55.6	38.0		3.9	13.7	
Level of Service	E	D		A	B	
Approach Delay (s)	53.2			3.9	13.7	
Approach LOS	D			A	B	

Intersection Summary

HCM 2000 Control Delay	14.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		

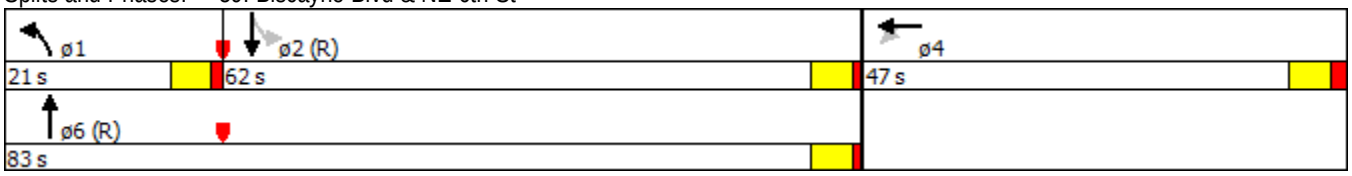
c Critical Lane Group

Lane Group	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations						
Volume (vph)	152	1052	350	2335	41	1279
Turn Type	Perm	NA	Prot	NA	Perm	NA
Protected Phases		4	1	6		2
Permitted Phases	4				2	
Detector Phase	4	4	1	6	2	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	24.8	24.8	10.0	23.0	23.0	23.0
Total Split (s)	47.0	47.0	21.0	83.0	62.0	62.0
Total Split (%)	36.2%	36.2%	16.2%	63.8%	47.7%	47.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.8	1.8	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	5.8	5.8	5.0	5.0		5.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 59: Biscayne Blvd & NE 6th St



Movement	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Volume (vph)	152	1052	223	350	2335	41	1279	209
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.8	5.8		5.0	5.0		5.0	
Lane Util. Factor	1.00	0.91		0.97	0.86		0.86	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	
Flpb, ped/bikes	0.96	1.00		1.00	1.00		1.00	
Frt	1.00	0.97		1.00	1.00		0.98	
Flt Protected	0.95	1.00		0.95	1.00		1.00	
Satd. Flow (prot)	1442	4171		2918	5447		5328	
Flt Permitted	0.95	1.00		0.95	1.00		0.76	
Satd. Flow (perm)	1442	4171		2918	5447		4043	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	165	1143	242	380	2538	45	1390	227
RTOR Reduction (vph)	0	2	0	0	0	0	0	0
Lane Group Flow (vph)	165	1383	0	380	2538	0	1662	0
Confl. Peds. (#/hr)	20		20	20				
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%
Turn Type	Perm	NA		Prot	NA	Perm	NA	
Protected Phases		4		1	6		2	
Permitted Phases	4					2		
Actuated Green, G (s)	42.0	42.0		16.0	77.2		56.2	
Effective Green, g (s)	42.0	42.0		16.0	77.2		56.2	
Actuated g/C Ratio	0.32	0.32		0.12	0.59		0.43	
Clearance Time (s)	5.8	5.8		5.0	5.0		5.0	
Vehicle Extension (s)	3.5	3.5		2.0	1.0		1.0	
Lane Grp Cap (vph)	465	1347		359	3234		1747	
v/s Ratio Prot		c0.33		c0.13	0.47			
v/s Ratio Perm	0.11						c0.41	
v/c Ratio	0.35	1.03		1.06	0.78		0.95	
Uniform Delay, d1	33.6	44.0		57.0	20.1		35.6	
Progression Factor	1.00	1.00		1.00	1.00		0.46	
Incremental Delay, d2	0.6	31.6		63.8	2.0		11.6	
Delay (s)	34.2	75.6		120.8	22.1		27.9	
Level of Service	C	E		F	C		C	
Approach Delay (s)		71.2			34.9		27.9	
Approach LOS		E			C		C	

Intersection Summary

HCM 2000 Control Delay	42.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	15.8
Intersection Capacity Utilization	104.4%	ICU Level of Service	G
Analysis Period (min)	15		

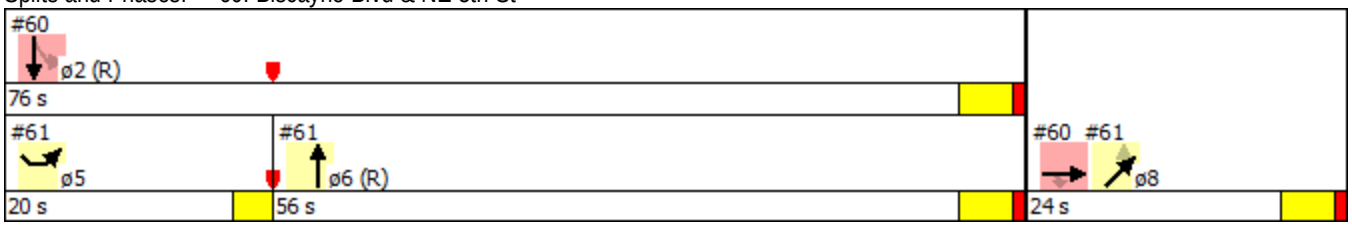
c Critical Lane Group

Lane Group	EBT	EBR	SBT	ø5	ø6
Lane Configurations					
Volume (vph)	507	126	1152		
Turn Type	NA	Perm	NA		
Protected Phases	8		2	5	6
Permitted Phases		8			
Detector Phase	8	8	2		
Switch Phase					
Minimum Initial (s)	10.0	10.0	7.0	5.0	7.0
Minimum Split (s)	24.0	24.0	26.0	20.0	26.0
Total Split (s)	24.0	24.0	76.0	20.0	56.0
Total Split (%)	24.0%	24.0%	76.0%	20%	56%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		
Total Lost Time (s)	5.0	5.0	5.0		
Lead/Lag				Lead	Lag
Lead-Lag Optimize?				Yes	Yes
Recall Mode	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 70 (70%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 60: Biscayne Blvd & NE 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱								↑↑↑↑	
Volume (vph)	0	507	126	0	0	0	0	0	0	191	1152	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0								5.0	
Lane Util. Factor		0.91	1.00								0.86	
Frpb, ped/bikes		1.00	0.96								1.00	
Flpb, ped/bikes		1.00	1.00								1.00	
Frt		1.00	0.85								1.00	
Flt Protected		1.00	1.00								0.99	
Satd. Flow (prot)		4404	1312								5488	
Flt Permitted		1.00	1.00								0.99	
Satd. Flow (perm)		4404	1312								5488	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	551	137	0	0	0	0	0	0	208	1252	0
RTOR Reduction (vph)	0	0	79	0	0	0	0	0	0	0	6	0
Lane Group Flow (vph)	0	551	58	0	0	0	0	0	0	0	1454	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Turn Type		NA	Perm							Perm	NA	
Protected Phases		8									2	
Permitted Phases			8							2		
Actuated Green, G (s)		19.0	19.0								71.0	
Effective Green, g (s)		19.0	19.0								71.0	
Actuated g/C Ratio		0.19	0.19								0.71	
Clearance Time (s)		5.0	5.0								5.0	
Vehicle Extension (s)		2.5	2.5								1.0	
Lane Grp Cap (vph)		836	249								3896	
v/s Ratio Prot		c0.13										
v/s Ratio Perm			0.04								0.26	
v/c Ratio		0.66	0.23								0.37	
Uniform Delay, d1		37.5	34.3								5.7	
Progression Factor		1.35	2.28								1.00	
Incremental Delay, d2		1.7	0.3								0.3	
Delay (s)		52.3	78.7								6.0	
Level of Service		D	E								A	
Approach Delay (s)		57.6			0.0			0.0			6.0	
Approach LOS		E			A			A			A	

Intersection Summary

HCM 2000 Control Delay	22.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	45.0%	ICU Level of Service	A
Analysis Period (min)	15		

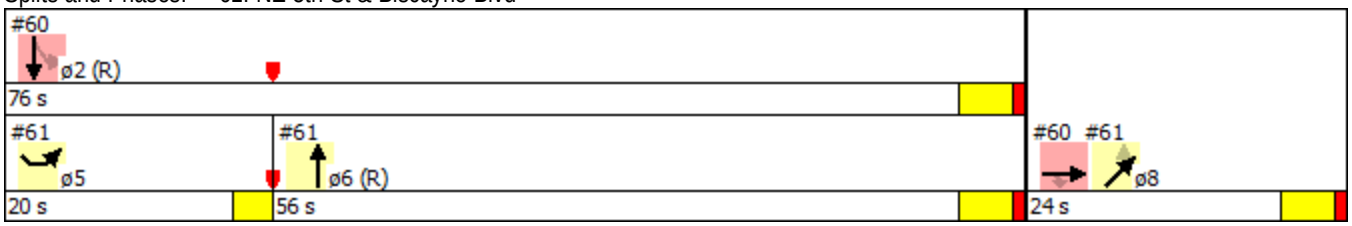
c Critical Lane Group

Lane Group	NBT	SEL	NET	ø2
Lane Configurations				
Volume (vph)	2211	191	361	
Turn Type	NA	NA	NA	
Protected Phases	6	5	8	2
Permitted Phases				
Detector Phase	6	5	8	
Switch Phase				
Minimum Initial (s)	7.0	5.0	10.0	7.0
Minimum Split (s)	26.0	20.0	24.0	26.0
Total Split (s)	56.0	20.0	24.0	76.0
Total Split (%)	56.0%	20.0%	24.0%	76%
Yellow Time (s)	4.0	3.0	4.0	4.0
All-Red Time (s)	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	
Total Lost Time (s)	5.0	3.0	5.0	
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	C-Min	None	None	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 70 (70%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 61: NE 5th St & Biscayne Blvd



Movement	NBT	NBR	SEL	NEL	NET
Lane Configurations					
Volume (vph)	2211	67	191	296	361
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		3.0		5.0
Lane Util. Factor	0.86		0.97		0.86
Frpb, ped/bikes	1.00		1.00		1.00
Flpb, ped/bikes	1.00		1.00		0.98
Frt	1.00		1.00		1.00
Flt Protected	1.00		0.95		0.98
Satd. Flow (prot)	5518		2973		5298
Flt Permitted	1.00		0.95		0.98
Satd. Flow (perm)	5518		2973		5298
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2403	73	208	322	392
RTOR Reduction (vph)	3	0	0	0	0
Lane Group Flow (vph)	2473	0	208	0	714
Confl. Peds. (#/hr)		20	20	20	
Heavy Vehicles (%)	6%	6%	6%	6%	6%
Turn Type	NA		NA	Perm	NA
Protected Phases	6		5		8
Permitted Phases				8	
Actuated Green, G (s)	56.7		11.3		19.0
Effective Green, g (s)	56.7		11.3		19.0
Actuated g/C Ratio	0.57		0.11		0.19
Clearance Time (s)	5.0		3.0		5.0
Vehicle Extension (s)	1.0		2.0		2.5
Lane Grp Cap (vph)	3128		335		1006
v/s Ratio Prot	c0.45		c0.07		
v/s Ratio Perm					0.13
v/c Ratio	0.79		0.62		1.13dl
Uniform Delay, d1	17.0		42.3		37.9
Progression Factor	0.28		1.00		0.37
Incremental Delay, d2	1.6		2.6		1.8
Delay (s)	6.3		44.9		15.9
Level of Service	A		D		B
Approach Delay (s)	6.3		44.9		15.9
Approach LOS	A		D		B

Intersection Summary			
HCM 2000 Control Delay	10.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		

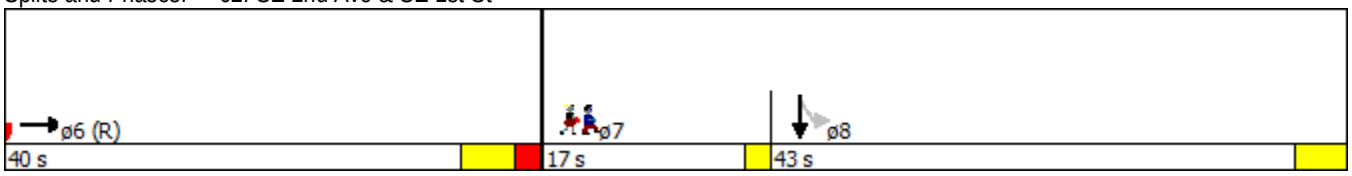
dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Lane Group	EBT	SBT	ø7
Lane Configurations			
Volume (vph)	481	889	
Turn Type	NA	NA	
Protected Phases	6	8	7
Permitted Phases			
Detector Phase	6	8	
Switch Phase			
Minimum Initial (s)	7.0	7.0	1.0
Minimum Split (s)	24.0	22.0	17.0
Total Split (s)	40.0	43.0	17.0
Total Split (%)	40.0%	43.0%	17%
Yellow Time (s)	4.0	4.0	2.0
All-Red Time (s)	2.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	4.0	
Lead/Lag		Lag	Lead
Lead-Lag Optimize?		Yes	Yes
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 68 (68%), Referenced to phase 6:EBT, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 62: SE 2nd Ave & SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	481	237	0	0	0	0	0	0	77	889	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0									4.0	
Lane Util. Factor		0.91									0.91	
Frpb, ped/bikes		0.98									1.00	
Flpb, ped/bikes		1.00									1.00	
Frt		0.95									1.00	
Flt Protected		1.00									1.00	
Satd. Flow (prot)		3903									4293	
Flt Permitted		1.00									1.00	
Satd. Flow (perm)		3903									4293	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	523	258	0	0	0	0	0	0	84	966	0
RTOR Reduction (vph)	0	89	0	0	0	0	0	0	0	0	34	0
Lane Group Flow (vph)	0	692	0	0	0	0	0	0	0	0	1016	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Parking (#/hr)		0										
Turn Type		NA								Perm	NA	
Protected Phases		6									8	
Permitted Phases										8		
Actuated Green, G (s)		34.0									39.0	
Effective Green, g (s)		34.0									39.0	
Actuated g/C Ratio		0.34									0.39	
Clearance Time (s)		6.0									4.0	
Lane Grp Cap (vph)		1327									1674	
v/s Ratio Prot		c0.18										
v/s Ratio Perm											0.24	
v/c Ratio		0.52									0.61	
Uniform Delay, d1		26.5									24.4	
Progression Factor		0.92									0.53	
Incremental Delay, d2		1.2									1.2	
Delay (s)		25.4									14.0	
Level of Service		C									B	
Approach Delay (s)		25.4			0.0			0.0			14.0	
Approach LOS		C			A			A			B	

Intersection Summary

HCM 2000 Control Delay	18.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		

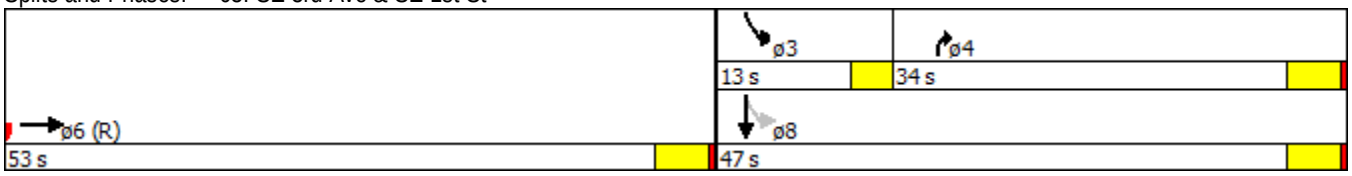
c Critical Lane Group

Lane Group	EBT	NBR	SBL	SBT
Lane Configurations				
Volume (vph)	466	198	23	69
Turn Type	NA	custom	pm+pt	NA
Protected Phases	6	4	3	8
Permitted Phases		4	8	
Detector Phase	6	4	3	8
Switch Phase				
Minimum Initial (s)	7.0	7.0	5.0	7.0
Minimum Split (s)	22.6	20.6	9.0	22.6
Total Split (s)	53.0	34.0	13.0	47.0
Total Split (%)	53.0%	34.0%	13.0%	47.0%
Yellow Time (s)	4.0	4.0	3.0	4.0
All-Red Time (s)	0.6	0.6	0.0	0.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	4.6	3.0	4.6
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 84 (84%), Referenced to phase 6:EBT, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 63: SE 3rd Ave & SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	466	91	0	0	0	0	0	198	23	69	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6							4.6	3.0	4.6	
Lane Util. Factor		0.91							0.88	1.00	1.00	
Frpb, ped/bikes		0.99							1.00	1.00	1.00	
Flpb, ped/bikes		1.00							1.00	0.97	1.00	
Frt		0.98							0.85	1.00	1.00	
Flt Protected		1.00							1.00	0.95	1.00	
Satd. Flow (prot)		4163							2369	1308	1583	
Flt Permitted		1.00							1.00	0.95	1.00	
Satd. Flow (perm)		4163							2369	1308	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	507	99	0	0	0	0	0	215	25	75	0
RTOR Reduction (vph)	0	29	0	0	0	0	0	0	152	14	0	0
Lane Group Flow (vph)	0	577	0	0	0	0	0	0	63	11	75	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Parking (#/hr)	0		0							0		0
Turn Type		NA							custom	pm+pt	NA	
Protected Phases		6							4	3	8	
Permitted Phases									4	8		
Actuated Green, G (s)		48.4							29.4	42.4	42.4	
Effective Green, g (s)		48.4							29.4	42.4	42.4	
Actuated g/C Ratio		0.48							0.29	0.42	0.42	
Clearance Time (s)		4.6							4.6	3.0	4.6	
Lane Grp Cap (vph)		2014							696	554	671	
v/s Ratio Prot		c0.14							0.03	0.00	c0.05	
v/s Ratio Perm										0.01		
v/c Ratio		0.29							0.09	0.02	0.11	
Uniform Delay, d1		15.5							25.6	16.7	17.4	
Progression Factor		0.57							1.00	1.77	1.11	
Incremental Delay, d2		0.3							0.1	0.1	0.3	
Delay (s)		9.0							25.7	29.6	19.7	
Level of Service		A							C	C	B	
Approach Delay (s)		9.0			0.0			25.7			22.2	
Approach LOS		A			A			C			C	

Intersection Summary

HCM 2000 Control Delay	14.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.21		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	39.0%	ICU Level of Service	A
Analysis Period (min)	15		

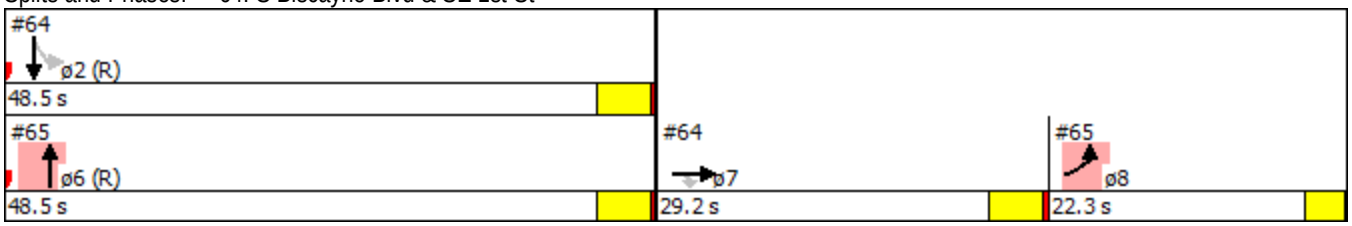
c Critical Lane Group

Lane Group	EBT	EBR	SBT	ø6	ø8
Lane Configurations					
Volume (vph)	893	337	1146		
Turn Type	NA	Perm	NA		
Protected Phases	7		2	6	8
Permitted Phases		7			
Detector Phase	7	7	2		
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	22.3
Total Split (s)	29.2	29.2	48.5	48.5	22.3
Total Split (%)	29.2%	29.2%	48.5%	49%	22%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.3
Lost Time Adjust (s)	0.0	0.0	0.0		
Total Lost Time (s)	4.5	4.5	4.5		
Lead/Lag	Lead	Lead			Lag
Lead-Lag Optimize?	Yes	Yes			Yes
Recall Mode	None	None	C-Min	C-Max	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 23 (23%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 64: S Biscayne Blvd & SE 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	893	337	0	0	0	0	0	0	69	1146	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5								4.5	
Lane Util. Factor		0.86	0.86								0.86	
Frpb, ped/bikes		1.00	0.96								1.00	
Flpb, ped/bikes		1.00	1.00								1.00	
Frt		0.99	0.85								1.00	
Flt Protected		1.00	1.00								1.00	
Satd. Flow (prot)		3898	997								5422	
Flt Permitted		1.00	1.00								1.00	
Satd. Flow (perm)		3898	997								5422	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	971	366	0	0	0	0	0	0	75	1246	0
RTOR Reduction (vph)	0	8	223	0	0	0	0	0	0	0	25	0
Lane Group Flow (vph)	0	1033	73	0	0	0	0	0	0	0	1296	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Parking (#/hr)		0	0									
Turn Type		NA	Perm							Perm	NA	
Protected Phases		7									2	
Permitted Phases			7							2		
Actuated Green, G (s)		24.7	24.7								52.3	
Effective Green, g (s)		24.7	24.7								52.3	
Actuated g/C Ratio		0.25	0.25								0.52	
Clearance Time (s)		4.5	4.5								4.5	
Vehicle Extension (s)		2.5	2.5								1.0	
Lane Grp Cap (vph)		962	246								2835	
v/s Ratio Prot		c0.27										
v/s Ratio Perm			0.07								0.24	
v/c Ratio		1.07	0.30								0.46	
Uniform Delay, d1		37.6	30.6								15.0	
Progression Factor		1.22	2.67								0.77	
Incremental Delay, d2		51.1	0.5								0.5	
Delay (s)		96.9	82.3								12.1	
Level of Service		F	F								B	
Approach Delay (s)		93.7			0.0			0.0			12.1	
Approach LOS		F			A			A			B	

Intersection Summary

HCM 2000 Control Delay	53.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.3
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		

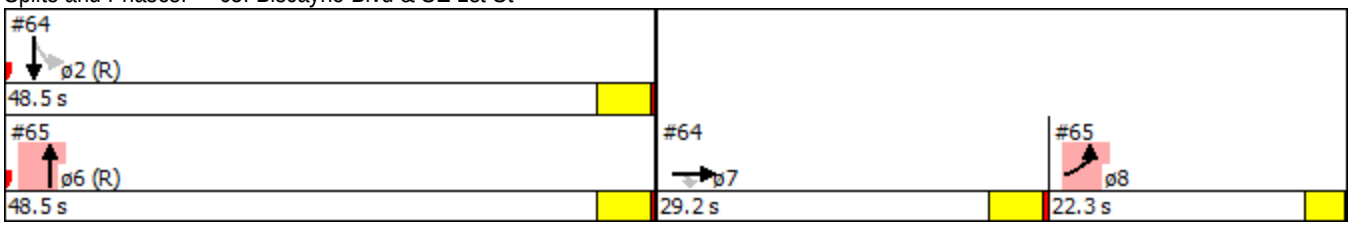
c Critical Lane Group

Lane Group	EBL	NBT	ø2	ø7
Lane Configurations				
Volume (vph)	893	2213		
Turn Type	NA	NA		
Protected Phases	8	6	2	7
Permitted Phases				
Detector Phase	8	6		
Switch Phase				
Minimum Initial (s)	5.0	7.0	7.0	7.0
Minimum Split (s)	22.3	23.5	23.5	23.5
Total Split (s)	22.3	48.5	48.5	29.2
Total Split (%)	22.3%	48.5%	49%	29%
Yellow Time (s)	3.0	4.0	4.0	4.0
All-Red Time (s)	0.3	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0		
Total Lost Time (s)	3.3	4.5		
Lead/Lag	Lag			Lead
Lead-Lag Optimize?	Yes			Yes
Recall Mode	None	C-Max	C-Min	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 23 (23%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 65: Biscayne Blvd & SE 1st St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	893	46	0	2213	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.3			4.5		
Lane Util. Factor	0.94			0.86		
Frpb, ped/bikes	1.00			1.00		
Flpb, ped/bikes	1.00			1.00		
Frt	0.99			1.00		
Flt Protected	0.95			1.00		
Satd. Flow (prot)	4216			5447		
Flt Permitted	0.95			1.00		
Satd. Flow (perm)	4216			5447		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	971	50	0	2405	0	0
RTOR Reduction (vph)	912	0	0	0	0	0
Lane Group Flow (vph)	109	0	0	2405	0	0
Confl. Peds. (#/hr)	20	20	20			20
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%
Turn Type	NA			NA		
Protected Phases	8			6		
Permitted Phases						
Actuated Green, G (s)	10.7			52.3		
Effective Green, g (s)	10.7			52.3		
Actuated g/C Ratio	0.11			0.52		
Clearance Time (s)	3.3			4.5		
Vehicle Extension (s)	2.0			1.0		
Lane Grp Cap (vph)	451			2848		
v/s Ratio Prot	c0.03			c0.44		
v/s Ratio Perm						
v/c Ratio	0.24			0.84		
Uniform Delay, d1	40.9			20.4		
Progression Factor	16.07			0.98		
Incremental Delay, d2	0.0			2.7		
Delay (s)	657.9			22.6		
Level of Service	F			C		
Approach Delay (s)	657.9			22.6	0.0	
Approach LOS	F			C	A	

Intersection Summary

HCM 2000 Control Delay	211.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.3
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		

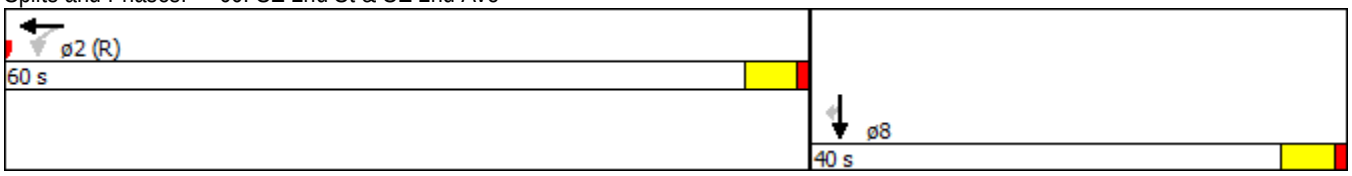
c Critical Lane Group

Lane Group	WBL	WBT	SBT	SBR
Lane Configurations				
Volume (vph)	1505	275	896	230
Turn Type	Perm	NA	NA	Perm
Protected Phases		2	8	
Permitted Phases	2			8
Detector Phase	2	2	8	8
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0
Total Split (s)	60.0	60.0	40.0	40.0
Total Split (%)	60.0%	60.0%	40.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 91 (91%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 90
Control Type: Pretimed

Splits and Phases: 66: SE 2nd St & SE 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	1505	275	0	0	0	0	0	896	230
Number				5	2	12				3	8	18
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.98
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				159.8	159.8	0.0				0.0	159.8	159.8
Lanes				2	1	0				0	2	1
Cap, veh/h				144	879	0				0	1119	421
Arrive On Green				0.55	0.55	0.00				0.00	0.35	0.35
Sat Flow, veh/h				3044	1598	0				0	3196	1202
Grp Volume(v), veh/h				1636	299	0				0	974	250
Grp Sat Flow(s),veh/h/ln				1522	1598	0				0	1598	1202
Q Serve(g_s), s				0.0	10.4	0.0				0.0	28.5	17.1
Cycle Q Clear(g_c), s				55.0	10.4	0.0				0.0	28.5	17.1
Prop In Lane				1.00		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				144	879	0				0	1119	421
V/C Ratio(X)				11.36	0.34	0.00				0.00	0.87	0.59
Avail Cap(c_a), veh/h				144	879	0				0	1119	421
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				50.0	12.5	0.0				0.0	30.4	26.7
Incr Delay (d2), s/veh				4676.2	1.1	0.0				0.0	9.3	6.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				95.4	4.1	0.0				0.0	12.7	5.8
Lane Grp Delay (d), s/veh				4726.2	13.5	0.0				0.0	39.7	32.7
Lane Grp LOS				F	B						D	C
Approach Vol, veh/h					1935						1224	
Approach Delay, s/veh					3998.0						38.3	
Approach LOS					F						D	

Timer	
Assigned Phs	2 8
Phs Duration (G+Y+Rc), s	60.0 40.0
Change Period (Y+Rc), s	5.0 5.0
Max Green Setting (Gmax), s	55.0 35.0
Max Q Clear Time (g_c+I1), s	57.0 30.5
Green Ext Time (p_c), s	0.0 2.6

Intersection Summary	
HCM 2010 Ctrl Delay	2463.7
HCM 2010 LOS	F

Notes

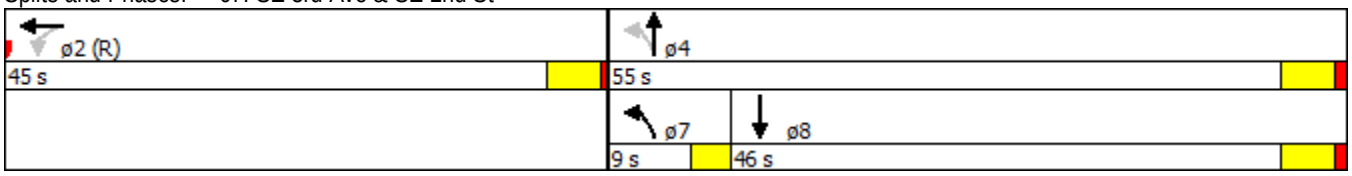
User approved volume balancing among the lanes for turning movement.

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	1926	656	176	30
Turn Type	NA	pm+pt	NA	NA
Protected Phases	2	7	4	8
Permitted Phases		4		
Detector Phase	2	7	4	8
Switch Phase				
Minimum Initial (s)	7.0	5.0	7.0	7.0
Minimum Split (s)	22.6	9.0	23.0	20.6
Total Split (s)	45.0	9.0	55.0	46.0
Total Split (%)	45.0%	9.0%	55.0%	46.0%
Yellow Time (s)	4.0	3.0	4.0	4.0
All-Red Time (s)	0.6	0.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.6		5.0	5.0
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	C-Min	None	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 85 (85%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 67: SE 3rd Ave & SE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	130	1926	23	656	176	0	0	30	130
Number				5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	0.99		1.00	1.00		0.99
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	162.9	171.0	171.0	162.9	0.0	0.0	162.9	171.0
Lanes				0	5	0	0	2	0	0	1	0
Cap, veh/h				169	2714	33	565	987	0	0	130	554
Arrive On Green				0.36	0.36	0.36	0.90	0.90	0.00	0.00	0.54	0.54
Sat Flow, veh/h				469	7541	91	908	1482	0	0	242	1032
Grp Volume(v), veh/h				482	1336	441	713	191	0	0	0	174
Grp Sat Flow(s),veh/h/ln				1605	1629	1611	1117	1629	0	0	0	1273
Q Serve(g_s), s				25.6	22.4	22.4	0.1	1.4	0.0	0.0	0.0	6.8
Cycle Q Clear(g_c), s				25.6	22.4	22.4	50.0	1.4	0.0	0.0	0.0	6.8
Prop In Lane				0.29		0.06	1.00		0.00	0.00		0.81
Lane Grp Cap(c), veh/h				578	1758	580	77	875	0	0	0	684
V/C Ratio(X)				0.84	0.76	0.76	9.22	0.22	0.00	0.00	0.00	0.25
Avail Cap(c_a), veh/h				697	2120	699	77	875	0	0	0	684
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.62	0.62	0.62	0.74	0.74	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				27.3	26.3	26.3	29.8	2.3	0.0	0.0	0.0	11.6
Incr Delay (d2), s/veh				8.8	2.0	5.8	3718.0	0.1	0.0	0.0	0.0	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
%ile Back of Q (50%), veh/ln				11.5	9.2	9.7	79.9	0.5	0.0	0.0	0.0	2.1
Lane Grp Delay (d), s/veh				36.0	28.2	32.0	3747.8	2.4	0.0	0.0	0.0	11.7
Lane Grp LOS				D	C	C	F	A				B
Approach Vol, veh/h					2259			904			174	
Approach Delay, s/veh					30.6			2956.5			11.7	
Approach LOS					C			F			B	

Timer												
Assigned Phs					2			7	4			8
Phs Duration (G+Y+Rc), s					38.1			0.0	55.0			55.0
Change Period (Y+Rc), s					4.6			3.0	5.0			5.0
Max Green Setting (Gmax), s					40.4			6.0	50.0			41.0
Max Q Clear Time (g_c+I1), s					27.6			0.0	52.0			8.8
Green Ext Time (p_c), s					5.9			0.0	0.0			8.2

Intersection Summary		
HCM 2010 Ctrl Delay	822.3	
HCM 2010 LOS	F	

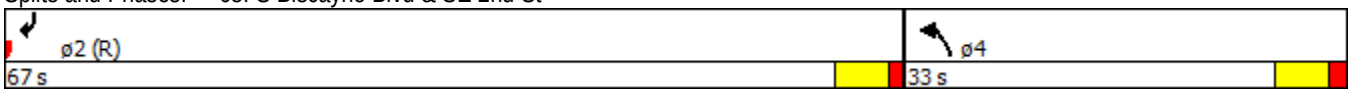
Notes

Lane Group	NBL	SBR
Lane Configurations		
Volume (vph)	549	1482
Turn Type	Prot	custom
Protected Phases	4	2
Permitted Phases		2
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	24.5	25.5
Total Split (s)	33.0	67.0
Total Split (%)	33.0%	67.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.5	1.2
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.5	5.2
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 89 (89%), Referenced to phase 2:SBR, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 68: S Biscayne Blvd & SE 2nd St





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	549	0	0	1482
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.5			5.2
Lane Util. Factor			0.97			0.64
Frpb, ped/bikes			1.00			1.00
Flpb, ped/bikes			1.00			1.00
Frt			1.00			0.85
Flt Protected			0.95			1.00
Satd. Flow (prot)			3001			3544
Flt Permitted			0.95			1.00
Satd. Flow (perm)			3001			3544
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	597	0	0	1611
RTOR Reduction (vph)	0	0	45	0	0	0
Lane Group Flow (vph)	0	0	552	0	0	1611
Confl. Peds. (#/hr)	20	20	20			20
Turn Type			Prot			custom
Protected Phases			4			2
Permitted Phases						2
Actuated Green, G (s)			27.5			61.8
Effective Green, g (s)			27.5			61.8
Actuated g/C Ratio			0.28			0.62
Clearance Time (s)			5.5			5.2
Lane Grp Cap (vph)			825			2190
v/s Ratio Prot			c0.18			c0.45
v/s Ratio Perm						
v/c Ratio			0.67			0.74
Uniform Delay, d1			32.2			13.4
Progression Factor			1.00			1.09
Incremental Delay, d2			4.3			1.9
Delay (s)			36.5			16.5
Level of Service			D			B
Approach Delay (s)	0.0			36.5	16.5	
Approach LOS	A			D	B	

Intersection Summary			
HCM 2000 Control Delay	21.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.7
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		

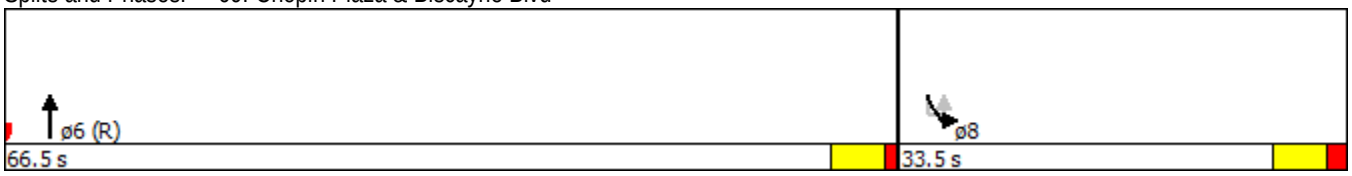
c Critical Lane Group

Lane Group	WBR	NBT	SBU	SBL
Lane Configurations				
Volume (vph)	291	1915	7	38
Turn Type	Free	NA	custom	Prot
Protected Phases		6		8
Permitted Phases	Free		8	
Detector Phase		6	8	8
Switch Phase				
Minimum Initial (s)		18.0	7.0	7.0
Minimum Split (s)		23.0	23.7	23.7
Total Split (s)		66.5	33.5	33.5
Total Split (%)		66.5%	33.5%	33.5%
Yellow Time (s)		4.0	4.0	4.0
All-Red Time (s)		1.0	1.7	1.7
Lost Time Adjust (s)		0.0		0.0
Total Lost Time (s)		5.0		5.7
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode		C-Min	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 52 (52%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 69: Chopin Plaza & Biscayne Blvd



Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Volume (vph)	0	291	1915	100	7	38	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	5.0			5.7	
Lane Util. Factor		1.00	0.91			0.97	
Frpb, ped/bikes		0.98	1.00			1.00	
Flpb, ped/bikes		1.00	1.00			0.99	
Frt		0.86	0.99			1.00	
Flt Protected		1.00	1.00			0.95	
Satd. Flow (prot)		1245	4408			2985	
Flt Permitted		1.00	1.00			0.27	
Satd. Flow (perm)		1245	4408			849	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	316	2082	109	8	41	0
RTOR Reduction (vph)	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	316	2187	0	0	49	0
Confl. Peds. (#/hr)	20	20		20	20	20	
Parking (#/hr)		0					
Turn Type		Free	NA		custom	Prot	
Protected Phases			6			8	
Permitted Phases		Free			8		
Actuated Green, G (s)		100.0	74.5			14.8	
Effective Green, g (s)		100.0	74.5			14.8	
Actuated g/C Ratio		1.00	0.74			0.15	
Clearance Time (s)			5.0			5.7	
Vehicle Extension (s)			1.0			2.5	
Lane Grp Cap (vph)		1245	3283			125	
v/s Ratio Prot			c0.50				
v/s Ratio Perm		0.25				c0.06	
v/c Ratio		0.25	0.67			0.39	
Uniform Delay, d1		0.0	6.5			38.5	
Progression Factor		1.00	1.00			0.64	
Incremental Delay, d2		0.5	1.1			1.2	
Delay (s)		0.5	7.5			25.9	
Level of Service		A	A			C	
Approach Delay (s)	0.5		7.5				25.9
Approach LOS	A		A				C

Intersection Summary

HCM 2000 Control Delay	7.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.7
Intersection Capacity Utilization	59.4%	ICU Level of Service	B
Analysis Period (min)	15		

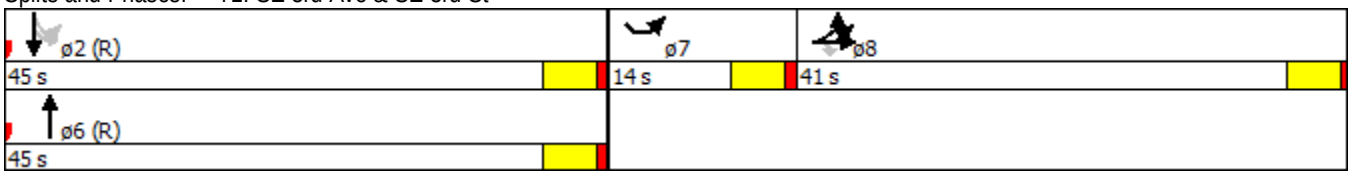
c Critical Lane Group

Lane Group	EBL	EBT	EBR	NBT	SBL2	SBL	SBT	SEL2
Lane Configurations								
Volume (vph)	23	328	30	642	7	53	100	16
Turn Type	Split	NA	Perm	NA	Perm	Perm	NA	Prot
Protected Phases	8	8		6			2	7
Permitted Phases			8		2	2		
Detector Phase	8	8	8	6	2	2	2	7
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.6	25.6	25.6	32.0	32.0	32.0	32.0	14.0
Total Split (s)	41.0	41.0	41.0	45.0	45.0	45.0	45.0	14.0
Total Split (%)	41.0%	41.0%	41.0%	45.0%	45.0%	45.0%	45.0%	14.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.6	0.6	0.6	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	4.6	4.6	4.6	5.0			5.0	5.0
Lead/Lag	Lag	Lag	Lag					Lead
Lead-Lag Optimize?	Yes	Yes	Yes					Yes
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 43 (43%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 75
Control Type: Pretimed

Splits and Phases: 71: SE 3rd Ave & SE 3rd St



Movement	EBL2	EBL	EBT	EBR	NBT	NBR	NBR2	SBL2	SBL	SBT	SEL2
Lane Configurations											
Volume (vph)	176	23	328	30	642	23	38	7	53	100	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.6	5.0					5.0	5.0
Lane Util. Factor		1.00	1.00	1.00	0.95					1.00	1.00
Frpb, ped/bikes		1.00	1.00	0.93	1.00					1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00	1.00
Frt		1.00	1.00	0.85	0.99					1.00	1.00
Flt Protected		0.95	1.00	1.00	1.00					0.98	0.95
Satd. Flow (prot)		1547	1629	1292	3040					1591	1547
Flt Permitted		0.95	1.00	1.00	1.00					0.55	0.95
Satd. Flow (perm)		1547	1629	1292	3040					886	1547
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	191	25	357	33	698	25	41	8	58	109	17
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	0	0	0
Lane Group Flow (vph)	0	216	357	33	760	0	0	0	0	175	17
Confl. Peds. (#/hr)	20	20		20		20	20	20	20		20
Turn Type	Split	Split	NA	Perm	NA			Perm	Perm	NA	Prot
Protected Phases	8	8	8		6					2	7
Permitted Phases				8				2	2		
Actuated Green, G (s)		36.4	36.4	36.4	40.0					40.0	9.0
Effective Green, g (s)		36.4	36.4	36.4	40.0					40.0	9.0
Actuated g/C Ratio		0.36	0.36	0.36	0.40					0.40	0.09
Clearance Time (s)		4.6	4.6	4.6	5.0					5.0	5.0
Lane Grp Cap (vph)		563	592	470	1216					354	139
v/s Ratio Prot		0.14	c0.22		c0.25						c0.01
v/s Ratio Perm				0.03						0.20	
v/c Ratio		0.38	0.60	0.07	0.62					0.49	0.12
Uniform Delay, d1		23.5	25.9	20.8	24.0					22.4	41.9
Progression Factor		0.43	0.41	0.48	0.81					1.60	1.26
Incremental Delay, d2		1.2	2.8	0.2	1.8					3.4	1.0
Delay (s)		11.4	13.5	10.1	21.1					39.2	53.9
Level of Service		B	B	B	C					D	D
Approach Delay (s)			12.5		21.1					39.2	
Approach LOS			B		C					D	

Intersection Summary

HCM 2000 Control Delay	20.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.6
Intersection Capacity Utilization	99.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBR	NBU	NBL	NBT	NBR	SBL	SBT	ø1	ø5	ø8
Lane Configurations											
Volume (vph)	101	98	3	94	82	1230	1	1351			
Turn Type	NA	Perm	Perm	Perm	NA	Perm	Perm	NA			
Protected Phases	7				6			2	1	5	8
Permitted Phases		7	6	6		6	2				
Detector Phase	7	7	6	6	6	6	2	2			
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	25.0	25.0	25.0	25.0	25.0	25.0	12.0	12.0	25.0
Total Split (s)	23.0	23.0	57.0	57.0	57.0	57.0	57.0	57.0	12.0	12.0	25.0
Total Split (%)	19.7%	19.7%	48.7%	48.7%	48.7%	48.7%	48.7%	48.7%	10%	10%	21%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0			
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0		5.0			
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 117
Actuated Cycle Length: 117
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 72: S Miami Ave & S 4th St



Movement	EBL2	EBL	EBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations												
Volume (vph)	14	101	98	3	94	82	1230	1	1351	147	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0	5.0	5.0		5.0			
Lane Util. Factor		1.00	1.00		1.00	1.00	0.88		0.91			
Frpb, ped/bikes		1.00	0.95		1.00	1.00	0.94		0.99			
Flpb, ped/bikes		0.91	1.00		0.99	1.00	1.00		1.00			
Frt		1.00	0.85		1.00	1.00	0.85		0.99			
Flt Protected		0.95	1.00		0.95	1.00	1.00		1.00			
Satd. Flow (prot)		1411	1308		1538	1629	2283		4353			
Flt Permitted		0.95	1.00		0.12	1.00	1.00		0.94			
Satd. Flow (perm)		1411	1308		190	1629	2283		4092			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	110	107	3	102	89	1337	1	1468	160	0	0
RTOR Reduction (vph)	0	0	94	0	0	0	0	0	6	0	0	0
Lane Group Flow (vph)	0	125	13	0	105	89	1337	0	1623	0	0	0
Confl. Peds. (#/hr)	15	15	15	15	15		15	15		15		
Turn Type	Perm	NA	Perm	Perm	Perm	NA	Perm	Perm	NA			
Protected Phases		7				6			2			
Permitted Phases	7		7	6	6		6	2				
Actuated Green, G (s)		14.4	14.4		79.6	79.6	79.6		79.6			
Effective Green, g (s)		14.4	14.4		79.6	79.6	79.6		79.6			
Actuated g/C Ratio		0.12	0.12		0.68	0.68	0.68		0.68			
Clearance Time (s)		5.0	5.0		5.0	5.0	5.0		5.0			
Vehicle Extension (s)		2.5	2.5		1.0	1.0	1.0		1.0			
Lane Grp Cap (vph)		173	160		129	1108	1553		2783			
v/s Ratio Prot						0.05						
v/s Ratio Perm		0.09	0.01		0.55		c0.59		0.40			
v/c Ratio		0.72	0.08		0.81	0.08	0.86		0.58			
Uniform Delay, d1		49.4	45.4		13.4	6.3	14.4		9.9			
Progression Factor		1.00	1.00		1.00	1.00	1.00		0.85			
Incremental Delay, d2		13.1	0.2		41.0	0.1	6.5		0.9			
Delay (s)		62.4	45.6		54.4	6.5	20.9		9.3			
Level of Service		E	D		D	A	C		A			
Approach Delay (s)		54.7				22.4			9.3		0.0	
Approach LOS		D				C			A		A	

Intersection Summary			
HCM 2000 Control Delay	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	117.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	90.5%	ICU Level of Service	E
Analysis Period (min)	15		

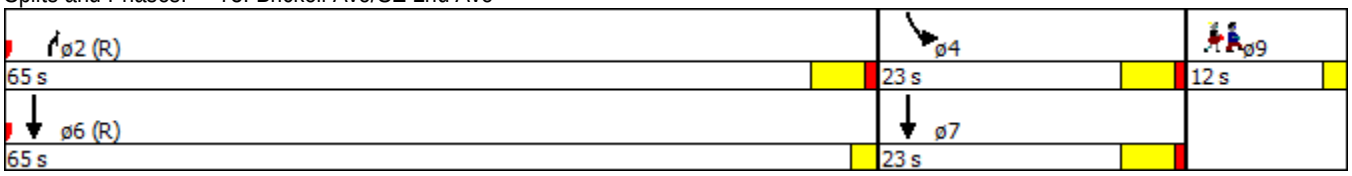
c Critical Lane Group

Lane Group	NBR	SBL	SBT	ø6	ø7	ø9
Lane Configurations						
Volume (vph)	2190	337	1873			
Turn Type	custom	Prot	NA			
Protected Phases	2	4	6 7	6	7	9
Permitted Phases						
Detector Phase	2	4	6 7			
Switch Phase						
Minimum Initial (s)	7.0	7.0		7.0	7.0	1.0
Minimum Split (s)	21.0	23.0		20.0	12.0	12.0
Total Split (s)	65.0	23.0		65.0	23.0	12.0
Total Split (%)	65.0%	23.0%		65%	23%	12%
Yellow Time (s)	4.0	4.0		2.0	4.0	2.0
All-Red Time (s)	1.0	1.0		0.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0				
Total Lost Time (s)	5.0	5.0				
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	None		C-Min	None	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 37 (37%), Referenced to phase 2:NBR and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 73: Brickell Ave/SE 2nd Ave



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	0	2190	337	1873
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0	5.0	2.0
Lane Util. Factor				0.76	0.97	0.91
Frpb, ped/bikes				1.00	1.00	1.00
Flpb, ped/bikes				1.00	1.00	1.00
Frt				0.85	1.00	1.00
Flt Protected				1.00	0.95	1.00
Satd. Flow (prot)				3097	2945	4363
Flt Permitted				1.00	0.95	1.00
Satd. Flow (perm)				3097	2945	4363
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	2380	366	2036
RTOR Reduction (vph)	0	0	0	338	116	0
Lane Group Flow (vph)	0	0	0	2042	250	2036
Confl. Peds. (#/hr)	20	20		20	20	
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%
Turn Type				custom	Prot	NA
Protected Phases				2	4	6 7
Permitted Phases						
Actuated Green, G (s)				66.0	18.0	89.0
Effective Green, g (s)				66.0	18.0	89.0
Actuated g/C Ratio				0.66	0.18	0.89
Clearance Time (s)				5.0	5.0	
Vehicle Extension (s)				1.0	2.5	
Lane Grp Cap (vph)				2044	530	3883
v/s Ratio Prot				c0.66	0.08	c0.47
v/s Ratio Perm						
v/c Ratio				1.00	0.47	0.52
Uniform Delay, d1				17.0	36.7	1.1
Progression Factor				1.00	1.05	1.07
Incremental Delay, d2				19.6	0.0	0.0
Delay (s)				36.6	38.7	1.2
Level of Service				D	D	A
Approach Delay (s)	0.0		36.6			6.9
Approach LOS	A		D			A

Intersection Summary

HCM 2000 Control Delay	21.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.7%	ICU Level of Service	D
Analysis Period (min)	15		

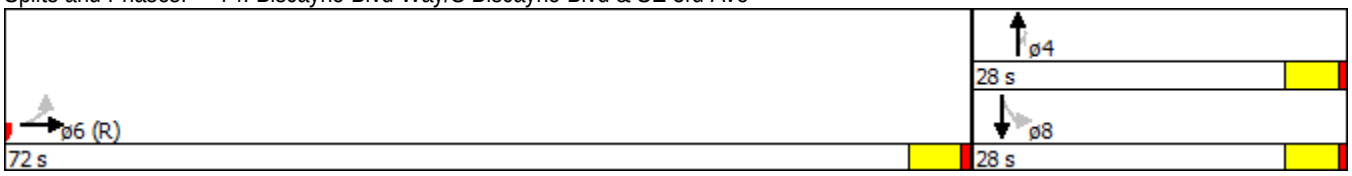
c Critical Lane Group

Lane Group	EBL	EBT	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	672	1763	91	46	100	61
Turn Type	Perm	NA	NA	Perm	Perm	NA
Protected Phases		6	4			8
Permitted Phases	6			4	8	
Detector Phase	6	6	4	4	8	8
Switch Phase						
Minimum Initial (s)	14.0	14.0	7.0	7.0	7.0	7.0
Minimum Split (s)	20.8	20.8	22.8	22.8	22.8	22.8
Total Split (s)	72.0	72.0	28.0	28.0	28.0	28.0
Total Split (%)	72.0%	72.0%	28.0%	28.0%	28.0%	28.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.8	0.8	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	4.8	4.8	4.8	4.8		4.8
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:EBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 74: Biscayne Blvd Way/S Biscayne Blvd & SE 3rd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	672	1763	100	0	0	0	0	91	46	100	61	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.8	4.8						4.8	4.8		4.8	
Lane Util. Factor	0.86	0.86						1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00						1.00	0.95		1.00	
Flpb, ped/bikes	0.99	1.00						1.00	1.00		0.98	
Frt	1.00	0.99						1.00	0.85		1.00	
Flt Protected	0.95	1.00						1.00	1.00		0.97	
Satd. Flow (prot)	1319	4153						1629	1320		1549	
Flt Permitted	0.95	1.00						1.00	1.00		0.75	
Satd. Flow (perm)	1319	4153						1629	1320		1202	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	730	1916	109	0	0	0	0	99	50	109	66	0
RTOR Reduction (vph)	0	6	0	0	0	0	0	0	16	0	0	0
Lane Group Flow (vph)	657	2092	0	0	0	0	0	99	34	0	175	0
Confl. Peds. (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Perm	NA						NA	Perm	Perm	NA	
Protected Phases		6						4			8	
Permitted Phases	6								4	8		
Actuated Green, G (s)	67.2	67.2						23.2	23.2		23.2	
Effective Green, g (s)	67.2	67.2						23.2	23.2		23.2	
Actuated g/C Ratio	0.67	0.67						0.23	0.23		0.23	
Clearance Time (s)	4.8	4.8						4.8	4.8		4.8	
Lane Grp Cap (vph)	886	2790						377	306		278	
v/s Ratio Prot								0.06				
v/s Ratio Perm	0.50	0.50							0.03		c0.15	
v/c Ratio	0.74	0.75						0.26	0.11		0.63	
Uniform Delay, d1	10.7	10.8						31.4	30.3		34.5	
Progression Factor	1.15	1.15						1.00	1.00		0.80	
Incremental Delay, d2	2.1	0.7						1.7	0.7		10.0	
Delay (s)	14.4	13.1						33.1	31.0		37.7	
Level of Service	B	B						C	C		D	
Approach Delay (s)		13.4			0.0			32.4			37.7	
Approach LOS		B			A			C			D	

Intersection Summary

HCM 2000 Control Delay	15.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.6
Intersection Capacity Utilization	82.0%	ICU Level of Service	E
Analysis Period (min)	15		

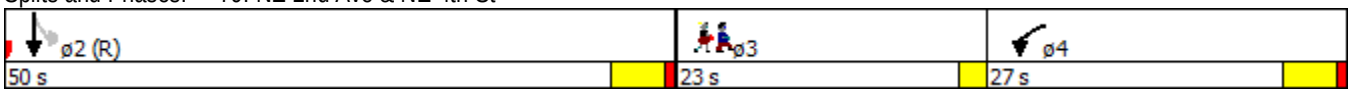
c Critical Lane Group

Lane Group	WBL	SBT	ø3
Lane Configurations			
Volume (vph)	220	1445	
Turn Type	NA	NA	
Protected Phases	4	2	3
Permitted Phases			
Detector Phase	4	2	
Switch Phase			
Minimum Initial (s)	7.0	7.0	1.0
Minimum Split (s)	11.9	22.9	23.0
Total Split (s)	27.0	50.0	23.0
Total Split (%)	27.0%	50.0%	23%
Yellow Time (s)	4.0	4.0	2.0
All-Red Time (s)	0.9	0.9	0.0
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	4.9	4.9	
Lead/Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 90
Control Type: Pretimed

Splits and Phases: 79: NE 2nd Ave & NE 4th St



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	220	0	0	0	36	1445
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9					4.9
Lane Util. Factor	1.00					0.91
Frpb, ped/bikes	1.00					1.00
Flpb, ped/bikes	1.00					1.00
Frt	1.00					1.00
Flt Protected	0.95					1.00
Satd. Flow (prot)	1518					4208
Flt Permitted	0.95					1.00
Satd. Flow (perm)	1518					4208
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	239	0	0	0	39	1571
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	239	0	0	0	0	1610
Confl. Peds. (#/hr)	305	384		41	41	
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%
Parking (#/hr)					0	0
Turn Type	NA				Perm	NA
Protected Phases	4					2
Permitted Phases					2	
Actuated Green, G (s)	22.1					45.1
Effective Green, g (s)	22.1					45.1
Actuated g/C Ratio	0.22					0.45
Clearance Time (s)	4.9					4.9
Lane Grp Cap (vph)	335					1897
v/s Ratio Prot	c0.16					
v/s Ratio Perm						0.38
v/c Ratio	0.71					0.85
Uniform Delay, d1	36.0					24.4
Progression Factor	0.91					0.67
Incremental Delay, d2	12.2					4.8
Delay (s)	44.9					21.2
Level of Service	D					C
Approach Delay (s)	44.9		0.0			21.2
Approach LOS	D		A			C

Intersection Summary

HCM 2000 Control Delay	24.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.8
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		

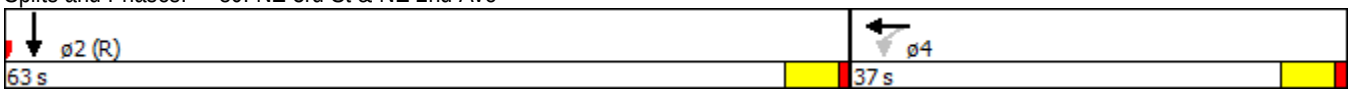
c Critical Lane Group

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	422	1037
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	37.0	63.0
Total Split (%)	37.0%	63.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 18 (18%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 80: NE 3rd St & NE 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	146	422	0	0	0	0	0	1037	541
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.94
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	159.8	0.0				0.0	159.8	171.0
Lanes				0	2	0				0	3	0
Cap, veh/h				72	465	0				0	1854	669
Arrive On Green				0.32	0.32	0.00				0.00	0.19	0.19
Sat Flow, veh/h				0	1454	0				0	3196	1154
Grp Volume(v), veh/h				159	459	0				0	1127	588
Grp Sat Flow(s),veh/h/ln				0	1454	0				0	1598	1154
Q Serve(g_s), s				0.0	31.4	0.0				0.0	32.3	49.5
Cycle Q Clear(g_c), s				32.0	31.4	0.0				0.0	32.3	49.5
Prop In Lane				1.00		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				72	465	0				0	1854	669
V/C Ratio(X)				2.21	0.99	0.00				0.00	0.61	0.88
Avail Cap(c_a), veh/h				72	465	0				0	1854	669
HCM Platoon Ratio				1.00	1.00	1.00				1.00	0.33	0.33
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				50.0	33.8	0.0				0.0	30.0	37.0
Incr Delay (d2), s/veh				586.1	38.5	0.0				0.0	1.5	15.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				13.6	16.3	0.0				0.0	14.3	18.2
Lane Grp Delay (d), s/veh				636.1	72.2	0.0				0.0	31.5	52.2
Lane Grp LOS				F	E						C	D
Approach Vol, veh/h					618						1715	
Approach Delay, s/veh					217.3						38.6	
Approach LOS					F						D	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	37.0	63.0
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	32.0	58.0
Max Q Clear Time (g_c+I1), s	34.0	51.5
Green Ext Time (p_c), s	0.0	3.3

Intersection Summary	
HCM 2010 Ctrl Delay	85.9
HCM 2010 LOS	F

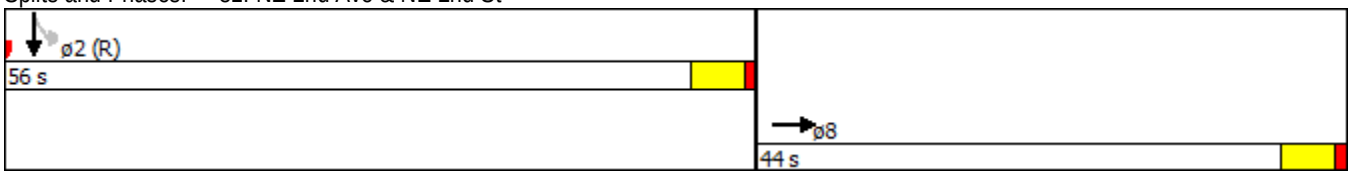
Notes

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	224	964
Turn Type	NA	NA
Protected Phases	8	2
Permitted Phases		
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	44.0	56.0
Total Split (%)	44.0%	56.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 21 (21%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 81: NE 2nd Ave & NE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	224	286	0	0	0	0	0	0	166	964	0
Number	3	8	18							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95							1.00		1.00
Parking Bus Adj	1.00	1.00	0.90							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	159.8	171.0							171.0	159.8	0.0
Lanes	0	2	0							0	3	0
Cap, veh/h	0	623	454							72	1483	0
Arrive On Green	0.00	0.39	0.39							0.17	0.17	0.00
Sat Flow, veh/h	0	1598	1164							0	2909	0
Grp Volume(v), veh/h	0	243	311							180	1048	0
Grp Sat Flow(s),veh/h/ln	0	1598	1164							0	1454	0
Q Serve(g_s), s	0.0	10.9	22.2							0.0	34.0	0.0
Cycle Q Clear(g_c), s	0.0	10.9	22.2							51.0	34.0	0.0
Prop In Lane	0.00		1.00							1.00		0.00
Lane Grp Cap(c), veh/h	0	623	454							72	1483	0
V/C Ratio(X)	0.00	0.39	0.68							2.50	0.71	0.00
Avail Cap(c_a), veh/h	0	623	454							72	1483	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	21.9	25.4							67.1	34.5	0.0
Incr Delay (d2), s/veh	0.0	1.8	8.1							714.4	2.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	4.6	7.3							16.2	13.9	0.0
Lane Grp Delay (d), s/veh	0.0	23.8	33.5							781.5	37.4	0.0
Lane Grp LOS		C	C							F	D	
Approach Vol, veh/h		554									1228	
Approach Delay, s/veh		29.3									146.4	
Approach LOS		C									F	

Timer	
Assigned Phs	8	2
Phs Duration (G+Y+Rc), s	44.0	56.0
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	39.0	51.0
Max Q Clear Time (g_c+I1), s	24.2	53.0
Green Ext Time (p_c), s	2.7	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	110.0
HCM 2010 LOS	F

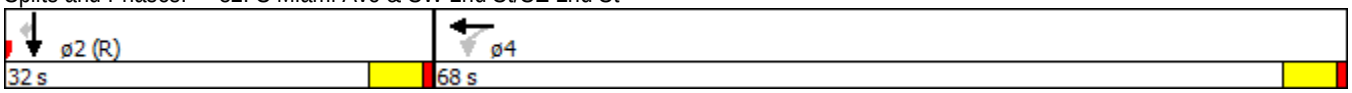
Notes

Lane Group	WBT	SBT	SBR
Lane Configurations			
Volume (vph)	1703	702	61
Turn Type	NA	NA	Perm
Protected Phases	4	2	
Permitted Phases			2
Detector Phase	4	2	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	22.9	22.9	22.9
Total Split (s)	68.0	32.0	32.0
Total Split (%)	68.0%	32.0%	32.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.9	0.9	0.9
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.9
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	None	C-Min	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 65 (65%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 82: S Miami Ave & SW 2nd St/SE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	241	1703	0	0	0	0	0	702	61
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	162.9	0.0				0.0	162.9	162.9
Lanes				0	2	0				0	2	1
Cap, veh/h				74	960	0				0	819	348
Arrive On Green				0.21	0.21	0.00				0.00	0.08	0.00
Sat Flow, veh/h				0	1482	0				0	3257	1384
Grp Volume(v), veh/h				251	1774	0				0	731	0
Grp Sat Flow(s),veh/h/ln				0	1482	0				0	1629	1384
Q Serve(g_s), s				0.0	63.1	0.0				0.0	21.6	0.0
Cycle Q Clear(g_c), s				63.1	63.1	0.0				0.0	21.6	0.0
Prop In Lane				1.00		0.00				0.00		1.00
Lane Grp Cap(c), veh/h				74	960	0				0	819	348
V/C Ratio(X)				3.40	1.85	0.00				0.00	0.89	0.00
Avail Cap(c_a), veh/h				74	960	0				0	906	385
HCM Platoon Ratio				0.33	0.33	1.00				1.00	0.33	0.33
Upstream Filter(I)				0.09	0.09	0.00				0.00	0.55	0.00
Uniform Delay (d), s/veh				69.8	38.3	0.0				0.0	43.3	0.0
Incr Delay (d2), s/veh				1081.1	381.9	0.0				0.0	8.4	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				24.2	127.4	0.0				0.0	10.5	0.0
Lane Grp Delay (d), s/veh				1151.0	420.2	0.0				0.0	51.8	0.0
Lane Grp LOS				F	F						D	
Approach Vol, veh/h					2025						731	
Approach Delay, s/veh					510.8						51.8	
Approach LOS					F						D	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	68.0	29.4
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	63.1	27.1
Max Q Clear Time (g_c+I1), s	65.1	23.6
Green Ext Time (p_c), s	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	389.0
HCM 2010 LOS	F

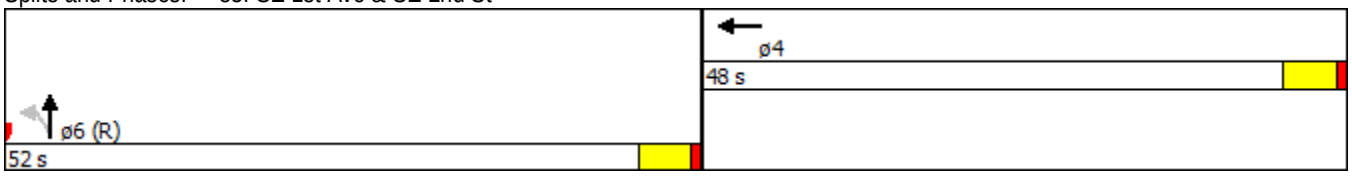
Notes

Lane Group	WBT	NBT
Lane Configurations		
Volume (vph)	1055	1148
Turn Type	NA	NA
Protected Phases	4	6
Permitted Phases		
Detector Phase	4	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	48.0	52.0
Total Split (%)	48.0%	52.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	C-Min

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 52 (52%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 83: SE 1st Ave & SE 2nd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	1055	192	765	1148	0	0	0	0
Number				7	4	14	1	6	16			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln				0.0	162.9	171.0	171.0	162.9	0.0			
Lanes				0	2	0	0	3	0			
Cap, veh/h				0	1157	210	72	1396	0			
Arrive On Green				0.00	0.14	0.14	0.47	0.47	0.00			
Sat Flow, veh/h				0	2685	487	0	2964	0			
Grp Volume(v), veh/h				0	694	662	832	1248	0			
Grp Sat Flow(s),veh/h/ln				0	1629	1543	0	1482	0			
Q Serve(g_s), s				0.0	42.5	42.9	0.0	38.5	0.0			
Cycle Q Clear(g_c), s				0.0	42.5	42.9	47.1	38.5	0.0			
Prop In Lane				0.00		0.32	1.00		0.00			
Lane Grp Cap(c), veh/h				0	702	665	72	1396	0			
V/C Ratio(X)				0.00	0.99	1.00	11.56	0.89	0.00			
Avail Cap(c_a), veh/h				0	702	665	72	1396	0			
HCM Platoon Ratio				1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)				0.00	0.67	0.67	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	42.6	42.8	50.0	24.2	0.0			
Incr Delay (d2), s/veh				0.0	24.8	27.6	4777.2	9.1	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln				0.0	23.6	23.0	97.4	15.5	0.0			
Lane Grp Delay (d), s/veh				0.0	67.5	70.4	4827.2	33.3	0.0			
Lane Grp LOS					E	E	F	C				
Approach Vol, veh/h					1356			2080				
Approach Delay, s/veh					68.9			1950.9				
Approach LOS					E			F				

Timer	
Assigned Phs	4 6
Phs Duration (G+Y+Rc), s	48.0 52.0
Change Period (Y+Rc), s	4.9 4.9
Max Green Setting (Gmax), s	43.1 47.1
Max Q Clear Time (g_c+I1), s	44.9 49.1
Green Ext Time (p_c), s	0.0 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	1208.2
HCM 2010 LOS	F

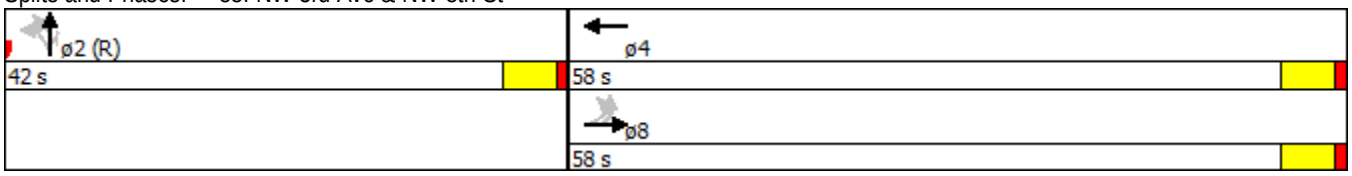
Notes

Lane Group	EBL2	EBL	EBT	WBT	NBL2	NBL	NBT	NBR
Lane Configurations								
Volume (vph)	159	80	523	395	40	1009	370	85
Turn Type	Perm	Perm	NA	NA	Perm	Perm	NA	Perm
Protected Phases			8	4			2	
Permitted Phases	8	8			2	2		2
Detector Phase	8	8	8	4	2	2	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0	24.0	24.0	24.0	24.0
Total Split (s)	58.0	58.0	58.0	58.0	42.0	42.0	42.0	42.0
Total Split (%)	58.0%	58.0%	58.0%	58.0%	42.0%	42.0%	42.0%	42.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 17 (17%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 88: NW 3rd Ave & NW 8th St



Movement	EBL2	EBL	EBT	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR
Lane Configurations										
Volume (vph)	159	80	523	395	445	48	40	1009	370	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0			5.0	5.0	5.0	5.0
Lane Util. Factor		1.00	1.00	1.00			1.00	1.00	1.00	1.00
Frpb, ped/bikes		1.00	1.00	0.96			1.00	1.00	1.00	0.97
Flpb, ped/bikes		1.00	1.00	1.00			1.00	0.98	1.00	1.00
Frt		1.00	1.00	0.93			1.00	1.00	1.00	0.85
Flt Protected		0.95	1.00	1.00			0.95	0.95	1.00	1.00
Satd. Flow (prot)		1719	1810	1612			1719	1679	1810	1498
Flt Permitted		0.08	1.00	1.00			0.95	0.95	1.00	1.00
Satd. Flow (perm)		137	1810	1612			1719	1679	1810	1498
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	162	82	534	403	454	49	41	1030	378	87
RTOR Reduction (vph)	0	0	0	2	0	0	0	0	0	55
Lane Group Flow (vph)	0	244	534	904	0	0	41	1030	378	32
Confl. Peds. (#/hr)	8	8			8	8		8		2
Turn Type	Perm	Perm	NA	NA			Perm	Perm	NA	Perm
Protected Phases			8	4					2	
Permitted Phases	8	8					2	2		2
Actuated Green, G (s)		53.0	53.0	53.0			37.0	37.0	37.0	37.0
Effective Green, g (s)		53.0	53.0	53.0			37.0	37.0	37.0	37.0
Actuated g/C Ratio		0.53	0.53	0.53			0.37	0.37	0.37	0.37
Clearance Time (s)		5.0	5.0	5.0			5.0	5.0	5.0	5.0
Lane Grp Cap (vph)		72	959	854			636	621	669	554
v/s Ratio Prot			0.30	0.56					0.21	
v/s Ratio Perm		c1.79					0.02	c0.61		0.02
v/c Ratio		3.39	0.56	1.06			0.06	1.66	0.57	0.06
Uniform Delay, d1		23.5	15.7	23.5			20.3	31.5	25.1	20.3
Progression Factor		1.30	1.32	1.10			0.56	0.76	0.66	0.36
Incremental Delay, d2		1101.1	1.8	34.9			0.1	301.6	2.5	0.1
Delay (s)		1131.6	22.4	60.8			11.5	325.6	19.2	7.4
Level of Service		F	C	E			B	F	B	A
Approach Delay (s)			370.3	60.8					223.8	
Approach LOS			F	E					F	

Intersection Summary

HCM 2000 Control Delay	213.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.66		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	133.1%	ICU Level of Service	H
Analysis Period (min)	15		

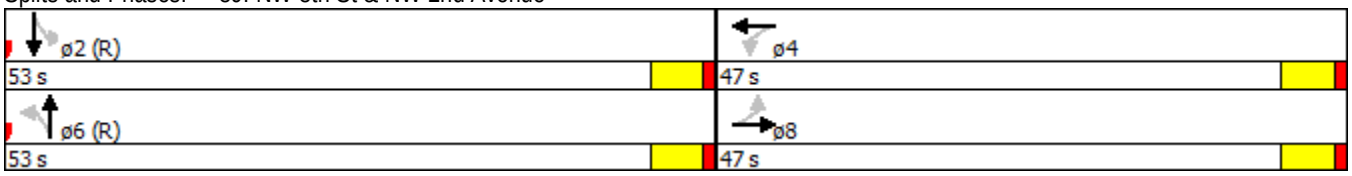
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	46	469	23	488	212	376	33	152
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	47.0	47.0	47.0	47.0	53.0	53.0	53.0	53.0
Total Split (%)	47.0%	47.0%	47.0%	47.0%	53.0%	53.0%	53.0%	53.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		5.0		5.0		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 31 (31%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 100
Control Type: Pretimed

Splits and Phases: 89: NW 8th St & NW 2nd Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	46	469	60	23	488	65	212	376	84	33	152	87
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.98		0.97	1.00		0.97
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	190.0	181.0	190.0	190.0	181.0	190.0	190.0	181.0	190.0	190.0	181.0	190.0
Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Cap, veh/h	62	432	53	51	572	75	236	345	76	99	435	232
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	56	1030	127	32	1362	178	394	718	159	123	905	483
Grp Volume(v), veh/h	668	0	0	670	0	0	782	0	0	316	0	0
Grp Sat Flow(s),veh/h/ln	1213	0	0	1572	0	0	1271	0	0	1511	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	34.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	42.0	0.0	0.0	42.0	0.0	0.0	48.0	0.0	0.0	13.9	0.0	0.0
Prop In Lane	0.08		0.10	0.04		0.11	0.32		0.13	0.12		0.32
Lane Grp Cap(c), veh/h	548	0	0	698	0	0	658	0	0	765	0	0
V/C Ratio(X)	1.22	0.00	0.00	0.96	0.00	0.00	1.19	0.00	0.00	0.41	0.00	0.00
Avail Cap(c_a), veh/h	548	0	0	698	0	0	658	0	0	765	0	0
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	0.75	0.75	0.75	0.75	0.75	0.75
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	42.0	0.0	0.0	42.2	0.0	0.0	35.7	0.0	0.0	21.1	0.0	0.0
Incr Delay (d2), s/veh	114.2	0.0	0.0	25.6	0.0	0.0	99.8	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	32.2	0.0	0.0	23.1	0.0	0.0	35.4	0.0	0.0	6.3	0.0	0.0
Lane Grp Delay (d), s/veh	156.1	0.0	0.0	67.9	0.0	0.0	135.5	0.0	0.0	22.7	0.0	0.0
Lane Grp LOS	F			E			F			C		
Approach Vol, veh/h		668			670			782			316	
Approach Delay, s/veh		156.1			67.9			135.5			22.7	
Approach LOS		F			E			F			C	

Timer												
Assigned Phs		8			4			6			2	
Phs Duration (G+Y+Rc), s		47.0			47.0			53.0			53.0	
Change Period (Y+Rc), s		5.0			5.0			5.0			5.0	
Max Green Setting (Gmax), s		42.0			42.0			48.0			48.0	
Max Q Clear Time (g_c+I1), s		44.0			44.0			50.0			15.9	
Green Ext Time (p_c), s		0.0			0.0			0.0			3.1	

Intersection Summary												
HCM 2010 Ctrl Delay			107.9									
HCM 2010 LOS			F									

Notes

Intersection

Intersection Delay, s/veh 50.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	469	123	30	340	194	146
Conflicting Peds, #/hr	0	15	15	0	3	34
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	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	515	135	33	374	213	160

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	685	0	1057	632
Stage 1	-	-	-	-	617	-
Stage 2	-	-	-	-	440	-
Follow-up Headway	-	-	2.245	-	3.545	3.345
Pot Capacity-1 Maneuver	-	-	895	-	246	475
Stage 1	-	-	-	-	532	-
Stage 2	-	-	-	-	643	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	884	-	225	456
Mov Capacity-2 Maneuver	-	-	-	-	225	-
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	605	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	192.9
HCM LOS			F

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	288	-	-	884	-
HCM Lane V/C Ratio	1.297	-	-	0.037	-
HCM Control Delay (s)	192.9	-	-	9.23	0
HCM Lane LOS	F			A	A
HCM 95th %tile Q(veh)	18.342	-	-	0.116	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	60.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	177	348	136	44	218	33	107	218	74	4	62	22
Conflicting Peds, #/hr	16	0	19	19	0	16	19	0	14	14	0	19
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	80	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	186	366	143	46	229	35	113	229	78	4	65	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	283	0	0	528	0	0	1233	1206	476	1341	1259	285
Stage 1	-	-	-	-	-	-	830	830	-	358	358	-
Stage 2	-	-	-	-	-	-	403	376	-	983	901	-
Follow-up Headway	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Capacity-1 Maneuver	1262	-	-	1024	-	-	152	# 181	583	128	168	747
Stage 1	-	-	-	-	-	-	360	381	-	654	622	-
Stage 2	-	-	-	-	-	-	618	611	-	296	353	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1242	-	-	1008	-	-	# 67	# 130	565	-	121	724
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 67	# 130	-	-	121	-
Stage 1	-	-	-	-	-	-	278	295	-	506	579	-
Stage 2	-	-	-	-	-	-	494	569	-	44	273	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	1.3	215.3	+
HCM LOS			F	-

Minor Lane / Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	67	106	189	1242	-	-	1008	-	-	+	+
HCM Lane V/C Ratio	1.121	1.437	1.019	0.15	-	-	0.046	-	-	+	+
HCM Control Delay (s)	252.7	$ 315	121.9	8.409	0	-	8.743	0	-	+	+
HCM Lane LOS	F	F	F	A	A		A	A		+	+
HCM 95th %tile Q(veh)	5.836	10.984	8.729	0.527	-	-	0.144	-	-	+	+

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	10	52	625	0	0	230
Conflicting Peds, #/hr	9	11	0	11	11	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	11	59	710	0	0	261

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	982	732	0	0	721	0
Stage 1	721	-	-	-	-	-
Stage 2	261	-	-	-	-	-
Follow-up Headway	3.545	3.345	-	-	2.245	-
Pot Capacity-1 Maneuver	273	416	-	-	867	-
Stage 1	476	-	-	-	-	-
Stage 2	776	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	268	408	-	-	859	-
Mov Capacity-2 Maneuver	268	-	-	-	-	-
Stage 1	472	-	-	-	-	-
Stage 2	769	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.8	0	0
HCM LOS	C		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	376	859	-
HCM Lane V/C Ratio	-	-	0.187	-	-
HCM Control Delay (s)	-	-	16.8	0	-
HCM Lane LOS			C	A	
HCM 95th %tile Q(veh)	-	-	0.68	0	-

Notes

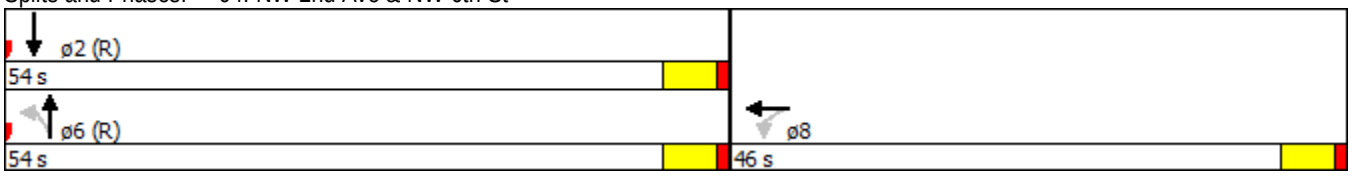
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	994	213	472	184
Turn Type	NA	Perm	NA	NA
Protected Phases	8		6	2
Permitted Phases		6		
Detector Phase	8	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	15.0	15.0	15.0
Minimum Split (s)	27.0	21.0	21.0	21.0
Total Split (s)	46.0	54.0	54.0	54.0
Total Split (%)	46.0%	54.0%	54.0%	54.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 88 (88%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 110
Control Type: Pretimed

Splits and Phases: 94: NW 2nd Ave & NW 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	133	994	104	213	472	0	0	184	67
Number				3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	0.99		1.00	1.00		0.96
Parking Bus Adj				0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	158.3	171.0	171.0	158.3	0.0	0.0	158.3	171.0
Lanes				0	2	0	0	1	0	0	1	0
Cap, veh/h				124	977	107	176	301	0	0	538	195
Arrive On Green				0.41	0.41	0.41	0.98	0.98	0.00	0.00	0.16	0.16
Sat Flow, veh/h				303	2382	261	264	614	0	0	1097	398
Grp Volume(v), veh/h				693	0	690	769	0	0	0	0	282
Grp Sat Flow(s),veh/h/ln				1410	0	1536	878	0	0	0	0	1495
Q Serve(g_s), s				41.0	0.0	41.0	32.1	0.0	0.0	0.0	0.0	16.9
Cycle Q Clear(g_c), s				41.0	0.0	41.0	49.0	0.0	0.0	0.0	0.0	16.9
Prop In Lane				0.21		0.17	0.31		0.00	0.00		0.27
Lane Grp Cap(c), veh/h				578	0	630	477	0	0	0	0	733
V/C Ratio(X)				1.20	0.00	1.10	1.61	0.00	0.00	0.00	0.00	0.38
Avail Cap(c_a), veh/h				578	0	630	477	0	0	0	0	733
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				29.5	0.0	29.5	10.1	0.0	0.0	0.0	0.0	28.4
Incr Delay (d2), s/veh				105.7	0.0	64.7	284.4	0.0	0.0	0.0	0.0	1.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				31.1	0.0	26.7	47.0	0.0	0.0	0.0	0.0	7.1
Lane Grp Delay (d), s/veh				135.2	0.0	94.2	294.5	0.0	0.0	0.0	0.0	30.0
Lane Grp LOS				F		F	F					C
Approach Vol, veh/h					1383			769			282	
Approach Delay, s/veh					114.7			294.5			30.0	
Approach LOS					F			F			C	

Timer	
Assigned Phs	8	6	2
Phs Duration (G+Y+Rc), s	46.0	54.0	54.0
Change Period (Y+Rc), s	5.0	5.0	5.0
Max Green Setting (Gmax), s	41.0	49.0	49.0
Max Q Clear Time (g_c+I1), s	43.0	51.0	18.9
Green Ext Time (p_c), s	0.0	0.0	2.8

Intersection Summary	
HCM 2010 Ctrl Delay	161.7
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	97	1067	249	14	85	0	0	48	145
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	0	0	0	123	1351	315	18	108	0	0	61	184
Pedestrians		3			39			3			5	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			3			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		357			1009							
pX, platoon unblocked												
vC, conflicting volume	1671			3			1141	1919	42	1852	1762	841
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1671			3			1141	1919	42	1852	1762	841
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			92			0	0	100	0	18	39
cM capacity (veh/h)	366			1592			18	59	975	0	74	301

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	798	991	125	244
Volume Left	123	0	18	0
Volume Right	0	315	0	184
cSH	1592	1700	44	171
Volume to Capacity	0.08	0.58	2.83	1.43
Queue Length 95th (ft)	6	0	340	380
Control Delay (s)	2.0	0.0	1020.1	274.3
Lane LOS	A		F	F
Approach Delay (s)	0.9		1020.1	274.3
Approach LOS			F	F

Intersection Summary			
Average Delay	91.0		
Intersection Capacity Utilization	66.7%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	61	683	40	149	376	0	0	140	126
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	66	742	43	162	409	0	0	152	137
Pedestrians		42			7			5			5	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			1			0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		844			522							
pX, platoon unblocked	0.87						0.87	0.87		0.87	0.87	0.87
vC, conflicting volume	791			5			764	928	12	1113	907	440
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	465			5			434	623	12	835	598	62
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			29	0	100	0	55	84
cM capacity (veh/h)	930			1587			227	327	1045	0	338	851

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	438	415	162	204	204	101	188
Volume Left	66	0	162	0	0	0	0
Volume Right	0	43	0	0	0	0	137
cSH	1587	1700	227	327	327	338	603
Volume to Capacity	0.04	0.24	0.71	0.63	0.63	0.30	0.31
Queue Length 95th (ft)	3	0	118	99	99	31	33
Control Delay (s)	1.5	0.0	52.6	32.7	32.7	20.2	13.6
Lane LOS	A		F	D	D	C	B
Approach Delay (s)	0.7		38.4			15.9	
Approach LOS			E			C	

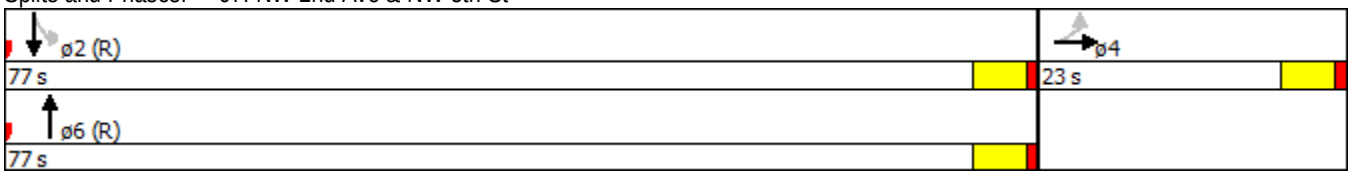
Intersection Summary				
Average Delay	15.9			
Intersection Capacity Utilization	60.7%	ICU Level of Service	B	
Analysis Period (min)	15			

Lane Group	EBT	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	543	771	27	290
Turn Type	NA	NA	Perm	NA
Protected Phases	4	6		2
Permitted Phases			2	
Detector Phase	4	6	2	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	21.0	21.0	21.0
Total Split (s)	23.0	77.0	77.0	77.0
Total Split (%)	23.0%	77.0%	77.0%	77.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0
Total Lost Time (s)	5.0	5.0		5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 97 (97%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 90
Control Type: Pretimed

Splits and Phases: 97: NW 2nd Ave & NW 5th St

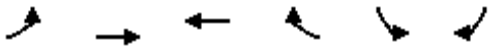


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	38	543	125	0	0	0	0	771	221	27	290	0
Number	7	4	14				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96				1.00		0.99	1.00		1.00
Parking Bus Adj	0.90	1.00	1.00				1.00	1.00	0.90	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	171.0	161.3	171.0				0.0	161.3	171.0	171.0	161.3	0.0
Lanes	0	3	0				0	1	0	0	1	0
Cap, veh/h	41	622	145				0	780	223	39	330	0
Arrive On Green	0.18	0.18	0.18				0.00	1.00	1.00	1.00	1.00	0.00
Sat Flow, veh/h	226	3457	806				0	1083	310	0	459	0
Grp Volume(v), veh/h	255	259	237				0	0	1055	338	0	0
Grp Sat Flow(s),veh/h/ln	1441	1613	1435				0	0	1393	459	0	0
Q Serve(g_s), s	17.6	15.7	16.2				0.0	0.0	72.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	17.6	15.7	16.2				0.0	0.0	72.0	72.0	0.0	0.0
Prop In Lane	0.16		0.56				0.00		0.22	0.09		0.00
Lane Grp Cap(c), veh/h	259	290	258				0	0	1003	369	0	0
V/C Ratio(X)	0.98	0.89	0.92				0.00	0.00	1.05	0.92	0.00	0.00
Avail Cap(c_a), veh/h	259	290	258				0	0	1003	369	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	40.8	40.1	40.3				0.0	0.0	0.0	40.6	0.0	0.0
Incr Delay (d2), s/veh	51.7	31.3	38.0				0.0	0.0	43.1	29.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	10.2	8.9	8.6				0.0	0.0	12.0	9.6	0.0	0.0
Lane Grp Delay (d), s/veh	92.6	71.4	78.3				0.0	0.0	43.1	70.2	0.0	0.0
Lane Grp LOS	F	E	E						F	E		
Approach Vol, veh/h		751						1055			338	
Approach Delay, s/veh		80.8						43.1			70.2	
Approach LOS		F						D			E	

Timer												
Assigned Phs		4						6			2	
Phs Duration (G+Y+Rc), s		23.0						77.0			77.0	
Change Period (Y+Rc), s		5.0						5.0			5.0	
Max Green Setting (Gmax), s		18.0						72.0			72.0	
Max Q Clear Time (g_c+I1), s		19.6						74.0			74.0	
Green Ext Time (p_c), s		0.0						0.0			0.0	

Intersection Summary												
HCM 2010 Ctrl Delay			60.5									
HCM 2010 LOS			E									

Notes



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	98	715	0	0	137	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	103	753	0	0	144	0
Pedestrians		8	159		5	
Lane Width (ft)		12.0	0.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		1	0		0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		360	492			
pX, platoon unblocked					0.90	
vC, conflicting volume	5				621	13
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	5				195	13
tC, single (s)	4.2				6.9	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	93				78	100
cM capacity (veh/h)	1587				644	1043

Direction, Lane #	EB 1	EB 2	EB 3	SB 1
Volume Total	254	301	301	144
Volume Left	103	0	0	144
Volume Right	0	0	0	0
cSH	1587	1700	1700	644
Volume to Capacity	0.07	0.18	0.18	0.22
Queue Length 95th (ft)	5	0	0	21
Control Delay (s)	3.3	0.0	0.0	12.2
Lane LOS	A			B
Approach Delay (s)	1.0			12.2
Approach LOS				B

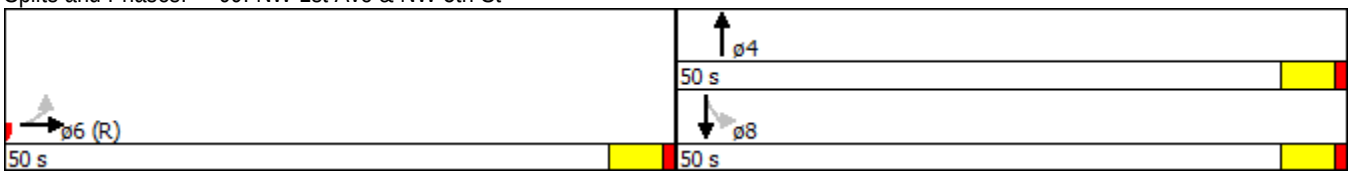
Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	33.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	715	413	22	191
Turn Type	NA	NA	Perm	NA
Protected Phases	6	4		8
Permitted Phases			8	
Detector Phase	6	4	8	8
Switch Phase				
Minimum Initial (s)	18.0	7.0	7.0	7.0
Minimum Split (s)	23.0	21.0	21.0	21.0
Total Split (s)	50.0	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 82 (82%), Referenced to phase 6:EBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 99: NW 1st Ave & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	114	715	138	0	0	0	0	413	219	22	191	0
Number	1	6	16				7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.98	1.00		1.00
Parking Bus Adj	0.90	1.00	0.90				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	171.0	161.3	171.0				0.0	161.3	171.0	161.3	161.3	0.0
Lanes	0	3	0				0	2	0	1	2	0
Cap, veh/h	219	1461	289				0	890	467	238	1452	0
Arrive On Green	0.15	0.15	0.15				0.00	0.15	0.15	0.45	0.45	0.00
Sat Flow, veh/h	486	3247	642				0	1978	1037	668	3226	0
Grp Volume(v), veh/h	350	359	299				0	350	308	23	199	0
Grp Sat Flow(s),veh/h/ln	1428	1613	1335				0	1613	1402	668	1613	0
Q Serve(g_s), s	22.7	20.5	20.6				0.0	19.9	20.2	2.7	3.6	0.0
Cycle Q Clear(g_c), s	22.7	20.5	20.6				0.0	19.9	20.2	22.9	3.6	0.0
Prop In Lane	0.34		0.48				0.00		0.74	1.00		0.00
Lane Grp Cap(c), veh/h	642	726	601				0	726	631	238	1452	0
V/C Ratio(X)	0.54	0.49	0.50				0.00	0.48	0.49	0.10	0.14	0.00
Avail Cap(c_a), veh/h	642	726	601				0	726	631	238	1452	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.1	32.1	32.2				0.0	31.9	32.0	29.3	16.1	0.0
Incr Delay (d2), s/veh	3.3	2.4	2.9				0.0	2.3	2.7	0.8	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	9.3	9.4	7.9				0.0	9.1	8.1	0.5	1.4	0.0
Lane Grp Delay (d), s/veh	36.4	34.5	35.1				0.0	34.2	34.7	30.1	16.3	0.0
Lane Grp LOS	D	C	D					C	C	C	B	
Approach Vol, veh/h		1008						658			222	
Approach Delay, s/veh		35.3						34.4			17.7	
Approach LOS		D						C			B	

Timer												
Assigned Phs		6						4			8	
Phs Duration (G+Y+Rc), s		50.0						50.0			50.0	
Change Period (Y+Rc), s		5.0						5.0			5.0	
Max Green Setting (Gmax), s		45.0						45.0			45.0	
Max Q Clear Time (g_c+I1), s		24.7						22.2			24.9	
Green Ext Time (p_c), s		2.3						4.9			4.7	

Intersection Summary	
HCM 2010 Ctrl Delay	33.0
HCM 2010 LOS	C

Notes

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	95	168	796	6	39	373
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	104	185	875	7	43	410
Pedestrians	19		3			7
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	2		0			1
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			350			351
pX, platoon unblocked	0.61	0.59			0.59	
vC, conflicting volume	1396	904			900	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1194	487			481	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	7	44			93	
cM capacity (veh/h)	113	331			617	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	289	881	43	410
Volume Left	104	0	43	0
Volume Right	185	7	0	0
cSH	195	1700	617	1700
Volume to Capacity	1.48	0.52	0.07	0.24
Queue Length 95th (ft)	447	0	6	0
Control Delay (s)	288.4	0.0	11.3	0.0
Lane LOS	F		B	
Approach Delay (s)	288.4	0.0	1.1	
Approach LOS	F			

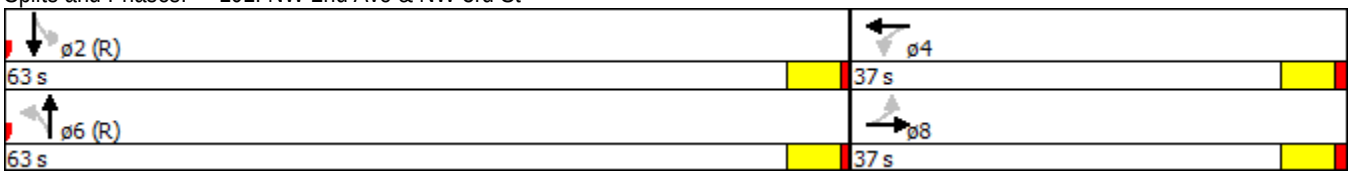
Intersection Summary			
Average Delay	51.6		
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	37	189	170	649	152	662	56	277
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	30.0	30.0	30.0	31.8	31.8	31.8	31.8
Total Split (s)	37.0	37.0	37.0	37.0	63.0	63.0	63.0	63.0
Total Split (%)	37.0%	37.0%	37.0%	37.0%	63.0%	63.0%	63.0%	63.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.8	0.8	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.8	4.8	4.8	4.8
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 79 (79%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 75
Control Type: Pretimed

Splits and Phases: 101: NW 2nd Ave & NW 3rd St



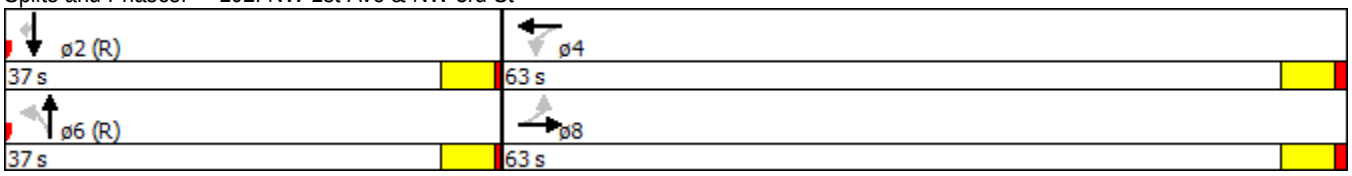
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	37	189	19	170	649	158	152	662	103	56	277	145
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.98		0.96	0.99		0.98	1.00		0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0	162.9	162.9	171.0
Lanes	1	1	0	1	2	0	1	1	0	1	1	0
Cap, veh/h	109	464	47	282	804	195	385	799	124	161	525	275
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	562	1451	146	990	2513	610	818	1373	213	587	902	473
Grp Volume(v), veh/h	39	0	219	179	442	407	160	0	805	59	0	445
Grp Sat Flow(s),veh/h/ln	562	0	1596	990	1629	1494	818	0	1586	587	0	1375
Q Serve(g_s), s	6.6	0.0	10.8	17.4	25.4	25.4	15.0	0.0	43.1	9.5	0.0	20.0
Cycle Q Clear(g_c), s	32.0	0.0	10.8	28.2	25.4	25.4	35.0	0.0	43.1	52.6	0.0	20.0
Prop In Lane	1.00		0.09	1.00		0.41	1.00		0.13	1.00		0.34
Lane Grp Cap(c), veh/h	109	0	511	282	521	478	385	0	923	161	0	800
V/C Ratio(X)	0.36	0.00	0.43	0.64	0.85	0.85	0.42	0.00	0.87	0.37	0.00	0.56
Avail Cap(c_a), veh/h	109	0	511	282	521	478	385	0	923	161	0	800
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.9	0.0	26.8	37.9	31.7	31.8	23.7	0.0	17.7	40.1	0.0	12.9
Incr Delay (d2), s/veh	8.9	0.0	2.6	10.5	15.8	17.1	3.3	0.0	11.2	6.4	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.3	0.0	4.6	5.1	12.5	11.6	3.4	0.0	18.7	1.7	0.0	6.9
Lane Grp Delay (d), s/veh	55.8	0.0	29.4	48.4	47.5	48.8	27.0	0.0	28.9	46.4	0.0	15.7
Lane Grp LOS	E		C	D	D	D	C		C	D		B
Approach Vol, veh/h		258			1028			965			504	
Approach Delay, s/veh		33.4			48.2			28.6			19.3	
Approach LOS		C			D			C			B	
Timer												
Assigned Phs		8			4			6			2	
Phs Duration (G+Y+Rc), s		37.0			37.0			63.0			63.0	
Change Period (Y+Rc), s		5.0			5.0			4.8			4.8	
Max Green Setting (Gmax), s		32.0			32.0			58.2			58.2	
Max Q Clear Time (g_c+I1), s		34.0			30.2			45.1			54.6	
Green Ext Time (p_c), s		0.0			1.1			3.1			1.5	
Intersection Summary												
HCM 2010 Ctrl Delay			34.6									
HCM 2010 LOS			C									
Notes												

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Configurations								
Volume (vph)	209	0	69	408	186	293	214	178
Turn Type	Perm	NA	Perm	NA	Perm	NA	NA	Perm
Protected Phases		8		4		6	2	
Permitted Phases	8		4		6			2
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	26.0	26.0	29.0	29.0	25.6	25.6	25.6	25.6
Total Split (s)	63.0	63.0	63.0	63.0	37.0	37.0	37.0	37.0
Total Split (%)	63.0%	63.0%	63.0%	63.0%	37.0%	37.0%	37.0%	37.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	0.6	0.6	0.6	0.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	4.6	4.6	4.6	4.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 70 (70%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed

Splits and Phases: 102: NW 1st Ave & NW 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	209	0	198	69	408	92	186	293	0	0	214	178
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.99	0.98		1.00	1.00		0.96
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	0.90
Adj Sat Flow veh/h/ln	171.0	162.9	171.0	162.9	162.9	171.0	162.9	162.9	0.0	0.0	162.9	162.9
Lanes	0	1	0	1	2	0	1	1	0	0	1	1
Cap, veh/h	296	13	241	177	1491	334	245	528	0	0	528	386
Arrive On Green	0.58	0.00	0.58	0.58	0.58	0.58	0.32	0.32	0.00	0.00	0.32	0.32
Sat Flow, veh/h	416	23	416	1006	2571	576	821	1629	0	0	1629	1193
Grp Volume(v), veh/h	442	0	0	75	279	264	202	318	0	0	233	193
Grp Sat Flow(s),veh/h/ln	855	0	0	1006	1629	1518	821	1629	0	0	1629	1193
Q Serve(g_s), s	38.7	0.0	0.0	7.2	8.7	8.8	21.1	16.4	0.0	0.0	11.3	13.0
Cycle Q Clear(g_c), s	47.5	0.0	0.0	54.7	8.7	8.8	32.4	16.4	0.0	0.0	11.3	13.0
Prop In Lane	0.51		0.49	1.00		0.38	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	550	0	0	177	945	881	245	528	0	0	528	386
V/C Ratio(X)	0.80	0.00	0.00	0.42	0.30	0.30	0.82	0.60	0.00	0.00	0.44	0.50
Avail Cap(c_a), veh/h	550	0	0	177	945	881	245	528	0	0	528	386
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	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	0.0	0.0	43.3	10.6	10.7	40.9	28.4	0.0	0.0	26.7	27.3
Incr Delay (d2), s/veh	11.8	0.0	0.0	7.2	0.8	0.9	25.8	5.0	0.0	0.0	2.7	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	11.1	0.0	0.0	2.2	3.5	3.3	6.9	7.4	0.0	0.0	5.0	4.3
Lane Grp Delay (d), s/veh	32.9	0.0	0.0	50.5	11.4	11.5	66.8	33.4	0.0	0.0	29.3	31.8
Lane Grp LOS	C			D	B	B	E	C			C	C
Approach Vol, veh/h		442			618			520			426	
Approach Delay, s/veh		32.9			16.2			46.4			30.5	
Approach LOS		C			B			D			C	

Timer												
Assigned Phs		8			4			6			2	
Phs Duration (G+Y+Rc), s		63.0			63.0			37.0			37.0	
Change Period (Y+Rc), s		5.0			5.0			4.6			4.6	
Max Green Setting (Gmax), s		58.0			58.0			32.4			32.4	
Max Q Clear Time (g_c+I1), s		49.5			56.7			34.4			15.0	
Green Ext Time (p_c), s		3.6			0.7			0.0			1.3	

Intersection Summary												
HCM 2010 Ctrl Delay			30.7									
HCM 2010 LOS			C									

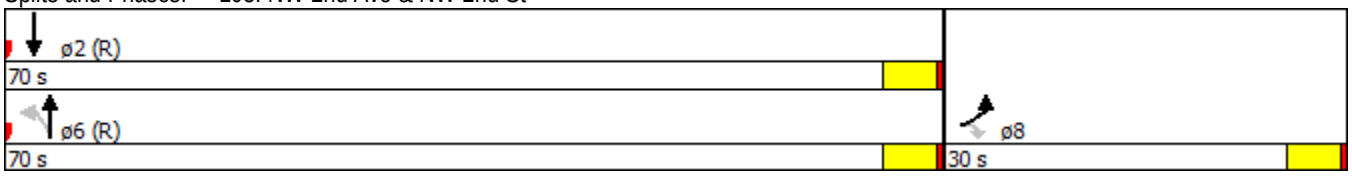
Notes

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	73	88	61	855	401
Turn Type	NA	Perm	Perm	NA	NA
Protected Phases	8			6	2
Permitted Phases		8	6		
Detector Phase	8	8	6	6	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	22.0	22.0	22.6	22.6	22.6
Total Split (s)	30.0	30.0	70.0	70.0	70.0
Total Split (%)	30.0%	30.0%	70.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.6	0.6	0.6	0.6	0.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.6	4.6		4.6	4.6
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 94 (94%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 103: NW 2nd Ave & NW 2nd St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	73	88	61	855	401	44
Number	3	18	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	0.99			0.99
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	162.9	162.9	171.0	162.9	162.9	171.0
Lanes	1	1	0	2	1	0
Cap, veh/h	394	352	140	1829	942	104
Arrive On Green	0.25	0.25	0.87	0.87	1.00	1.00
Sat Flow, veh/h	1551	1384	152	2796	1440	159
Grp Volume(v), veh/h	79	96	496	499	0	484
Grp Sat Flow(s),veh/h/ln	1551	1384	1467	1482	0	1599
Q Serve(g_s), s	4.0	5.6	0.0	7.9	0.0	0.0
Cycle Q Clear(g_c), s	4.0	5.6	6.7	7.9	0.0	0.0
Prop In Lane	1.00	1.00	0.13			0.10
Lane Grp Cap(c), veh/h	394	352	1000	969	0	1045
V/C Ratio(X)	0.20	0.27	0.50	0.51	0.00	0.46
Avail Cap(c_a), veh/h	394	352	1000	969	0	1045
HCM Platoon Ratio	1.00	1.00	1.33	1.33	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.3	29.9	2.7	2.8	0.0	0.0
Incr Delay (d2), s/veh	1.1	1.9	1.8	2.0	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.7	2.1	2.1	2.2	0.0	0.4
Lane Grp Delay (d), s/veh	30.5	31.8	4.4	4.7	0.0	1.5
Lane Grp LOS	C	C	A	A		A
Approach Vol, veh/h	175			995	484	
Approach Delay, s/veh	31.2			4.6	1.5	
Approach LOS	C			A	A	

Timer						
Assigned Phs				6	2	
Phs Duration (G+Y+Rc), s				70.0	70.0	
Change Period (Y+Rc), s				4.6	4.6	
Max Green Setting (Gmax), s				65.4	65.4	
Max Q Clear Time (g_c+I1), s				9.9	2.0	
Green Ext Time (p_c), s				3.8	3.8	

Intersection Summary						
HCM 2010 Ctrl Delay			6.5			
HCM 2010 LOS			A			

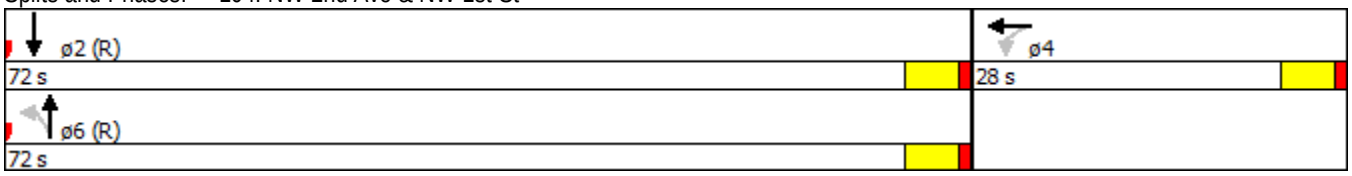
Notes

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	450	80	920	391
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	25.0	25.0	25.0
Total Split (s)	28.0	72.0	72.0	72.0
Total Split (%)	28.0%	72.0%	72.0%	72.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 87 (87%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 104: NW 2nd Ave & NW 1st St



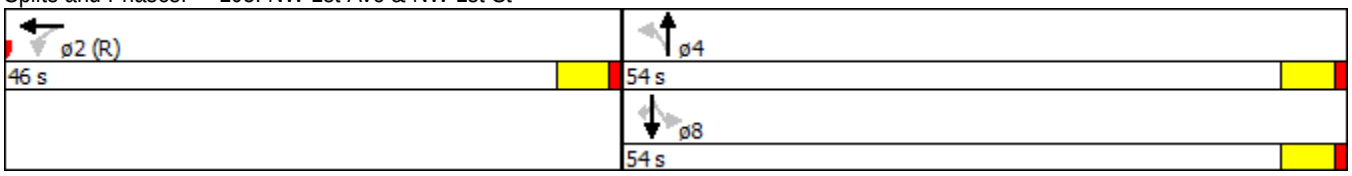
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	52	450	78	80	920	0	0	391	140
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.86	1.00		1.00	1.00		0.99
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	162.9	171.0	171.0	162.9	0.0	0.0	162.9	171.0
Lanes				0	3	0	0	2	0	0	1	0
Cap, veh/h				91	830	144	156	1644	0	0	766	275
Arrive On Green				0.08	0.08	0.08	0.67	0.67	0.00	0.00	0.67	0.67
Sat Flow, veh/h				396	3609	627	169	2453	0	0	1143	411
Grp Volume(v), veh/h				235	216	194	487	624	0	0	0	590
Grp Sat Flow(s),veh/h/ln				1609	1629	1395	1140	1482	0	0	0	1553
Q Serve(g_s), s				14.2	12.8	13.4	13.6	24.0	0.0	0.0	0.0	20.2
Cycle Q Clear(g_c), s				14.2	12.8	13.4	33.8	24.0	0.0	0.0	0.0	20.2
Prop In Lane				0.25		0.45	0.18		0.00	0.00		0.26
Lane Grp Cap(c), veh/h				370	375	321	806	993	0	0	0	1041
V/C Ratio(X)				0.64	0.58	0.60	0.60	0.63	0.00	0.00	0.00	0.57
Avail Cap(c_a), veh/h				370	375	321	806	993	0	0	0	1041
HCM Platoon Ratio				0.33	0.33	0.33	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	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				42.1	41.5	41.8	11.0	9.4	0.0	0.0	0.0	8.8
Incr Delay (d2), s/veh				8.1	6.3	8.2	3.3	3.0	0.0	0.0	0.0	2.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				7.0	6.3	5.8	8.3	8.5	0.0	0.0	0.0	7.4
Lane Grp Delay (d), s/veh				50.2	47.8	50.0	14.4	12.4	0.0	0.0	0.0	11.0
Lane Grp LOS				D	D	D	B	B				B
Approach Vol, veh/h					645			1111			590	
Approach Delay, s/veh					49.4			13.3			11.0	
Approach LOS					D			B			B	
Timer												
Assigned Phs					4			6			2	
Phs Duration (G+Y+Rc), s					28.0			72.0			72.0	
Change Period (Y+Rc), s					5.0			5.0			5.0	
Max Green Setting (Gmax), s					23.0			67.0			67.0	
Max Q Clear Time (g_c+I1), s					16.2			35.8			22.2	
Green Ext Time (p_c), s					1.6			4.7			4.8	
Intersection Summary												
HCM 2010 Ctrl Delay			22.6									
HCM 2010 LOS			C									
Notes												

Lane Group	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations						
Volume (vph)	473	59	271	67	157	80
Turn Type	NA	Perm	NA	Perm	NA	Perm
Protected Phases	2		4		8	
Permitted Phases		4		8		8
Detector Phase	2	4	4	8	8	8
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	25.0	25.0	23.0	23.0	23.0
Total Split (s)	46.0	54.0	54.0	54.0	54.0	54.0
Total Split (%)	46.0%	54.0%	54.0%	54.0%	54.0%	54.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.0		5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 24 (24%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 105: NW 1st Ave & NW 1st St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	27	473	114	59	271	13	67	157	80
Number				5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.85	0.99		0.98	0.99		0.99
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	162.9	171.0	171.0	162.9	171.0	171.0	162.9	162.9
Lanes				0	2	0	0	1	0	0	2	1
Cap, veh/h				52	946	241	131	537	25	310	811	668
Arrive On Green				0.41	0.41	0.41	0.16	0.16	0.16	0.98	0.98	0.98
Sat Flow, veh/h				128	2308	587	181	1097	51	502	1656	1364
Grp Volume(v), veh/h				394	0	312	394	0	0	101	156	92
Grp Sat Flow(s),veh/h/ln				1622	0	1400	1328	0	0	676	1482	1364
Q Serve(g_s), s				18.9	0.0	16.9	17.5	0.0	0.0	0.0	0.3	0.2
Cycle Q Clear(g_c), s				18.9	0.0	16.9	27.0	0.0	0.0	0.1	0.3	0.2
Prop In Lane				0.08		0.42	0.17		0.04	0.77		1.00
Lane Grp Cap(c), veh/h				665	0	574	693	0	0	395	726	668
V/C Ratio(X)				0.59	0.00	0.54	0.57	0.00	0.00	0.25	0.22	0.14
Avail Cap(c_a), veh/h				665	0	574	693	0	0	395	726	668
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh				23.0	0.0	22.4	32.4	0.0	0.0	0.5	0.5	0.5
Incr Delay (d2), s/veh				3.8	0.0	3.7	3.4	0.0	0.0	1.6	0.7	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				8.1	0.0	6.3	10.5	0.0	0.0	0.2	0.2	0.1
Lane Grp Delay (d), s/veh				26.8	0.0	26.1	35.7	0.0	0.0	2.1	1.2	0.9
Lane Grp LOS				C		C	D			A	A	A
Approach Vol, veh/h					706			394			349	
Approach Delay, s/veh					26.5			35.7			1.4	
Approach LOS					C			D			A	

Timer	
Assigned Phs	2 4 8
Phs Duration (G+Y+Rc), s	46.0 54.0 54.0
Change Period (Y+Rc), s	5.0 5.0 5.0
Max Green Setting (Gmax), s	41.0 49.0 49.0
Max Q Clear Time (g_c+I1), s	20.9 29.0 2.3
Green Ext Time (p_c), s	3.0 2.7 2.9

Intersection Summary	
HCM 2010 Ctrl Delay	23.0
HCM 2010 LOS	C

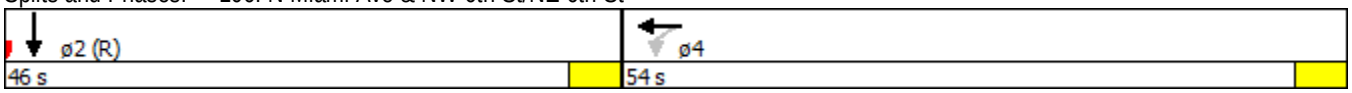
Notes

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	638	744
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.0	22.0
Total Split (s)	54.0	46.0
Total Split (%)	54.0%	46.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.0	4.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 94 (94%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed

Splits and Phases: 106: N Miami Ave & NW 6th St/NE 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	113	638	0	0	0	0	0	744	143
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.99
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln				171.0	158.3	0.0				0.0	158.3	171.0
Lanes				0	2	0				0	3	0
Cap, veh/h				72	720	0				0	1573	299
Arrive On Green				0.17	0.17	0.00				0.00	0.42	0.42
Sat Flow, veh/h				0	1441	0				0	3745	712
Grp Volume(v), veh/h				120	679	0				0	668	275
Grp Sat Flow(s),veh/h/ln				0	1441	0				0	1583	1291
Q Serve(g_s), s				0.0	46.6	0.0				0.0	15.5	15.7
Cycle Q Clear(g_c), s				50.0	46.6	0.0				0.0	15.5	15.7
Prop In Lane				1.00		0.00				0.00		0.55
Lane Grp Cap(c), veh/h				72	720	0				0	1330	542
V/C Ratio(X)				1.67	0.94	0.00				0.00	0.50	0.51
Avail Cap(c_a), veh/h				72	720	0				0	1330	542
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				66.8	40.3	0.0				0.0	21.3	21.4
Incr Delay (d2), s/veh				353.1	22.1	0.0				0.0	1.4	3.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				9.0	22.5	0.0				0.0	6.2	5.4
Lane Grp Delay (d), s/veh				419.9	62.4	0.0				0.0	22.7	24.8
Lane Grp LOS				F	E						C	C
Approach Vol, veh/h					799						943	
Approach Delay, s/veh					116.1						23.3	
Approach LOS					F						C	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	54.0	46.0
Change Period (Y+Rc), s	4.0	4.0
Max Green Setting (Gmax), s	50.0	42.0
Max Q Clear Time (g_c+I1), s	52.0	17.7
Green Ext Time (p_c), s	0.0	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	65.9
HCM 2010 LOS	E

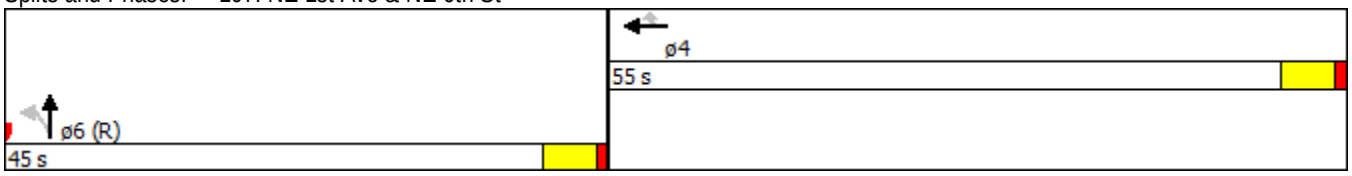
Notes

Lane Group	WBT	WBR	NBT
Lane Configurations			
Volume (vph)	631	1241	1509
Turn Type	NA	Perm	NA
Protected Phases	4		6
Permitted Phases		4	
Detector Phase	4	4	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0
Total Split (s)	55.0	55.0	45.0
Total Split (%)	55.0%	55.0%	45.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 3 (3%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 140
Control Type: Pretimed

Splits and Phases: 107: NE 1st Ave & NE 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	631	1241	136	1509	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.0	5.0		5.0				
Lane Util. Factor					0.91	0.91		0.91				
Frpb, ped/bikes					0.99	0.98		1.00				
Flpb, ped/bikes					1.00	1.00		1.00				
Frt					0.93	0.85		1.00				
Flt Protected					1.00	1.00		1.00				
Satd. Flow (prot)					2638	1198		4145				
Flt Permitted					1.00	1.00		1.00				
Satd. Flow (perm)					2638	1198		4145				
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	0	0	0	734	1443	158	1755	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	11	0	13	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	1455	710	0	1900	0	0	0	0
Confl. Peds. (#/hr)	5		11	11		5	23		7	7		23
Confl. Bikes (#/hr)			7									4
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Parking (#/hr)							0	0				
Turn Type					NA	Perm	Perm	NA				
Protected Phases					4			6				
Permitted Phases						4	6					
Actuated Green, G (s)					50.0	50.0		40.0				
Effective Green, g (s)					50.0	50.0		40.0				
Actuated g/C Ratio					0.50	0.50		0.40				
Clearance Time (s)					5.0	5.0		5.0				
Lane Grp Cap (vph)					1319	599		1658				
v/s Ratio Prot					0.55							
v/s Ratio Perm						c0.59		0.46				
v/c Ratio					1.14dr	1.19		1.15				
Uniform Delay, d1					25.0	25.0		30.0				
Progression Factor					0.56	0.54		1.02				
Incremental Delay, d2					56.2	96.8		71.2				
Delay (s)					70.2	110.4		101.8				
Level of Service					E	F		F				
Approach Delay (s)		0.0			83.5			101.8			0.0	
Approach LOS		A			F			F			A	

Intersection Summary			
HCM 2000 Control Delay	92.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	101.3%	ICU Level of Service	G
Analysis Period (min)	15		

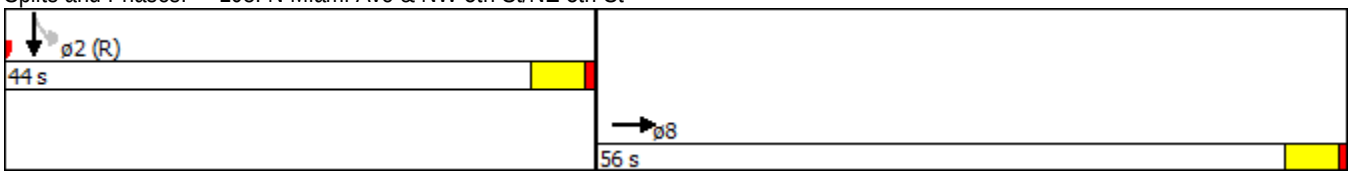
dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Lane Group	EBT	SBT
Lane Configurations		
Volume (vph)	1122	502
Turn Type	NA	NA
Protected Phases	8	2
Permitted Phases		
Detector Phase	8	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.8	22.8
Total Split (s)	56.0	44.0
Total Split (%)	56.0%	44.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.8	0.8
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.8	4.8
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 3 (3%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 108: N Miami Ave & NW 5th St/NE 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1122	103	0	0	0	0	0	0	328	502	0
Number	3	8	18							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99							1.00		1.00
Parking Bus Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	161.3	171.0							171.0	161.3	0.0
Lanes	0	3	0							0	3	0
Cap, veh/h	0	2235	205							72	1151	0
Arrive On Green	0.00	0.17	0.17							0.13	0.13	0.00
Sat Flow, veh/h	0	4365	400							0	2936	0
Grp Volume(v), veh/h	0	911	435							360	552	0
Grp Sat Flow(s),veh/h/ln	0	1613	1539							0	1468	0
Q Serve(g_s), s	0.0	25.9	25.9							0.0	17.5	0.0
Cycle Q Clear(g_c), s	0.0	25.9	25.9							39.2	17.5	0.0
Prop In Lane	0.00		0.26							1.00		0.00
Lane Grp Cap(c), veh/h	0	1652	788							72	1151	0
V/C Ratio(X)	0.00	0.55	0.55							5.00	0.48	0.00
Avail Cap(c_a), veh/h	0	1652	788							72	1151	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	31.0	31.0							63.1	34.1	0.0
Incr Delay (d2), s/veh	0.0	1.3	2.8							1830.7	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	11.6	11.4							38.6	7.2	0.0
Lane Grp Delay (d), s/veh	0.0	32.4	33.8							1893.9	35.5	0.0
Lane Grp LOS		C	C							F	D	
Approach Vol, veh/h		1346									912	
Approach Delay, s/veh		32.8									769.1	
Approach LOS		C									F	

Timer	
Assigned Phs	8	2
Phs Duration (G+Y+Rc), s	56.0	44.0
Change Period (Y+Rc), s	4.8	4.8
Max Green Setting (Gmax), s	51.2	39.2
Max Q Clear Time (g_c+I1), s	27.9	41.2
Green Ext Time (p_c), s	3.9	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	330.2
HCM 2010 LOS	F

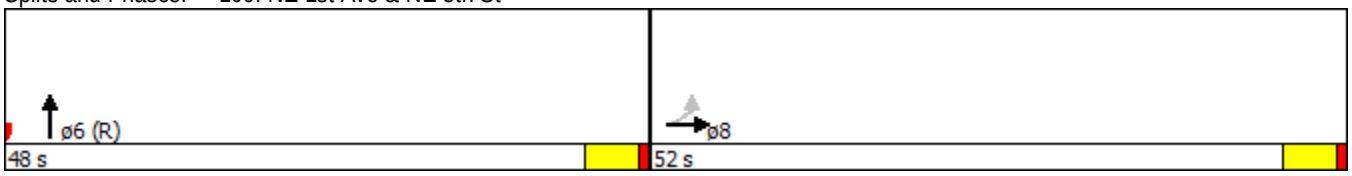
Notes

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	988	1082
Turn Type	NA	NA
Protected Phases	8	6
Permitted Phases		
Detector Phase	8	6
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	22.9	22.9
Total Split (s)	52.0	48.0
Total Split (%)	52.0%	48.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.9	0.9
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.9	4.9
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 58 (58%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 109: NE 1st Ave & NE 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	548	988	0	0	0	0	0	1082	283	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	0.90			
Adj Sat Flow veh/h/ln	171.0	161.3	0.0				0.0	161.3	171.0			
Lanes	0	3	0				0	3	0			
Cap, veh/h	72	1383	0				0	1535	402			
Arrive On Green	0.16	0.16	0.00				0.00	0.14	0.14			
Sat Flow, veh/h	0	2936	0				0	3563	932			
Grp Volume(v), veh/h	571	1029	0				0	1021	401			
Grp Sat Flow(s),veh/h/ln	0	1468	0				0	1613	1269			
Q Serve(g_s), s	0.0	33.5	0.0				0.0	30.3	30.3			
Cycle Q Clear(g_c), s	47.1	33.5	0.0				0.0	30.3	30.3			
Prop In Lane	1.00		0.00				0.00		0.73			
Lane Grp Cap(c), veh/h	72	1383	0				0	1391	547			
V/C Ratio(X)	7.93	0.74	0.00				0.00	0.73	0.73			
Avail Cap(c_a), veh/h	72	1383	0				0	1391	547			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	0.33	0.33			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	65.8	36.5	0.0				0.0	37.4	37.4			
Incr Delay (d2), s/veh	3147.1	3.7	0.0				0.0	3.5	8.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	64.9	14.0	0.0				0.0	13.9	11.7			
Lane Grp Delay (d), s/veh	3212.9	40.1	0.0				0.0	40.9	45.9			
Lane Grp LOS	F	D						D	D			
Approach Vol, veh/h		1600						1422				
Approach Delay, s/veh		1172.4						42.3				
Approach LOS		F						D				

Timer	
Assigned Phs	8	6
Phs Duration (G+Y+Rc), s	52.0	48.0
Change Period (Y+Rc), s	4.9	4.9
Max Green Setting (Gmax), s	47.1	43.1
Max Q Clear Time (g_c+I1), s	49.1	32.3
Green Ext Time (p_c), s	0.0	3.5

Intersection Summary	
HCM 2010 Ctrl Delay	640.6
HCM 2010 LOS	F

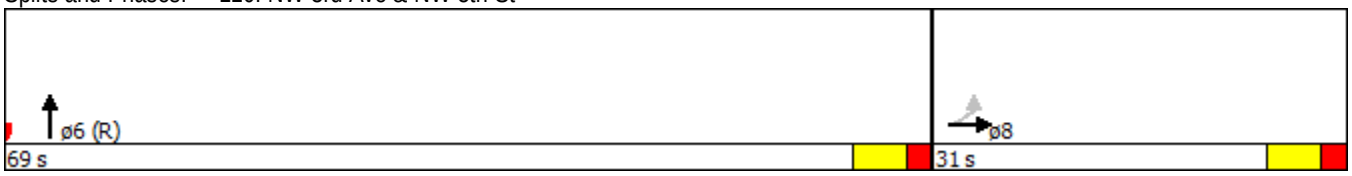
Notes

Lane Group	EBL	EBT	NBT
Lane Configurations			
Volume (vph)	124	480	1269
Turn Type	Perm	NA	NA
Protected Phases		8	6
Permitted Phases	8		
Detector Phase	8	8	6
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	26.1	26.1	24.9
Total Split (s)	31.0	31.0	69.0
Total Split (%)	31.0%	31.0%	69.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.1	2.1	1.9
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.1	5.9
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 87 (87%), Referenced to phase 6:NBT, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 110: NW 3rd Ave & NW 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	124	480	0	0	0	0	0	1269	159	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	181.0	181.0	0.0				0.0	181.0	190.0			
Lanes	1	3	0				0	3	0			
Cap, veh/h	72	1352	0				0	2985	374			
Arrive On Green	0.08	0.08	0.00				0.00	0.63	0.63			
Sat Flow, veh/h	1723	5429	0				0	4730	593			
Grp Volume(v), veh/h	128	495	0				0	1001	471			
Grp Sat Flow(s),veh/h/ln	1723	1810	0				0	1810	1704			
Q Serve(g_s), s	0.0	8.6	0.0				0.0	14.1	14.1			
Cycle Q Clear(g_c), s	24.9	8.6	0.0				0.0	14.1	14.1			
Prop In Lane	1.00		0.00				0.00		0.35			
Lane Grp Cap(c), veh/h	72	1352	0				0	2284	1075			
V/C Ratio(X)	1.78	0.37	0.00				0.00	0.44	0.44			
Avail Cap(c_a), veh/h	72	1352	0				0	2284	1075			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	58.3	38.4	0.0				0.0	9.4	9.4			
Incr Delay (d2), s/veh	400.0	0.8	0.0				0.0	0.6	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	10.0	4.4	0.0				0.0	5.9	5.8			
Lane Grp Delay (d), s/veh	458.3	39.2	0.0				0.0	10.0	10.7			
Lane Grp LOS	F	D						B	B			
Approach Vol, veh/h		623						1472				
Approach Delay, s/veh		125.3						10.2				
Approach LOS		F						B				

Timer	
Assigned Phs	8	6
Phs Duration (G+Y+Rc), s	31.0	69.0
Change Period (Y+Rc), s	6.1	5.9
Max Green Setting (Gmax), s	24.9	63.1
Max Q Clear Time (g_c+I1), s	26.9	16.1
Green Ext Time (p_c), s	0.0	4.6

Intersection Summary	
HCM 2010 Ctrl Delay	44.5
HCM 2010 LOS	D

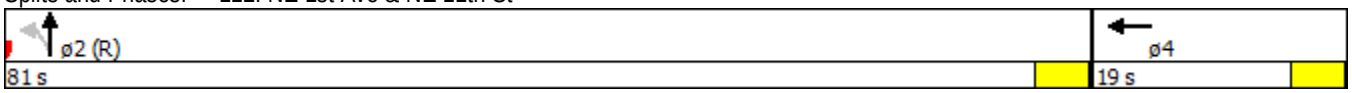
Notes

Lane Group	WBT	NBT
Lane Configurations		
Volume (vph)	150	3914
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	3.0
Minimum Split (s)	19.0	22.4
Total Split (s)	19.0	81.0
Total Split (%)	19.0%	81.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.3	0.4
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.3	4.4
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 19 (19%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 150
Control Type: Pretimed

Splits and Phases: 112: NE 1st Ave & NE 11th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	150	200	86	3914	0	0	0	0
Number				7	4	14	5	2	12			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00			
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln				0.0	181.0	190.0	190.0	181.0	0.0			
Lanes				0	2	0	0	3	0			
Cap, veh/h				0	266	225	72	2523	0			
Arrive On Green				0.00	0.15	0.15	0.77	0.77	0.00			
Sat Flow, veh/h				0	1810	1528	0	3293	0			
Grp Volume(v), veh/h				0	165	220	95	4301	0			
Grp Sat Flow(s),veh/h/ln				0	1810	1528	0	1647	0			
Q Serve(g_s), s				0.0	8.6	14.4	0.0	76.6	0.0			
Cycle Q Clear(g_c), s				0.0	8.6	14.4	76.6	76.6	0.0			
Prop In Lane				0.00		1.00	1.00		0.00			
Lane Grp Cap(c), veh/h				0	266	225	72	2523	0			
V/C Ratio(X)				0.00	0.62	0.98	1.32	1.70	0.00			
Avail Cap(c_a), veh/h				0	266	225	72	2523	0			
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)				0.00	1.00	1.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	40.0	42.5	50.0	11.7	0.0			
Incr Delay (d2), s/veh				0.0	10.4	55.0	213.3	318.9	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln				0.0	4.7	9.1	6.1	137.0	0.0			
Lane Grp Delay (d), s/veh				0.0	50.5	97.6	263.3	330.6	0.0			
Lane Grp LOS					D	F	F	F				
Approach Vol, veh/h					385			4396				
Approach Delay, s/veh					77.4			329.2				
Approach LOS					E			F				

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	19.0 81.0
Change Period (Y+Rc), s	4.3 4.4
Max Green Setting (Gmax), s	14.7 76.6
Max Q Clear Time (g_c+I1), s	16.4 78.6
Green Ext Time (p_c), s	0.0 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	308.9
HCM 2010 LOS	F

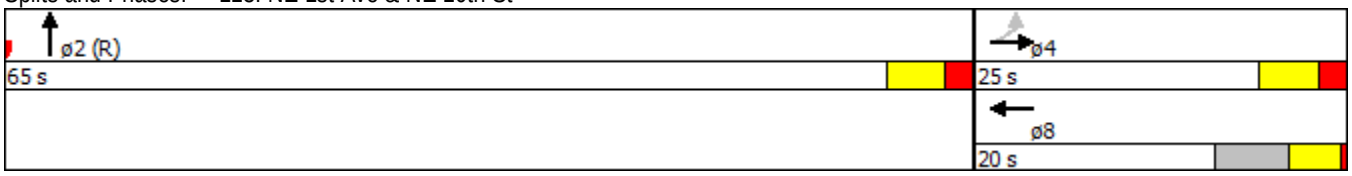
Notes

Lane Group	EBL	EBT	WBT	NBT
Lane Configurations				
Volume (vph)	367	190	195	3258
Turn Type	Perm	NA	NA	NA
Protected Phases		4	8	2
Permitted Phases	4			
Detector Phase	4	4	8	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	4.0	7.0
Minimum Split (s)	20.0	20.0	20.0	22.4
Total Split (s)	25.0	25.0	20.0	65.0
Total Split (%)	27.8%	27.8%	22.2%	72.2%
Yellow Time (s)	4.0	4.0	3.5	4.0
All-Red Time (s)	2.0	2.0	0.5	2.0
Lost Time Adjust (s)		0.0	0.0	0.0
Total Lost Time (s)		6.0	4.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 5 (6%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 150
Control Type: Pretimed

Splits and Phases: 113: NE 1st Ave & NE 10th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	367	190	0	0	195	0	0	3258	311	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	0.98		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	190.0	181.0	0.0	0.0	181.0	190.0	0.0	181.0	190.0			
Lanes	0	2	0	0	1	0	0	3	0			
Cap, veh/h	198	348	0	0	382	0	0	3209	296			
Arrive On Green	0.21	0.21	0.00	0.00	0.21	0.00	0.00	0.66	0.66			
Sat Flow, veh/h	558	1647	0	0	1810	0	0	4896	452			
Grp Volume(v), veh/h	399	207	0	0	212	0	0	2586	1293			
Grp Sat Flow(s),veh/h/ln	558	1647	0	0	1810	0	0	1810	1729			
Q Serve(g_s), s	9.6	10.2	0.0	0.0	9.4	0.0	0.0	59.0	59.0			
Cycle Q Clear(g_c), s	19.0	10.2	0.0	0.0	9.4	0.0	0.0	59.0	59.0			
Prop In Lane	1.00		0.00	0.00		0.00	0.00		0.26			
Lane Grp Cap(c), veh/h	198	348	0	0	382	0	0	2372	1133			
V/C Ratio(X)	2.02	0.60	0.00	0.00	0.55	0.00	0.00	1.09	1.14			
Avail Cap(c_a), veh/h	198	348	0	0	382	0	0	2372	1133			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00			
Uniform Delay (d), s/veh	42.1	32.0	0.0	0.0	31.7	0.0	0.0	15.5	15.5			
Incr Delay (d2), s/veh	474.8	7.3	0.0	0.0	5.7	0.0	0.0	48.2	74.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	30.6	4.9	0.0	0.0	4.8	0.0	0.0	38.6	45.1			
Lane Grp Delay (d), s/veh	517.0	39.4	0.0	0.0	37.4	0.0	0.0	63.7	89.9			
Lane Grp LOS	F	D			D			F	F			
Approach Vol, veh/h		606			212			3879				
Approach Delay, s/veh		353.8			37.4			72.5				
Approach LOS		F			D			E				

Timer	
Assigned Phs	4	8	2
Phs Duration (G+Y+Rc), s	25.0	25.0	65.0
Change Period (Y+Rc), s	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	16.0	59.0
Max Q Clear Time (g_c+I1), s	21.0	11.4	61.0
Green Ext Time (p_c), s	0.0	1.9	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	107.2
HCM 2010 LOS	F

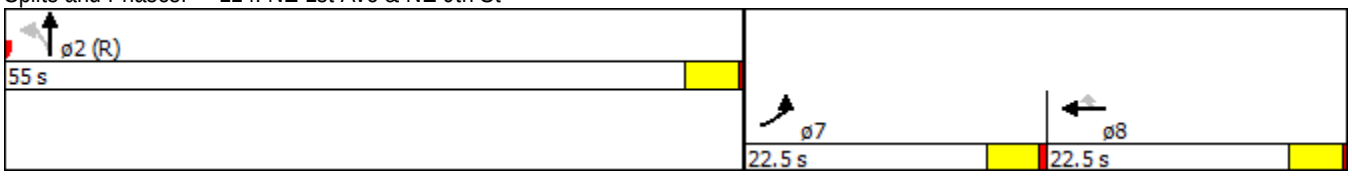
Notes

Lane Group	EBL	NBT	ø8
Lane Configurations			
Volume (vph)	62	3217	
Turn Type	Prot	NA	
Protected Phases	7	2	8
Permitted Phases			
Detector Phase	7	2	
Switch Phase			
Minimum Initial (s)	4.0	4.0	4.0
Minimum Split (s)	22.5	22.5	22.5
Total Split (s)	22.5	55.0	22.5
Total Split (%)	22.5%	55.0%	23%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.5	0.4	0.5
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	4.5	4.4	
Lead/Lag	Lead		Lag
Lead-Lag Optimize?	Yes		Yes
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 150
Control Type: Pretimed

Splits and Phases: 114: NE 1st Ave & NE 9th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	62	0	0	0	0	0	104	3217	13	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5							4.4				
Lane Util. Factor	1.00							0.91				
Frpb, ped/bikes	1.00							1.00				
Flpb, ped/bikes	1.00							1.00				
Frt	1.00							1.00				
Flt Protected	0.95							1.00				
Satd. Flow (prot)	1719							4926				
Flt Permitted	0.95							1.00				
Satd. Flow (perm)	1719							4926				
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	63	0	0	0	0	0	105	3249	13	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	63	0	0	0	0	0	0	3367	0	0	0	0
Confl. Peds. (#/hr)	12		6	6		12	5		7	7		5
Turn Type	Prot					Perm	Perm	NA				
Protected Phases	7				8			2				
Permitted Phases						8	2					
Actuated Green, G (s)	18.0							50.6				
Effective Green, g (s)	18.0							50.6				
Actuated g/C Ratio	0.18							0.51				
Clearance Time (s)	4.5							4.4				
Lane Grp Cap (vph)	309							2492				
v/s Ratio Prot	c0.04											
v/s Ratio Perm								0.68				
v/c Ratio	0.20							1.35				
Uniform Delay, d1	34.9							24.7				
Progression Factor	1.00							1.01				
Incremental Delay, d2	1.5							158.2				
Delay (s)	36.4							183.0				
Level of Service	D							F				
Approach Delay (s)		36.4			0.0			183.0			0.0	
Approach LOS		D			A			F			A	

Intersection Summary

HCM 2000 Control Delay	180.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.4
Intersection Capacity Utilization	90.8%	ICU Level of Service	E
Analysis Period (min)	15		

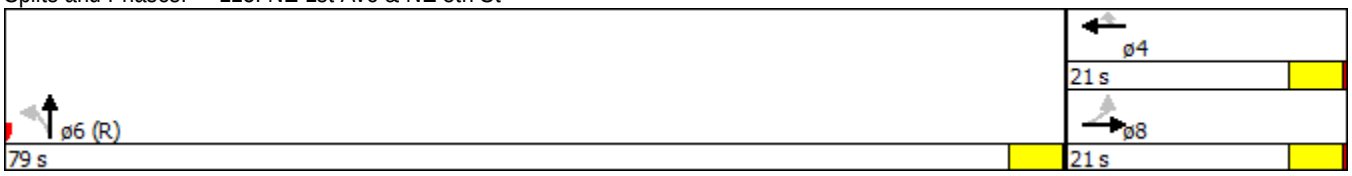
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations					
Volume (vph)	312	301	448	783	2884
Turn Type	Perm	NA	NA	Perm	NA
Protected Phases		8	4		6
Permitted Phases	8			4	
Detector Phase	8	8	4	4	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	18.5	18.5	18.5	18.5	22.3
Total Split (s)	21.0	21.0	21.0	21.0	79.0
Total Split (%)	21.0%	21.0%	21.0%	21.0%	79.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.5	0.5	0.5	0.5	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.3
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 1 (1%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 130
Control Type: Pretimed

Splits and Phases: 115: NE 1st Ave & NE 8th St



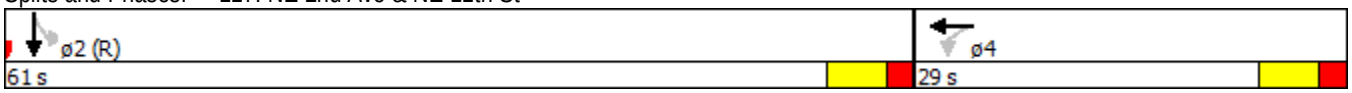
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	312	301	0	0	448	783	190	2884	438	0	0	0
Number	3	8	18	7	4	14	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	0.90			
Adj Sat Flow veh/h/ln	162.9	162.9	0.0	0.0	162.9	162.9	171.0	162.9	171.0			
Lanes	1	1	0	0	1	1	0	3	0			
Cap, veh/h	72	269	0	0	269	227	172	2743	408			
Arrive On Green	0.17	0.17	0.00	0.00	0.17	0.17	0.25	0.25	0.25			
Sat Flow, veh/h	351	1629	0	0	1629	1374	230	3672	546			
Grp Volume(v), veh/h	343	331	0	0	492	860	1321	1336	1202			
Grp Sat Flow(s),veh/h/ln	351	1629	0	0	1629	1374	1454	1629	1366			
Q Serve(g_s), s	0.0	16.5	0.0	0.0	16.5	16.5	74.7	74.7	74.7			
Cycle Q Clear(g_c), s	16.5	16.5	0.0	0.0	16.5	16.5	74.7	74.7	74.7			
Prop In Lane	1.00		0.00	0.00		1.00	0.16		0.40			
Lane Grp Cap(c), veh/h	72	269	0	0	269	227	1086	1217	1020			
V/C Ratio(X)	4.76	1.23	0.00	0.00	1.83	3.79	1.22	1.10	1.18			
Avail Cap(c_a), veh/h	72	269	0	0	269	227	1086	1217	1020			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	50.0	41.8	0.0	0.0	41.8	41.8	37.7	37.7	37.7			
Incr Delay (d2), s/veh	1724.8	132.4	0.0	0.0	388.1	1267.4	105.8	56.9	90.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	36.3	16.7	0.0	0.0	35.8	85.6	61.9	52.8	53.8			
Lane Grp Delay (d), s/veh	1774.8	174.1	0.0	0.0	429.9	1309.2	143.5	94.6	128.2			
Lane Grp LOS	F	F			F	F	F	F	F			
Approach Vol, veh/h		674			1352			3859				
Approach Delay, s/veh		988.7			989.2			121.8				
Approach LOS		F			F			F				
Timer												
Assigned Phs		8			4			6				
Phs Duration (G+Y+Rc), s		21.0			21.0			79.0				
Change Period (Y+Rc), s		4.5			4.5			4.3				
Max Green Setting (Gmax), s		16.5			16.5			74.7				
Max Q Clear Time (g_c+I1), s		18.5			18.5			76.7				
Green Ext Time (p_c), s		0.0			0.0			0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			420.4									
HCM 2010 LOS			F									
Notes												

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	146	1129
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	24.0	24.0
Total Split (s)	29.0	61.0
Total Split (%)	32.2%	67.8%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 89 (99%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 117: NE 2nd Ave & NE 11th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	82	146	0	0	0	0	188	1129	103
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.99
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				190.0	181.0	0.0				190.0	181.0	190.0
Lanes				0	2	0				0	3	0
Cap, veh/h				80	421	0				80	1816	166
Arrive On Green				0.26	0.26	0.00				0.61	0.61	0.61
Sat Flow, veh/h				0	1647	0				0	2971	271
Grp Volume(v), veh/h				93	166	0				214	711	689
Grp Sat Flow(s),veh/h/ln				0	1647	0				0	1647	1595
Q Serve(g_s), s				0.0	7.5	0.0				0.0	26.6	26.6
Cycle Q Clear(g_c), s				23.0	7.5	0.0				55.0	26.6	26.6
Prop In Lane				1.00		0.00				1.00		0.17
Lane Grp Cap(c), veh/h				80	421	0				80	1006	975
V/C Ratio(X)				1.16	0.39	0.00				2.67	0.71	0.71
Avail Cap(c_a), veh/h				80	421	0				80	1006	975
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh				45.0	27.7	0.0				45.0	12.0	12.0
Incr Delay (d2), s/veh				151.0	2.8	0.0				788.1	4.2	4.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				5.2	3.4	0.0				19.3	10.8	10.5
Lane Grp Delay (d), s/veh				196.0	30.5	0.0				833.1	16.2	16.3
Lane Grp LOS				F	C					F	B	B
Approach Vol, veh/h					259						1614	
Approach Delay, s/veh					89.9						124.5	
Approach LOS					F						F	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	29.0 61.0
Change Period (Y+Rc), s	6.0 6.0
Max Green Setting (Gmax), s	23.0 55.0
Max Q Clear Time (g_c+I1), s	25.0 57.0
Green Ext Time (p_c), s	0.0 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	119.7
HCM 2010 LOS	F

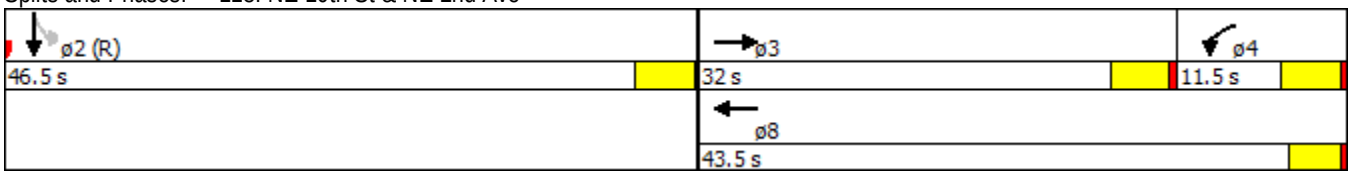
Notes

Lane Group	EBT	WBT	SBT	ø4
Lane Configurations				
Volume (vph)	339	135	1016	
Turn Type	NA	NA	NA	
Protected Phases	3	8	2	4
Permitted Phases				
Detector Phase	3	8	2	
Switch Phase				
Minimum Initial (s)	7.0	4.0	7.0	7.0
Minimum Split (s)	18.5	20.0	22.3	11.5
Total Split (s)	32.0	43.5	46.5	11.5
Total Split (%)	35.6%	48.3%	51.7%	13%
Yellow Time (s)	4.0	3.5	4.0	4.0
All-Red Time (s)	0.5	0.5	0.3	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.0	4.3	
Lead/Lag	Lead			Lag
Lead-Lag Optimize?	Yes			Yes
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 2 (2%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 118: NE 10th St & NE 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	339	217	239	135	0	0	0	0	160	1016	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.0						4.3	
Lane Util. Factor		0.95			1.00						0.91	
Frpb, ped/bikes		0.97			1.00						0.99	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.94			1.00						0.98	
Flt Protected		1.00			0.97						0.99	
Satd. Flow (prot)		2782			1545						4219	
Flt Permitted		1.00			0.31						0.99	
Satd. Flow (perm)		2782			487						4219	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	0	413	265	291	165	0	0	0	0	195	1239	220
RTOR Reduction (vph)	0	18	0	0	0	0	0	0	0	0	23	0
Lane Group Flow (vph)	0	660	0	0	456	0	0	0	0	0	1631	0
Confl. Peds. (#/hr)	6		30	30		6	10		5	5		10
Confl. Bikes (#/hr)						3						5
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Parking (#/hr)	0		0									0
Turn Type		NA		Prot	NA					Perm	NA	
Protected Phases		3		4	8						2	
Permitted Phases										2		
Actuated Green, G (s)		27.5			39.5						42.2	
Effective Green, g (s)		27.5			39.5						42.2	
Actuated g/C Ratio		0.31			0.44						0.47	
Clearance Time (s)		4.5			4.0						4.3	
Lane Grp Cap (vph)		850			296						1978	
v/s Ratio Prot		0.24			c0.12							
v/s Ratio Perm					c0.56						0.39	
v/c Ratio		0.78			1.54						0.82	
Uniform Delay, d1		28.5			25.2						20.7	
Progression Factor		1.05			1.00						0.66	
Incremental Delay, d2		0.7			259.5						3.7	
Delay (s)		30.5			284.7						17.4	
Level of Service		C			F						B	
Approach Delay (s)		30.5			284.7			0.0			17.4	
Approach LOS		C			F			A			B	

Intersection Summary			
HCM 2000 Control Delay	64.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	84.7%	ICU Level of Service	E
Analysis Period (min)	15		

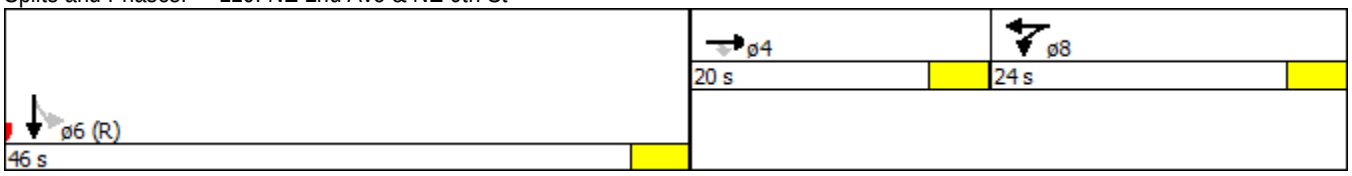
c Critical Lane Group

Lane Group	EBT	EBR	WBT	SBT
Lane Configurations				
Volume (vph)	92	163	108	969
Turn Type	NA	Perm	NA	NA
Protected Phases	4		8	6
Permitted Phases		4		
Detector Phase	4	4	8	6
Switch Phase				
Minimum Initial (s)	4.0	4.0	4.0	4.0
Minimum Split (s)	8.1	8.1	20.1	20.1
Total Split (s)	20.0	20.0	24.0	46.0
Total Split (%)	22.2%	22.2%	26.7%	51.1%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.1	0.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.1	4.1	4.1	4.1
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 20 (22%), Referenced to phase 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed

Splits and Phases: 119: NE 2nd Ave & NE 9th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	92	163	85	108	0	0	0	0	68	969	414
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		0.97
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	181.0	181.0	190.0	181.0	0.0				190.0	181.0	190.0
Lanes	0	1	1	0	1	0				0	3	0
Cap, veh/h	0	514	427	221	283	0				136	2024	897
Arrive On Green	0.00	0.28	0.28	0.28	0.28	0.00				0.20	0.20	0.20
Sat Flow, veh/h	0	1810	1501	776	994	0				227	3381	1498
Grp Volume(v), veh/h	0	97	172	203	0	0				570	522	436
Grp Sat Flow(s),veh/h/ln	0	1810	1501	1771	0	0				1798	1810	1498
Q Serve(g_s), s	0.0	2.8	6.5	6.5	0.0	0.0				19.9	17.9	18.1
Cycle Q Clear(g_c), s	0.0	2.8	6.5	6.5	0.0	0.0				19.9	17.9	18.1
Prop In Lane	0.00		1.00	0.44		0.00				0.13		1.00
Lane Grp Cap(c), veh/h	0	514	427	503	0	0				1076	1083	897
V/C Ratio(X)	0.00	0.19	0.40	0.40	0.00	0.00				0.53	0.48	0.49
Avail Cap(c_a), veh/h	0	514	427	503	0	0				1076	1083	897
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	18.9	20.2	20.3	0.0	0.0				19.3	18.5	18.5
Incr Delay (d2), s/veh	0.0	0.8	2.8	2.4	0.0	0.0				1.9	1.5	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	1.4	2.7	3.1	0.0	0.0				10.4	9.3	7.9
Lane Grp Delay (d), s/veh	0.0	19.8	23.1	22.6	0.0	0.0				21.1	20.0	20.4
Lane Grp LOS		B	C	C						C	B	C
Approach Vol, veh/h		269			203						1528	
Approach Delay, s/veh		21.9			22.6						20.5	
Approach LOS		C			C						C	

Timer												
Assigned Phs		4			8						6	
Phs Duration (G+Y+Rc), s		24.0			24.0						46.0	
Change Period (Y+Rc), s		4.1			4.1						4.1	
Max Green Setting (Gmax), s		15.9			19.9						41.9	
Max Q Clear Time (g_c+I1), s		8.5			8.5						21.9	
Green Ext Time (p_c), s		1.2			1.5						4.1	

Intersection Summary												
HCM 2010 Ctrl Delay			20.9									
HCM 2010 LOS			C									

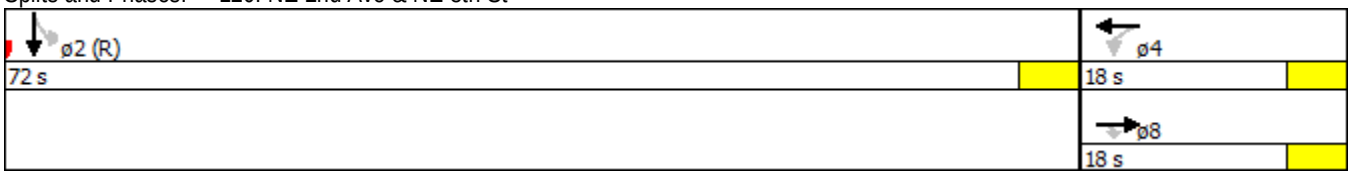
Notes

Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations					
Volume (vph)	496	266	72	552	809
Turn Type	NA	Perm	Perm	NA	NA
Protected Phases	8			4	2
Permitted Phases		8	4		
Detector Phase	8	8	4	4	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	16.0
Minimum Split (s)	17.1	17.1	17.1	17.1	20.5
Total Split (s)	18.0	18.0	18.0	18.0	72.0
Total Split (%)	20.0%	20.0%	20.0%	20.0%	80.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.1	0.1	0.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	4.1	4.1		4.1	4.1
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 39 (43%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 120: NE 2nd Ave & NE 8th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	496	266	72	552	0	0	0	0	95	809	257
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	0.99		1.00				1.00		0.94
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	159.8	159.8	171.0	159.8	0.0				171.0	159.8	171.0
Lanes	0	1	1	0	1	0				0	3	0
Cap, veh/h	0	581	469	111	234	0				147	1324	435
Arrive On Green	0.00	0.36	0.36	0.36	0.36	0.00				0.14	0.14	0.14
Sat Flow, veh/h	0	1598	1289	17	643	0				348	3140	1033
Grp Volume(v), veh/h	0	539	289	678	0	0				468	430	363
Grp Sat Flow(s),veh/h/ln	0	1598	1289	660	0	0				1581	1598	1342
Q Serve(g_s), s	0.0	12.4	7.0	1.5	0.0	0.0				10.8	9.7	9.8
Cycle Q Clear(g_c), s	0.0	12.4	7.0	13.9	0.0	0.0				10.8	9.7	9.8
Prop In Lane	0.00		1.00	0.12		0.00				0.22		0.77
Lane Grp Cap(c), veh/h	0	581	469	345	0	0				666	674	566
V/C Ratio(X)	0.00	0.93	0.62	1.96	0.00	0.00				0.70	0.64	0.64
Avail Cap(c_a), veh/h	0	581	469	345	0	0				2809	2840	2385
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.09	0.09	0.66	0.00	0.00				0.69	0.69	0.69
Uniform Delay (d), s/veh	0.0	11.7	10.0	12.7	0.0	0.0				14.2	13.7	13.7
Incr Delay (d2), s/veh	0.0	2.9	0.2	440.7	0.0	0.0				4.3	3.2	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	4.5	1.9	45.1	0.0	0.0				5.3	4.7	4.1
Lane Grp Delay (d), s/veh	0.0	14.5	10.2	453.4	0.0	0.0				18.4	16.9	17.6
Lane Grp LOS		B	B	F						B	B	B
Approach Vol, veh/h		828			678						1261	
Approach Delay, s/veh		13.0			453.4						17.7	
Approach LOS		B			F						B	

Timer												
Assigned Phs		8			4						2	
Phs Duration (G+Y+Rc), s		18.0			18.0						20.2	
Change Period (Y+Rc), s		4.1			4.1						4.1	
Max Green Setting (Gmax), s		13.9			13.9						67.9	
Max Q Clear Time (g_c+I1), s		14.4			15.9						12.8	
Green Ext Time (p_c), s		0.0			0.0						3.3	

Intersection Summary												
HCM 2010 Ctrl Delay			123.0									
HCM 2010 LOS			F									

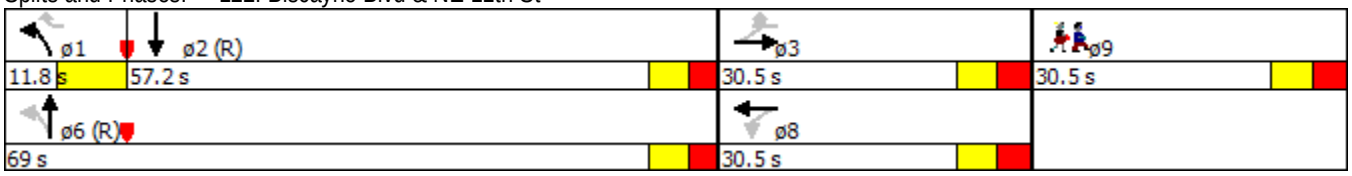
Notes

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBT	ø1	ø9
Lane Configurations									
Volume (vph)	9	5	15	13	209	2260	1792		
Turn Type	Perm	NA	Perm	NA	custom	NA	NA		
Protected Phases		3		8		6	2	1	9
Permitted Phases	3		8		1 3				
Detector Phase	3	3	8	8	1 3	6	2		
Switch Phase									
Minimum Initial (s)	7.0	7.0	4.0	4.0		16.0	16.0	5.0	7.0
Minimum Split (s)	30.5	30.5	26.5	26.5		22.8	22.8	11.8	30.5
Total Split (s)	30.5	30.5	30.5	30.5		69.0	57.2	11.8	30.5
Total Split (%)	23.5%	23.5%	23.5%	23.5%		53.1%	44.0%	9%	23%
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0	4.0	6.8	4.0
All-Red Time (s)	3.5	3.5	3.5	3.5		2.8	2.8	0.0	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		
Total Lost Time (s)	7.5	7.5	7.5	7.5		6.8	6.8		
Lead/Lag							Lag	Lead	
Lead-Lag Optimize?							Yes	Yes	
Recall Mode	None	None	None	None		C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 122: Biscayne Blvd & NE 11th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	5	306	15	13	209	0	2260	187	0	1792	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5		7.5	7.5	6.8		6.8			6.8	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		0.91			0.91	
Frpb, ped/bikes	1.00	0.86		1.00	1.00	0.84		0.98			0.99	
Flpb, ped/bikes	0.76	1.00		0.95	1.00	1.00		1.00			1.00	
Frt	1.00	0.85		1.00	1.00	0.85		0.99			0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00		1.00			1.00	
Satd. Flow (prot)	1181	1200		1475	1629	1156		4311			4346	
Flt Permitted	0.75	1.00		0.20	1.00	1.00		1.00			1.00	
Satd. Flow (perm)	930	1200		314	1629	1156		4311			4346	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	10	6	344	17	15	235	0	2539	210	0	2013	204
RTOR Reduction (vph)	0	292	0	0	0	190	0	7	0	0	9	0
Lane Group Flow (vph)	10	58	0	17	15	45	0	2742	0	0	2208	0
Confl. Peds. (#/hr)	99		76	76		99	64		237	237		64
Turn Type	Perm	NA		Perm	NA	custom	pm+pt	NA			NA	
Protected Phases		3			8		1	6			2	
Permitted Phases	3			8		1 3	6					
Actuated Green, G (s)	19.8	19.8		19.8	19.8	24.8		65.4			53.6	
Effective Green, g (s)	19.8	19.8		19.8	19.8	24.8		65.4			53.6	
Actuated g/C Ratio	0.15	0.15		0.15	0.15	0.19		0.50			0.41	
Clearance Time (s)	7.5	7.5		7.5	7.5			6.8			6.8	
Vehicle Extension (s)	2.5	2.5		3.0	3.0			1.0			1.0	
Lane Grp Cap (vph)	141	182		47	248	220		2168			1791	
v/s Ratio Prot		0.05			0.01			c0.64			0.51	
v/s Ratio Perm	0.01			c0.05		0.04						
v/c Ratio	0.07	0.32		0.36	0.06	0.20		1.26			1.23	
Uniform Delay, d1	47.2	49.1		49.4	47.1	44.3		32.3			38.2	
Progression Factor	1.00	1.00		1.00	1.00	1.00		0.74			0.82	
Incremental Delay, d2	0.2	0.7		4.7	0.1	0.2		119.5			109.6	
Delay (s)	47.4	49.9		54.1	47.2	44.5		143.3			141.0	
Level of Service	D	D		D	D	D		F			F	
Approach Delay (s)		49.8			45.2			143.3			141.0	
Approach LOS		D			D			F			F	

Intersection Summary

HCM 2000 Control Delay	131.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	28.6
Intersection Capacity Utilization	97.5%	ICU Level of Service	F
Analysis Period (min)	15		

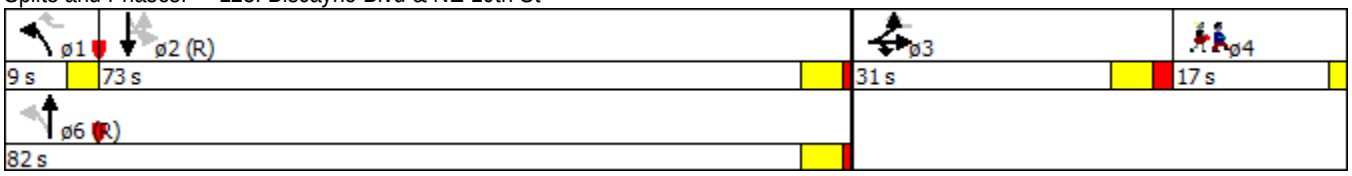
c Critical Lane Group

Lane Group	EBT	EBR	WBR	NBL	NBT	SBU	SBL	SBT	ø4
Lane Configurations									
Volume (vph)	1	120	22	80	1559	421	0	1341	
Turn Type	NA	custom	custom	pm+pt	NA	Perm	Perm	NA	
Protected Phases	3	3		1	6			2	4
Permitted Phases		3	1 3	6		2	2		
Detector Phase	3	3	1 3	1	6	2	2	2	
Switch Phase									
Minimum Initial (s)	7.0	7.0		5.0	17.0	17.0	17.0	17.0	1.0
Minimum Split (s)	23.0	23.0		9.0	22.0	22.0	22.0	22.0	17.0
Total Split (s)	31.0	31.0		9.0	82.0	73.0	73.0	73.0	17.0
Total Split (%)	23.8%	23.8%		6.9%	63.1%	56.2%	56.2%	56.2%	13%
Yellow Time (s)	4.0	4.0		3.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0		0.0	1.0	1.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		3.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lead		Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	Yes	Yes	Yes
Recall Mode	None	None		None	C-Min	C-Min	C-Min	C-Min	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 123: Biscayne Blvd & NE 10th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (vph)	432	1	120	0	0	22	80	1559	1	421	0	1341
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0			3.0	3.0	5.0			5.0	5.0
Lane Util. Factor		1.00	1.00			1.00	1.00	0.91			1.00	0.91
Frpb, ped/bikes		1.00	1.00			0.94	1.00	1.00			1.00	0.98
Flpb, ped/bikes		1.00	1.00			1.00	1.00	1.00			0.99	1.00
Frt		1.00	0.85			0.86	1.00	1.00			1.00	0.97
Flt Protected		0.95	1.00			1.00	0.95	1.00			0.95	1.00
Satd. Flow (prot)		1551	1384			1326	1547	4445			1531	4247
Flt Permitted		0.95	1.00			1.00	0.07	1.00			0.10	1.00
Satd. Flow (perm)		1551	1384			1326	110	4445			168	4247
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	470	1	130	0	0	24	87	1695	1	458	0	1458
RTOR Reduction (vph)	0	0	84	0	0	18	0	0	0	0	0	24
Lane Group Flow (vph)	0	471	46	0	0	6	87	1696	0	0	458	1730
Confl. Peds. (#/hr)	38		19	19		38	104		132		132	
Confl. Bikes (#/hr)												
Parking (#/hr)												
Turn Type	custom	NA	custom			custom	pm+pt	NA		Perm	Perm	NA
Protected Phases	3	3	3				1	6				2
Permitted Phases	3		3			1 3	6			2	2	
Actuated Green, G (s)		25.0	25.0			30.9	77.0	77.0			68.1	68.1
Effective Green, g (s)		25.0	25.0			30.9	77.0	77.0			68.1	68.1
Actuated g/C Ratio		0.19	0.19			0.24	0.59	0.59			0.52	0.52
Clearance Time (s)		6.0	6.0				3.0	5.0			5.0	5.0
Vehicle Extension (s)		2.5	2.5				2.0	1.0			1.0	1.0
Lane Grp Cap (vph)		298	266			315	130	2632			88	2224
v/s Ratio Prot		c0.30	0.03				0.03	c0.38				0.41
v/s Ratio Perm						0.00	0.37				c2.72	
v/c Ratio		1.58	0.17			0.02	0.67	0.64			5.20	0.78
Uniform Delay, d1		52.5	43.9			37.9	18.5	17.5			31.0	24.9
Progression Factor		1.00	1.00			1.00	1.00	1.00			0.33	0.14
Incremental Delay, d2		276.8	0.2			0.0	9.7	1.2			1894.3	0.3
Delay (s)		329.3	44.1			37.9	28.2	18.7			1904.6	3.8
Level of Service		F	D			D	C	B			F	A
Approach Delay (s)		267.6			37.9			19.2				397.4
Approach LOS		F			D			B				F

Intersection Summary

HCM 2000 Control Delay	232.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	3.49		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	107.5%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



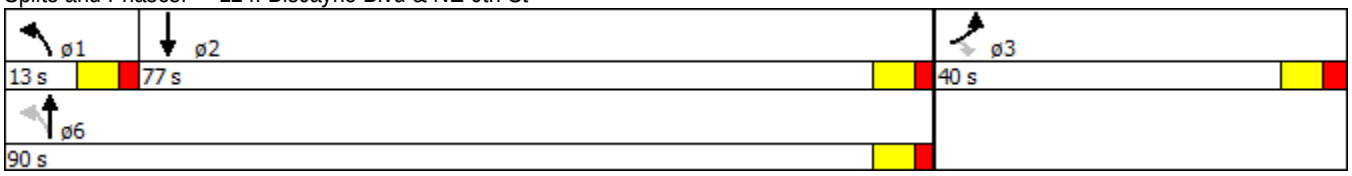
Movement	SBR
Lane Configurations	
Volume (vph)	272
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	296
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	104
Confl. Bikes (#/hr)	1
Parking (#/hr)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	94	40	33	1482	1431
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	3		1	6	2
Permitted Phases		3	6		
Detector Phase	3	3	1	6	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	16.0	16.0
Minimum Split (s)	35.5	35.5	11.0	22.0	22.0
Total Split (s)	40.0	40.0	13.0	90.0	77.0
Total Split (%)	30.8%	30.8%	10.0%	69.2%	59.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Min	Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 66.1
Natural Cycle: 80
Control Type: Semi Act-Uncoord

Splits and Phases: 124: Biscayne Blvd & NE 9th St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	94	40	33	1482	1431	58
Number	3	18	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	0.99			0.93
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0
Lanes	1	1	1	3	3	0
Cap, veh/h	184	164	283	3723	2831	114
Arrive On Green	0.11	0.11	0.04	0.69	0.55	0.55
Sat Flow, veh/h	1723	1538	1723	5429	5164	209
Grp Volume(v), veh/h	106	45	37	1665	1127	546
Grp Sat Flow(s),veh/h/ln	1723	1538	1723	1810	1810	1754
Q Serve(g_s), s	3.5	1.6	0.5	8.4	12.3	12.3
Cycle Q Clear(g_c), s	3.5	1.6	0.5	8.4	12.3	12.3
Prop In Lane	1.00	1.00	1.00			0.12
Lane Grp Cap(c), veh/h	184	164	283	3723	1984	961
V/C Ratio(X)	0.58	0.27	0.13	0.45	0.57	0.57
Avail Cap(c_a), veh/h	957	854	417	7561	4261	2065
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	25.6	24.8	6.4	4.3	8.9	8.9
Incr Delay (d2), s/veh	2.1	0.7	0.1	0.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.6	0.6	0.2	2.6	4.7	4.6
Lane Grp Delay (d), s/veh	27.7	25.4	6.5	4.3	9.0	9.1
Lane Grp LOS	C	C	A	A	A	A
Approach Vol, veh/h	151			1702	1673	
Approach Delay, s/veh	27.1			4.4	9.1	
Approach LOS	C			A	A	

Timer			
Assigned Phs	1	6	2
Phs Duration (G+Y+Rc), s	8.3	47.4	39.1
Change Period (Y+Rc), s	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	84.0	71.0
Max Q Clear Time (g_c+I1), s	2.5	10.4	14.3
Green Ext Time (p_c), s	0.0	19.5	18.7

Intersection Summary	
HCM 2010 Ctrl Delay	7.6
HCM 2010 LOS	A

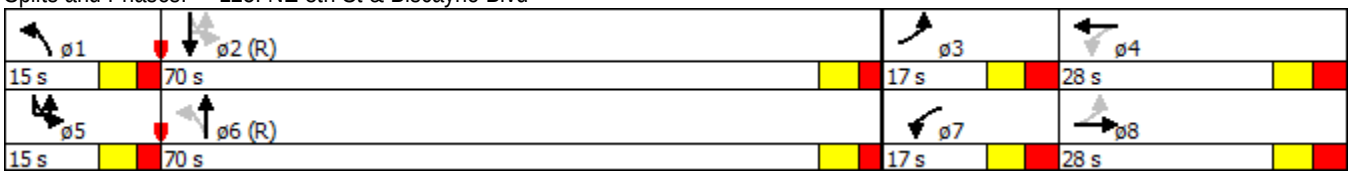
Notes

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBU	SBL	SBT
Lane Configurations									
Volume (vph)	196	243	1	83	153	1443	39	108	1032
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	pm+pt	NA
Protected Phases	3	8	7	4	1	6	5	5	2
Permitted Phases	8		4		6	6	2	2	
Detector Phase	3	8	7	4	1	6	5	5	2
Switch Phase									
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	5.0	7.0
Minimum Split (s)	12.1	19.4	12.1	19.4	11.0	27.3	11.0	11.0	27.3
Total Split (s)	17.0	28.0	17.0	28.0	15.0	70.0	15.0	15.0	70.0
Total Split (%)	13.1%	21.5%	13.1%	21.5%	11.5%	53.8%	11.5%	11.5%	53.8%
Yellow Time (s)	3.7	4.0	3.7	4.0	3.7	4.0	3.7	3.7	4.0
All-Red Time (s)	3.4	3.4	3.4	3.4	2.3	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.1	7.4	7.1	7.4	6.0	6.3		6.0	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	None	None	C-Min

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 125: NE 8th St & Biscayne Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (veh/h)	196	243	110	1	83	29	153	1443	39	39	108	1032
Number	3	8	18	7	4	14	1	6	16		5	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	0.87		0.80	0.88		0.65	0.99		0.92		0.99	
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
Adj Sat Flow veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	181.0	181.0	190.0		181.0	181.0
Lanes	1	1	0	1	1	0	1	3	0		1	3
Cap, veh/h	299	243	110	97	132	46	276	2247	60		267	1685
Arrive On Green	0.11	0.22	0.22	0.00	0.12	0.12	0.16	0.86	0.86		0.06	0.41
Sat Flow, veh/h	1723	1089	493	1723	1108	389	1723	5249	141		1723	4117
Grp Volume(v), veh/h	223	0	401	1	0	127	174	1131	553		123	1031
Grp Sat Flow(s),veh/h/ln	1723	0	1582	1723	0	1497	1723	1810	1770		1723	1810
Q Serve(g_s), s	9.0	0.0	20.9	0.0	0.0	7.6	5.3	11.2	11.2		3.8	22.0
Cycle Q Clear(g_c), s	9.0	0.0	20.9	0.0	0.0	7.6	5.3	11.2	11.2		3.8	22.0
Prop In Lane	1.00		0.31	1.00		0.26	1.00		0.08		1.00	
Lane Grp Cap(c), veh/h	299	0	353	97	0	178	276	1549	758		267	1481
V/C Ratio(X)	0.74	0.00	1.13	0.01	0.00	0.71	0.63	0.73	0.73		0.46	0.70
Avail Cap(c_a), veh/h	299	0	353	278	0	330	307	2469	1208		330	2469
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00		1.00	1.00
Upstream Filter(I)	0.65	0.00	0.65	1.00	0.00	1.00	1.00	1.00	1.00		0.78	0.78
Uniform Delay (d), s/veh	25.1	0.0	36.3	36.6	0.0	39.6	16.4	4.6	4.6		15.0	22.8
Incr Delay (d2), s/veh	5.7	0.0	81.1	0.0	0.0	3.9	2.2	3.1	6.1		0.4	2.1
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
%ile Back of Q (50%), veh/ln	5.7	0.0	16.2	0.0	0.0	3.1	2.0	2.7	3.3		1.6	10.2
Lane Grp Delay (d), s/veh	30.8	0.0	117.4	36.6	0.0	43.5	18.7	7.7	10.8		15.4	24.9
Lane Grp LOS	C		F	D		D	B	A	B		B	C
Approach Vol, veh/h		624			128			1858				1532
Approach Delay, s/veh		86.5			43.5			9.6				25.0
Approach LOS		F			D			A				C

Timer												
Assigned Phs	3	8		7	4		1	6			5	2
Phs Duration (G+Y+Rc), s	17.0	28.3		7.2	18.5		13.4	46.3			11.6	44.5
Change Period (Y+Rc), s	7.1	7.4		7.1	7.4		6.0	6.3			6.0	6.3
Max Green Setting (Gmax), s	9.9	20.6		9.9	20.6		9.0	63.7			9.0	63.7
Max Q Clear Time (g_c+I1), s	11.0	22.9		2.0	9.6		7.3	13.2			5.8	24.0
Green Ext Time (p_c), s	0.0	0.0		0.0	1.4		0.0	15.0			0.0	14.2

Intersection Summary			
HCM 2010 Ctrl Delay		28.0	
HCM 2010 LOS		C	

Notes

Movement	SBR
Lane Configurations	
Volume (veh/h)	208
Number	12
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.86
Parking Bus Adj	0.90
Adj Sat Flow veh/h/ln	190.0
Lanes	0
Cap, veh/h	339
Arrive On Green	0.41
Sat Flow, veh/h	828
Grp Volume(v), veh/h	378
Grp Sat Flow(s),veh/h/ln	1326
Q Serve(g_s), s	22.0
Cycle Q Clear(g_c), s	22.0
Prop In Lane	0.62
Lane Grp Cap(c), veh/h	543
V/C Ratio(X)	0.70
Avail Cap(c_a), veh/h	905
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.78
Uniform Delay (d), s/veh	22.8
Incr Delay (d2), s/veh	5.7
Initial Q Delay(d3),s/veh	0.0
%ile Back of Q (50%), veh/ln	8.0
Lane Grp Delay (d), s/veh	28.5
Lane Grp LOS	C
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	

Timer
Assigned Phs
Phs Duration (G+Y+Rc), s
Change Period (Y+Rc), s
Max Green Setting (Gmax), s
Max Q Clear Time (g_c+I1), s
Green Ext Time (p_c), s

Intersection Summary

Intersection	
Intersection Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	63	0	1639	1445	6
Conflicting Peds, #/hr	7	14	83	0	0	83
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	65	0	1690	1490	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2183	845	1510	0	-	0
Stage 1	1507	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Follow-up Headway	3.85	3.95	3.15	-	-	-
Pot Capacity-1 Maneuver	72	258	214	-	-	-
Stage 1	114	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Time blocked-Platoon, %				-	-	-
Mov Capacity-1 Maneuver	70	237	199	-	-	-
Mov Capacity-2 Maneuver	99	-	-	-	-	-
Stage 1	113	-	-	-	-	-
Stage 2	413	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.8	0	0
HCM LOS	D		

Minor Lane / Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	199	-	237	-	-
HCM Lane V/C Ratio	-	-	0.274	-	-
HCM Control Delay (s)	0	-	25.8	-	-
HCM Lane LOS	A		D		
HCM 95th %tile Q(veh)	0	-	1.078	-	-

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	17	78	175	53	0	0	0	0	55	1504	85
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	18	84	188	57	0	0	0	0	59	1617	91
Pedestrians		15			7			19			22	
Lane Width (ft)		12.0			12.0			0.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			0			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								355			351	
pX, platoon unblocked	0.93	0.93	0.93	0.93	0.93		0.93					
vC, conflicting volume	1847	1803	619	776	1849	29	1724			7		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1661	1614	347	515	1663	29	1529			7		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	79	86	33	31	100	100			96		
cM capacity (veh/h)	24	88	591	280	82	1005	385			1581		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3
Volume Total	102	245	463	809	496
Volume Left	0	188	59	0	0
Volume Right	84	0	0	0	91
cSH	293	180	1581	1700	1700
Volume to Capacity	0.35	1.36	0.04	0.48	0.29
Queue Length 95th (ft)	38	363	3	0	0
Control Delay (s)	23.7	244.7	1.3	0.0	0.0
Lane LOS	C	F	A		
Approach Delay (s)	23.7	244.7	0.3		
Approach LOS	C	F			

Intersection Summary				
Average Delay	29.8			
Intersection Capacity Utilization	60.2%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	25	90	3	0	0	0	0	9	0	33	4	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	27	97	3	0	0	0	0	10	0	35	4	0
Pedestrians		10			5			9			14	
Lane Width (ft)		12.0			0.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			0			1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					809							
pX, platoon unblocked												
vC, conflicting volume	14			109			173	175	64	126	177	24
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	14			109			173	175	64	126	177	24
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			100	99	100	95	99	100
cM capacity (veh/h)	1563			1447			729	685	970	786	683	1016

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	75	52	10	40
Volume Left	27	0	0	35
Volume Right	0	3	0	0
cSH	1563	1700	685	773
Volume to Capacity	0.02	0.03	0.01	0.05
Queue Length 95th (ft)	1	0	1	4
Control Delay (s)	2.7	0.0	10.3	9.9
Lane LOS	A		B	A
Approach Delay (s)	1.6		10.3	9.9
Approach LOS			B	A

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	26.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	105	42	0	0	0	0	193	237	51	7	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	7	117	47	0	0	0	0	214	263	57	8	0
Pedestrians		4			7			10			5	
Lane Width (ft)		12.0			0.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					635							
pX, platoon unblocked												
vC, conflicting volume	5			173			171	168	99	454	192	9
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	5			173			171	168	99	454	192	9
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	70	71	78	99	100
cM capacity (veh/h)	1587			1368			743	705	921	259	684	1052

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	65	105	478	64
Volume Left	7	0	0	57
Volume Right	0	47	263	0
cSH	1587	1700	809	280
Volume to Capacity	0.00	0.06	0.59	0.23
Queue Length 95th (ft)	0	0	99	22
Control Delay (s)	0.8	0.0	15.6	21.7
Lane LOS	A		C	C
Approach Delay (s)	0.3		15.6	21.7
Approach LOS			C	C

Intersection Summary			
Average Delay	12.5		
Intersection Capacity Utilization	49.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	10	177	98	9	71	0	0	30	27
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	0	0	0	12	219	121	11	88	0	0	37	33
Pedestrians		6			4			19			9	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			2			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					803							
pX, platoon unblocked												
vC, conflicting volume	349			19			211	392	23	361	332	185
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	349			19			211	392	23	361	332	185
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			98	83	100	100	93	96
cM capacity (veh/h)	1177			1549			630	519	1019	473	562	811

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	122	230	99	70
Volume Left	12	0	11	0
Volume Right	0	121	0	33
cSH	1549	1700	530	657
Volume to Capacity	0.01	0.14	0.19	0.11
Queue Length 95th (ft)	1	0	17	9
Control Delay (s)	0.8	0.0	13.4	11.1
Lane LOS	A		B	B
Approach Delay (s)	0.3		13.4	11.1
Approach LOS			B	B

Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	30.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	25	104	3	117	30	0	0	1	9
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	0	0	0	30	125	4	141	36	0	0	1	11
Pedestrians		3			1			16			5	
Lane Width (ft)		0.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					639							
pX, platoon unblocked												
vC, conflicting volume	134			16			153	210	17	211	208	72
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	134			16			153	210	17	211	208	72
tC, single (s)	4.2			4.2			7.6	6.6	7.0	7.6	6.6	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			81	94	100	100	100	99
cM capacity (veh/h)	1421			1557			749	654	1033	666	656	961

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	93	66	177	12
Volume Left	30	0	141	0
Volume Right	0	4	0	11
cSH	1557	1700	727	918
Volume to Capacity	0.02	0.04	0.24	0.01
Queue Length 95th (ft)	1	0	24	1
Control Delay (s)	2.5	0.0	11.5	9.0
Lane LOS	A		B	A
Approach Delay (s)	1.5		11.5	9.0
Approach LOS			B	A

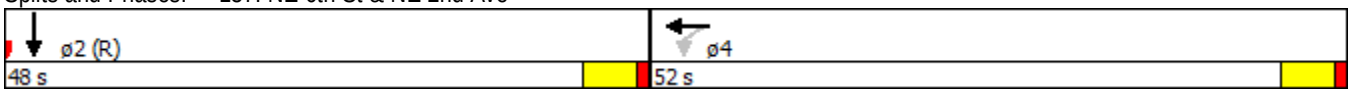
Intersection Summary				
Average Delay	6.8			
Intersection Capacity Utilization	30.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	WBT	SBT
Lane Configurations		
Volume (vph)	1342	847
Turn Type	NA	NA
Protected Phases	4	2
Permitted Phases		
Detector Phase	4	2
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	23.0	23.0
Total Split (s)	52.0	48.0
Total Split (%)	52.0%	48.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.0	5.0
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 93 (93%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 137: NE 6th St & NE 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	40	1342	0	0	0	0	0	847	277
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		0.96
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				171.0	158.3	0.0				0.0	158.3	171.0
Lanes				0	3	0				0	3	0
Cap, veh/h				58	1373	0				0	1459	475
Arrive On Green				0.47	0.47	0.00				0.00	0.43	0.43
Sat Flow, veh/h				0	2921	0				0	3393	1104
Grp Volume(v), veh/h				70	1432	0				0	859	363
Grp Sat Flow(s),veh/h/ln				39	1441	0				0	1583	1331
Q Serve(g_s), s				0.0	47.0	0.0				0.0	21.2	21.4
Cycle Q Clear(g_c), s				47.0	47.0	0.0				0.0	21.2	21.4
Prop In Lane				0.61		0.00				0.00		0.83
Lane Grp Cap(c), veh/h				76	1354	0				0	1362	572
V/C Ratio(X)				0.92	1.06	0.00				0.00	0.63	0.63
Avail Cap(c_a), veh/h				76	1354	0				0	1362	572
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				37.8	26.5	0.0				0.0	22.3	22.3
Incr Delay (d2), s/veh				82.5	41.1	0.0				0.0	2.2	5.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				3.6	23.9	0.0				0.0	8.5	7.7
Lane Grp Delay (d), s/veh				120.3	67.6	0.0				0.0	24.5	27.6
Lane Grp LOS				F	F						C	C
Approach Vol, veh/h					1502						1222	
Approach Delay, s/veh					70.0						25.4	
Approach LOS					E						C	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	52.0 48.0
Change Period (Y+Rc), s	5.0 5.0
Max Green Setting (Gmax), s	47.0 43.0
Max Q Clear Time (g_c+I1), s	49.0 23.4
Green Ext Time (p_c), s	0.0 3.6

Intersection Summary	
HCM 2010 Ctrl Delay	50.0
HCM 2010 LOS	D

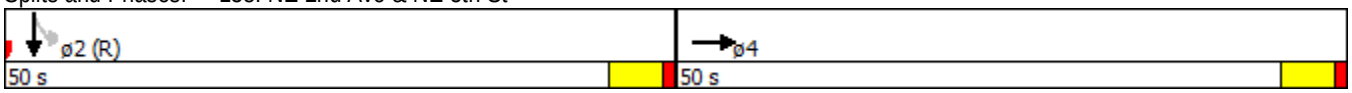
Notes

Lane Group	EBT	SBL	SBT
Lane Configurations			
Volume (vph)	448	68	783
Turn Type	NA	Perm	NA
Protected Phases	4		2
Permitted Phases		2	
Detector Phase	4	2	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	23.0
Total Split (s)	50.0	50.0	50.0
Total Split (%)	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 95 (95%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 138: NE 2nd Ave & NE 5th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	448	234	0	0	0	0	0	0	68	783	0
Number	7	4	14							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94							1.00		1.00
Parking Bus Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	179.2	190.0							179.2	179.2	0.0
Lanes	0	3	0							1	2	0
Cap, veh/h	0	1613	642							72	1613	0
Arrive On Green	0.00	0.45	0.45							0.15	0.15	0.00
Sat Flow, veh/h	0	3585	1427							1707	3585	0
Grp Volume(v), veh/h	0	467	244							71	816	0
Grp Sat Flow(s),veh/h/ln	0	1792	1427							1707	1792	0
Q Serve(g_s), s	0.0	8.2	11.3							0.0	21.0	0.0
Cycle Q Clear(g_c), s	0.0	8.2	11.3							45.0	21.0	0.0
Prop In Lane	0.00		1.00							1.00		0.00
Lane Grp Cap(c), veh/h	0	1613	642							72	1613	0
V/C Ratio(X)	0.00	0.29	0.38							0.99	0.51	0.00
Avail Cap(c_a), veh/h	0	1613	642							72	1613	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	17.4	18.2							65.1	32.3	0.0
Incr Delay (d2), s/veh	0.0	0.5	1.7							102.2	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	3.7	4.2							4.0	10.4	0.0
Lane Grp Delay (d), s/veh	0.0	17.8	20.0							167.3	33.5	0.0
Lane Grp LOS		B	B							F	C	
Approach Vol, veh/h		711									887	
Approach Delay, s/veh		18.6									44.2	
Approach LOS		B									D	

Timer	
Assigned Phs	4	2
Phs Duration (G+Y+Rc), s	50.0	50.0
Change Period (Y+Rc), s	5.0	5.0
Max Green Setting (Gmax), s	45.0	45.0
Max Q Clear Time (g_c+I1), s	13.3	47.0
Green Ext Time (p_c), s	3.6	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	32.8
HCM 2010 LOS	C

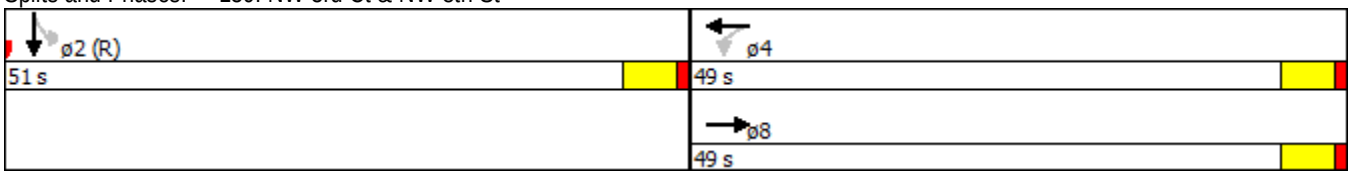
Notes

Lane Group	EBT	WBL	WBT	SBT
Lane Configurations				
Volume (vph)	356	64	479	1347
Turn Type	NA	Perm	NA	NA
Protected Phases	8		4	2
Permitted Phases		4		
Detector Phase	8	4	4	2
Switch Phase				
Minimum Initial (s)	1.0	7.0	7.0	7.0
Minimum Split (s)	24.0	24.0	24.0	23.0
Total Split (s)	49.0	49.0	49.0	51.0
Total Split (%)	49.0%	49.0%	49.0%	51.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 2 (2%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 139: NW 3rd Ct & NW 8th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	356	95	64	479	0	0	0	0	390	1347	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	
Lane Util. Factor		1.00		1.00	1.00						0.86	
Frpb, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.97		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		1785		1748	1845						6184	
Flt Permitted		1.00		0.32	1.00						0.99	
Satd. Flow (perm)		1785		594	1845						6184	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	375	100	67	504	0	0	0	0	411	1418	180
RTOR Reduction (vph)	0	9	0	0	0	0	0	0	0	0	16	0
Lane Group Flow (vph)	0	466	0	67	504	0	0	0	0	0	1993	0
Confl. Peds. (#/hr)	15		5	5		15	1					1
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		44.0		44.0	44.0						46.0	
Effective Green, g (s)		44.0		44.0	44.0						46.0	
Actuated g/C Ratio		0.44		0.44	0.44						0.46	
Clearance Time (s)		5.0		5.0	5.0						5.0	
Lane Grp Cap (vph)		785		261	811						2844	
v/s Ratio Prot		0.26			c0.27							
v/s Ratio Perm				0.11							0.32	
v/c Ratio		0.59		0.26	0.62						0.70	
Uniform Delay, d1		21.2		17.7	21.6						21.5	
Progression Factor		1.00		1.06	0.95						1.00	
Incremental Delay, d2		3.3		1.5	2.3						1.5	
Delay (s)		24.5		20.3	22.9						23.0	
Level of Service		C		C	C						C	
Approach Delay (s)		24.5			22.6			0.0			23.0	
Approach LOS		C			C			A			C	

Intersection Summary

HCM 2000 Control Delay	23.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	71.3%	ICU Level of Service	C
Analysis Period (min)	15		

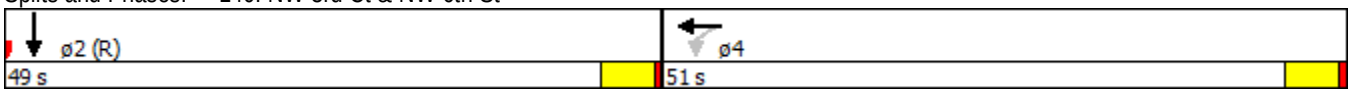
c Critical Lane Group

Lane Group	WBL	WBT	SBT
Lane Configurations			
Volume (vph)	389	675	1470
Turn Type	Perm	NA	NA
Protected Phases		4	2
Permitted Phases	4		
Detector Phase	4	4	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	22.8	22.8	22.6
Total Split (s)	51.0	51.0	49.0
Total Split (%)	51.0%	51.0%	49.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.6
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.6
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 4 (4%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 140: NW 3rd Ct & NW 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	389	675	0	0	0	0	0	1470	82
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow veh/h/ln				186.3	186.3	0.0				0.0	186.3	190.0
Lanes				1	2	0				0	4	0
Cap, veh/h				72	1721	0				0	3105	173
Arrive On Green				0.15	0.15	0.00				0.00	0.44	0.44
Sat Flow, veh/h				1774	3725	0				0	6993	389
Grp Volume(v), veh/h				447	776	0				0	1350	434
Grp Sat Flow(s),veh/h/ln				1774	1863	0				0	1863	1794
Q Serve(g_s), s				0.0	19.0	0.0				0.0	17.7	17.7
Cycle Q Clear(g_c), s				46.2	19.0	0.0				0.0	17.7	17.7
Prop In Lane				1.00		0.00				0.00		0.22
Lane Grp Cap(c), veh/h				72	1721	0				0	2481	796
V/C Ratio(X)				6.21	0.45	0.00				0.00	0.54	0.54
Avail Cap(c_a), veh/h				72	1721	0				0	2481	796
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				65.5	30.8	0.0				0.0	20.4	20.4
Incr Delay (d2), s/veh				2373.2	0.9	0.0				0.0	0.9	2.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				49.4	9.8	0.0				0.0	8.2	8.3
Lane Grp Delay (d), s/veh				2438.7	31.7	0.0				0.0	21.2	23.0
Lane Grp LOS				F	C						C	C
Approach Vol, veh/h					1223						1784	
Approach Delay, s/veh					911.4						21.7	
Approach LOS					F						C	

Timer	
Assigned Phs	4 2
Phs Duration (G+Y+Rc), s	51.0 49.0
Change Period (Y+Rc), s	4.8 4.6
Max Green Setting (Gmax), s	46.2 44.4
Max Q Clear Time (g_c+I1), s	48.2 19.7
Green Ext Time (p_c), s	0.0 10.3

Intersection Summary	
HCM 2010 Ctrl Delay	383.6
HCM 2010 LOS	F

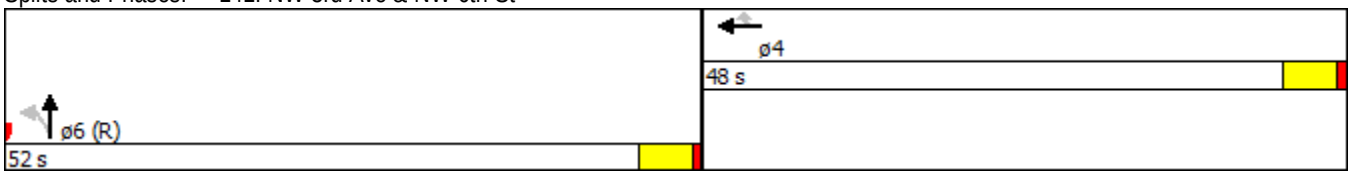
Notes

Lane Group	WBT	WBR	NBL	NBT
Lane Configurations				
Volume (vph)	1046	301	159	1178
Turn Type	NA	Perm	Perm	NA
Protected Phases	4			6
Permitted Phases		4	6	
Detector Phase	4	4	6	6
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.9	23.9	22.8	22.8
Total Split (s)	48.0	48.0	52.0	52.0
Total Split (%)	48.0%	48.0%	52.0%	52.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.9	0.9	0.8	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.9	4.9	4.8	4.8
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 86 (86%), Referenced to phase 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed

Splits and Phases: 141: NW 3rd Ave & NW 6th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	1046	301	159	1178	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.9	4.9	4.8	4.8				
Lane Util. Factor					0.91	0.91	1.00	0.95				
Frpb, ped/bikes					1.00	0.98	1.00	1.00				
Flpb, ped/bikes					1.00	1.00	1.00	1.00				
Frt					1.00	0.85	1.00	1.00				
Flt Protected					1.00	1.00	0.95	1.00				
Satd. Flow (prot)					3342	1401	1752	3505				
Flt Permitted					1.00	1.00	0.95	1.00				
Satd. Flow (perm)					3342	1401	1752	3505				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	0	1078	310	164	1214	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	18	20	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	1107	261	144	1214	0	0	0	0
Confl. Peds. (#/hr)	4					4			12	12		
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type					NA	Perm	Perm	NA				
Protected Phases					4			6				
Permitted Phases						4	6					
Actuated Green, G (s)					43.1	43.1	47.2	47.2				
Effective Green, g (s)					43.1	43.1	47.2	47.2				
Actuated g/C Ratio					0.43	0.43	0.47	0.47				
Clearance Time (s)					4.9	4.9	4.8	4.8				
Lane Grp Cap (vph)					1440	603	826	1654				
v/s Ratio Prot					c0.33			c0.35				
v/s Ratio Perm						0.19	0.08					
v/c Ratio					0.77	0.43	0.17	0.73				
Uniform Delay, d1					24.2	19.9	15.2	21.3				
Progression Factor					0.85	0.94	0.65	0.63				
Incremental Delay, d2					0.4	0.2	0.4	2.7				
Delay (s)					21.0	19.0	10.3	16.2				
Level of Service					C	B	B	B				
Approach Delay (s)		0.0			20.6			15.5			0.0	
Approach LOS		A			C			B			A	

Intersection Summary

HCM 2000 Control Delay	18.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.7
Intersection Capacity Utilization	93.0%	ICU Level of Service	F
Analysis Period (min)	15		

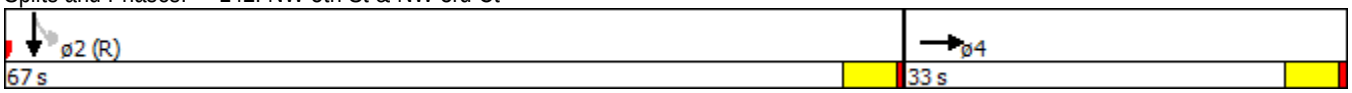
c Critical Lane Group

Lane Group	EBT	SBL	SBT
Lane Configurations			
Volume (vph)	474	289	1586
Turn Type	NA	Perm	NA
Protected Phases	4		2
Permitted Phases		2	
Detector Phase	4	2	2
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	22.8	22.6	22.6
Total Split (s)	33.0	67.0	67.0
Total Split (%)	33.0%	67.0%	67.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.8	0.6	0.6
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.6	4.6
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 84 (84%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 142: NW 5th St & NW 3rd Ct



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	474	162	0	0	0	0	0	0	289	1586	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.8								4.6	4.6	
Lane Util. Factor		0.91								0.86	0.86	
Frpb, ped/bikes		1.00								1.00	1.00	
Flpb, ped/bikes		1.00								1.00	1.00	
Frt		0.96								1.00	1.00	
Flt Protected		1.00								0.95	1.00	
Satd. Flow (prot)		4872								1522	4802	
Flt Permitted		1.00								0.95	1.00	
Satd. Flow (perm)		4872								1522	4802	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	515	176	0	0	0	0	0	0	314	1724	0
RTOR Reduction (vph)	0	18	0	0	0	0	0	0	0	36	8	0
Lane Group Flow (vph)	0	673	0	0	0	0	0	0	0	247	1747	0
Confl. Peds. (#/hr)			2	2			3					3
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA								Perm	NA	
Protected Phases		4									2	
Permitted Phases										2		
Actuated Green, G (s)		28.2								62.4	62.4	
Effective Green, g (s)		28.2								62.4	62.4	
Actuated g/C Ratio		0.28								0.62	0.62	
Clearance Time (s)		4.8								4.6	4.6	
Lane Grp Cap (vph)		1373								949	2996	
v/s Ratio Prot		c0.14										
v/s Ratio Perm										0.16	0.36	
v/c Ratio		0.49								0.26	0.58	
Uniform Delay, d1		29.9								8.4	11.1	
Progression Factor		1.00								0.88	0.77	
Incremental Delay, d2		1.3								0.5	0.7	
Delay (s)		31.2								7.9	9.2	
Level of Service		C								A	A	
Approach Delay (s)		31.2			0.0			0.0			9.0	
Approach LOS		C			A			A			A	

Intersection Summary

HCM 2000 Control Delay	14.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.4
Intersection Capacity Utilization	52.1%	ICU Level of Service	A
Analysis Period (min)	15		

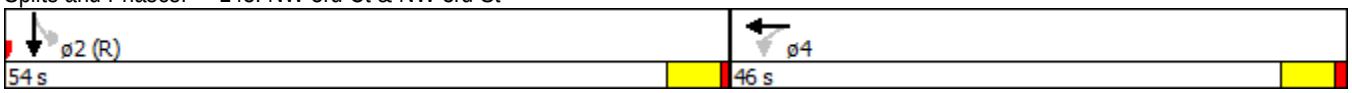
c Critical Lane Group

Lane Group	WBL	WBT	SBL	SBT
Lane Configurations				
Volume (vph)	231	231	69	1603
Turn Type	Perm	NA	Perm	NA
Protected Phases		4		2
Permitted Phases	4		2	
Detector Phase	4	4	2	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	23.0	23.0	22.7	22.7
Total Split (s)	46.0	46.0	54.0	54.0
Total Split (%)	46.0%	46.0%	54.0%	54.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	0.7	0.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.7	4.7
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	Max	Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 23 (23%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed

Splits and Phases: 143: NW 3rd Ct & NW 3rd St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	231	231	0	0	0	0	69	1603	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0	5.0					4.7	4.7	
Lane Util. Factor				0.95	0.95					1.00	0.91	
Frpb, ped/bikes				1.00	1.00					1.00	1.00	
Flpb, ped/bikes				0.98	1.00					1.00	1.00	
Frt				1.00	1.00					1.00	1.00	
Flt Protected				0.95	1.00					0.95	1.00	
Satd. Flow (prot)				1640	1758					1770	5072	
Flt Permitted				0.95	1.00					0.95	1.00	
Satd. Flow (perm)				1640	1758					1770	5072	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	257	257	0	0	0	0	77	1781	26
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	0	0	231	283	0	0	0	0	77	1805	0
Confl. Peds. (#/hr)	8		14	14		8	6					6
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type				Perm	NA					Perm	NA	
Protected Phases					4						2	
Permitted Phases				4						2		
Actuated Green, G (s)				41.0	41.0					49.3	49.3	
Effective Green, g (s)				41.0	41.0					49.3	49.3	
Actuated g/C Ratio				0.41	0.41					0.49	0.49	
Clearance Time (s)				5.0	5.0					4.7	4.7	
Lane Grp Cap (vph)				672	720					872	2500	
v/s Ratio Prot											c0.36	
v/s Ratio Perm				0.14	0.16					0.04		
v/c Ratio				0.34	0.39					0.09	0.72	
Uniform Delay, d1				20.3	20.7					13.4	20.0	
Progression Factor				0.32	0.34					0.61	0.61	
Incremental Delay, d2				0.8	0.9					0.2	1.5	
Delay (s)				7.3	7.9					8.4	13.8	
Level of Service				A	A					A	B	
Approach Delay (s)		0.0			7.7			0.0			13.5	
Approach LOS		A			A			A			B	

Intersection Summary

HCM 2000 Control Delay	12.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.7
Intersection Capacity Utilization	99.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Appendix E:
Field Observations



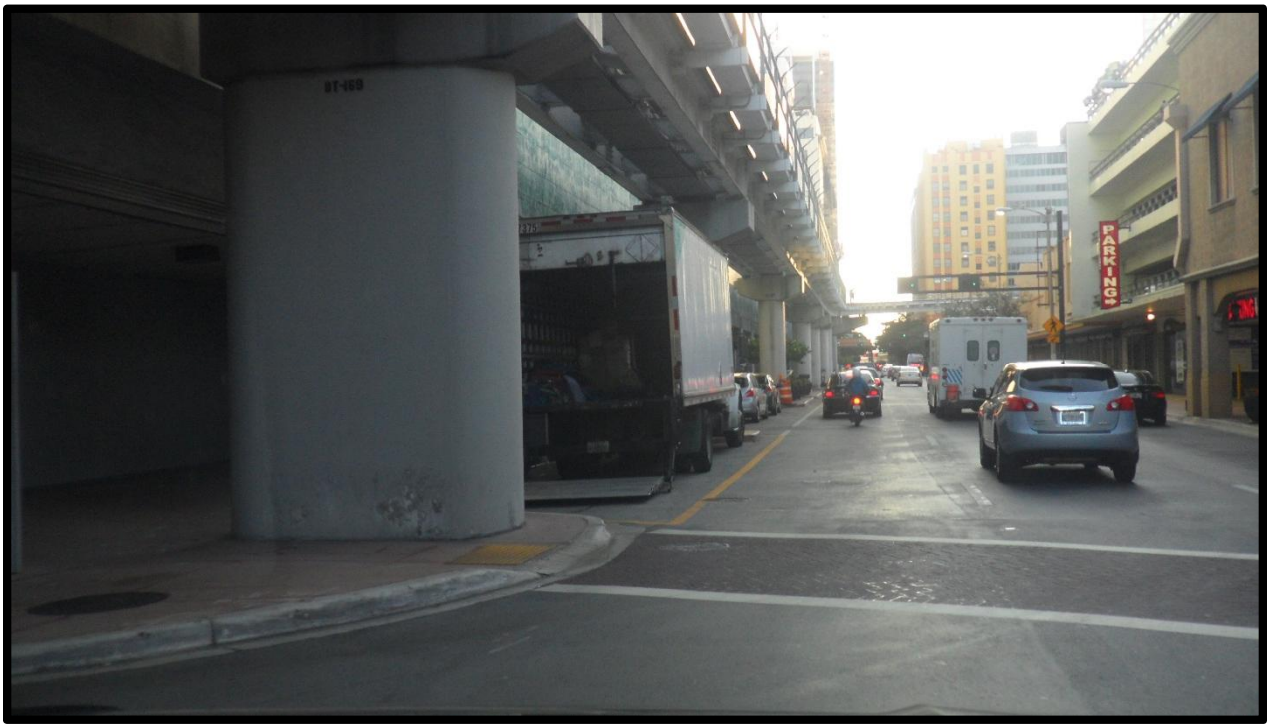
Truck loading along Biscayne Boulevard blocking outer southbound lane between NE 2nd Street and NE 1st Street



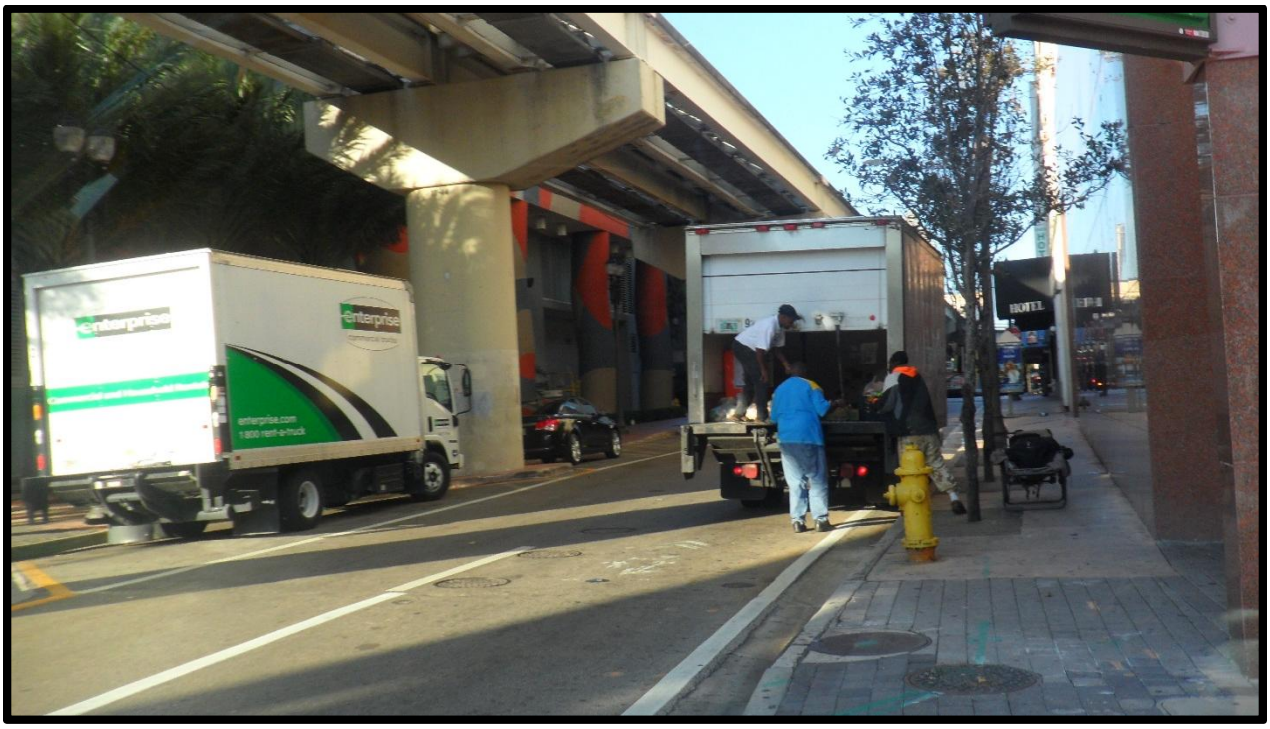
Truck loading along SE 2nd Street blocking outer westbound lane between Biscayne Boulevard and SE 3rd Avenue



Truck loading along SE 1st Street blocking eastbound right-turn lane between Biscayne Boulevard and SE 3rd Avenue



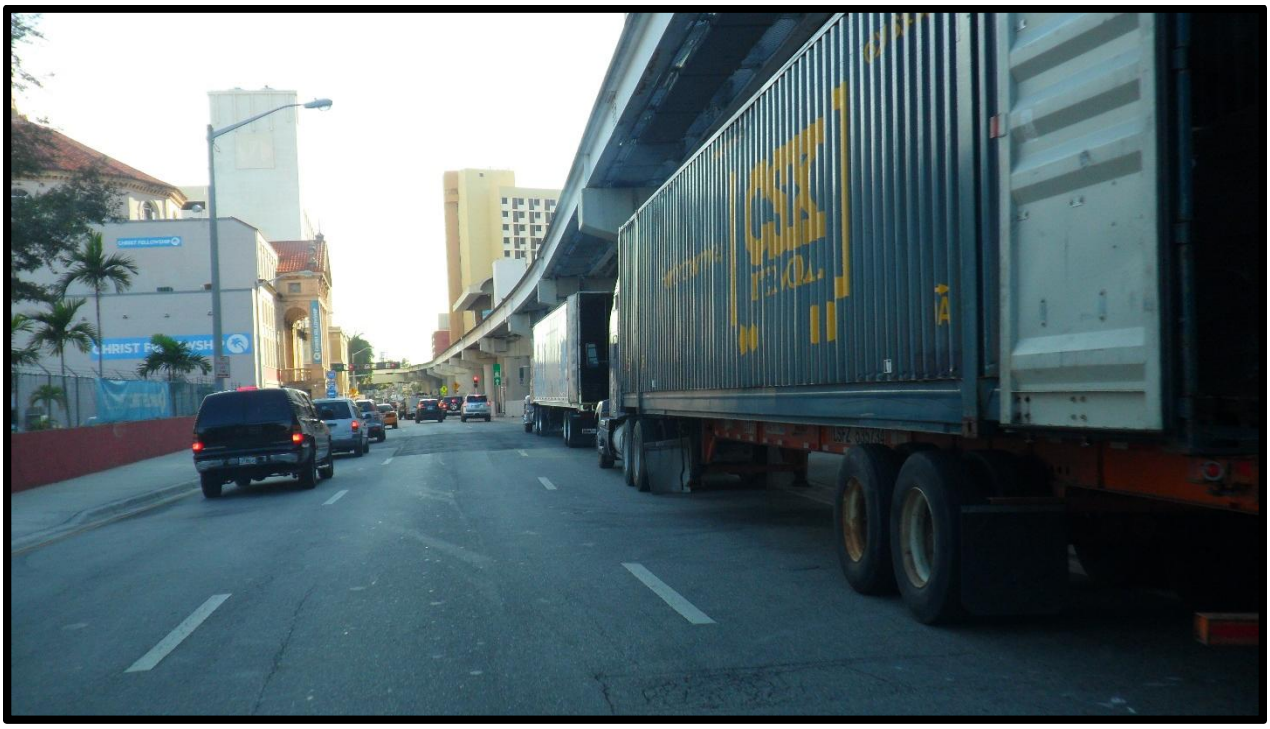
Truck utilizing designated loading zone underneath Metromover tracks between SE 1st Avenue and S Miami Avenue



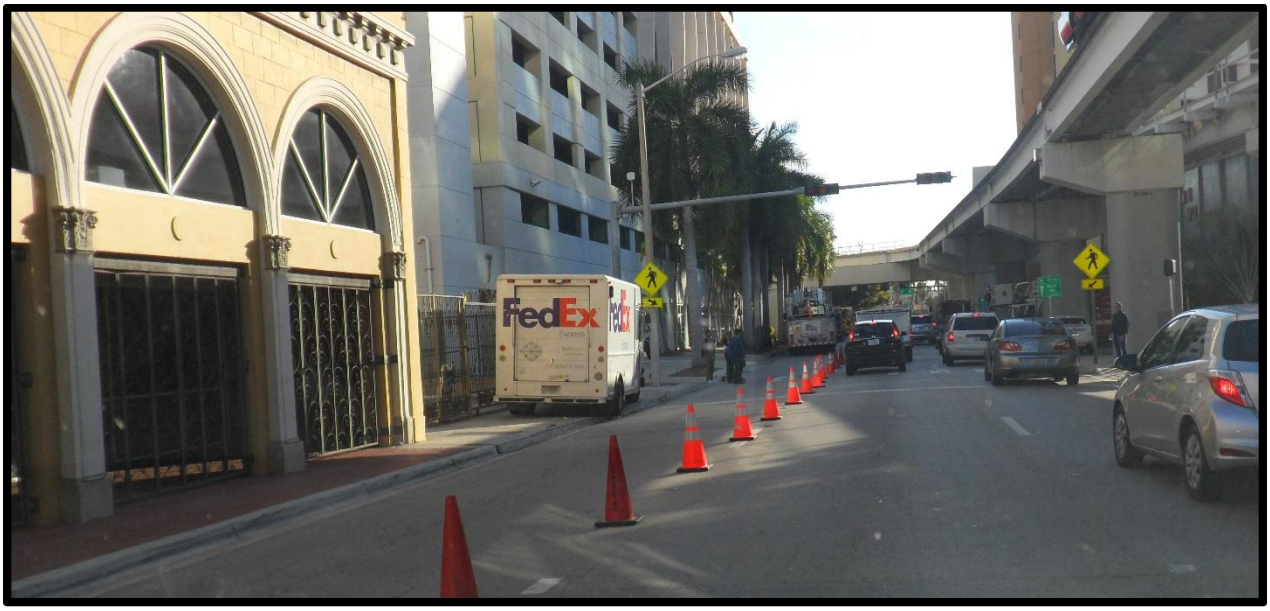
Truck loading along NE 1st Street blocking outer westbound lane between Biscayne Boulevard and NE 3rd Avenue



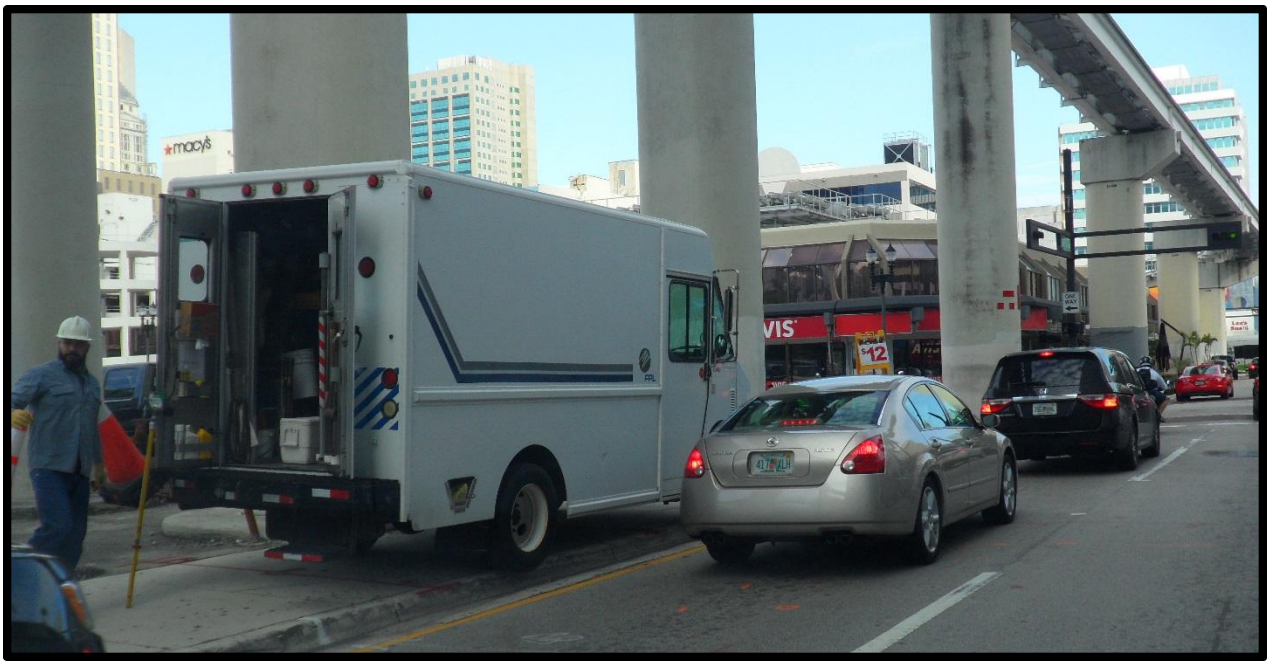
Truck loading along NE 3rd Street blocking outer westbound lane between Biscayne Boulevard and NE 2nd Avenue



Truck loading along NE 5th Street blocking outer eastbound lane between NE 1st Avenue and N Miami Avenue



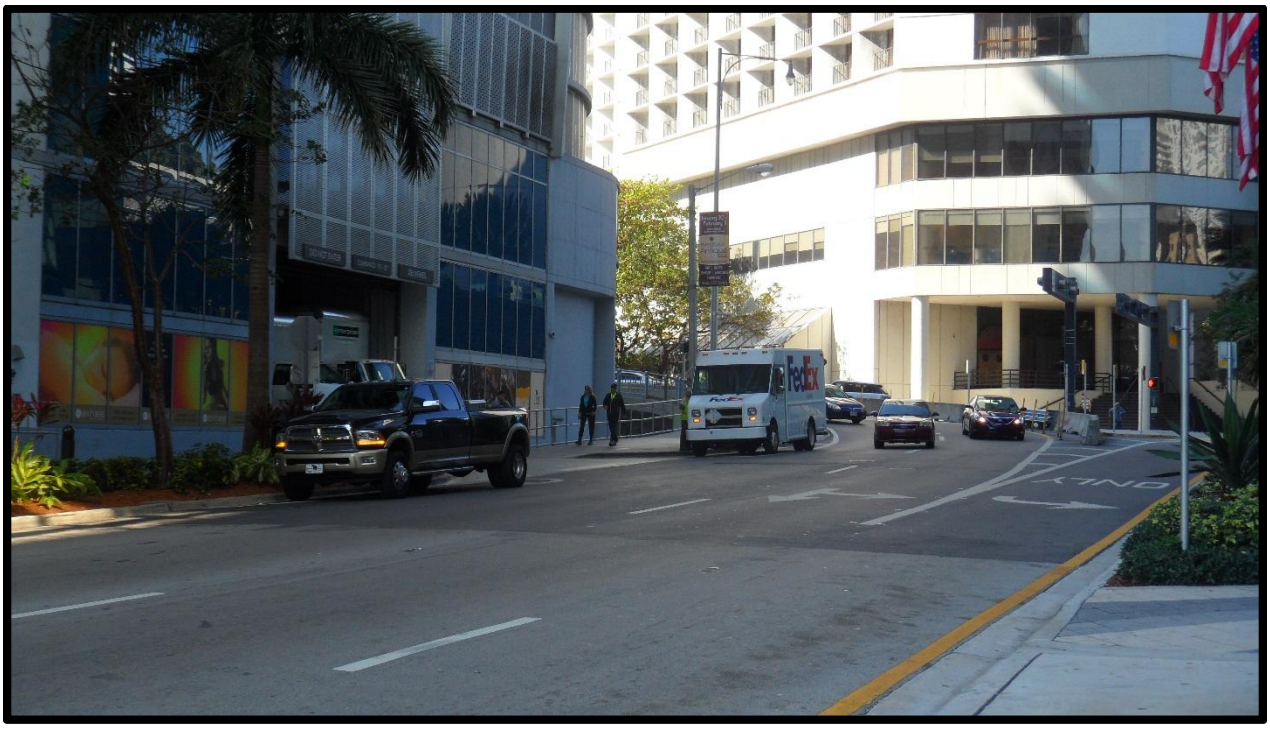
Inner eastbound lane along NE 5th Street coned off for trucks/fire trucks between NE 2nd Avenue and NE 1st Avenue



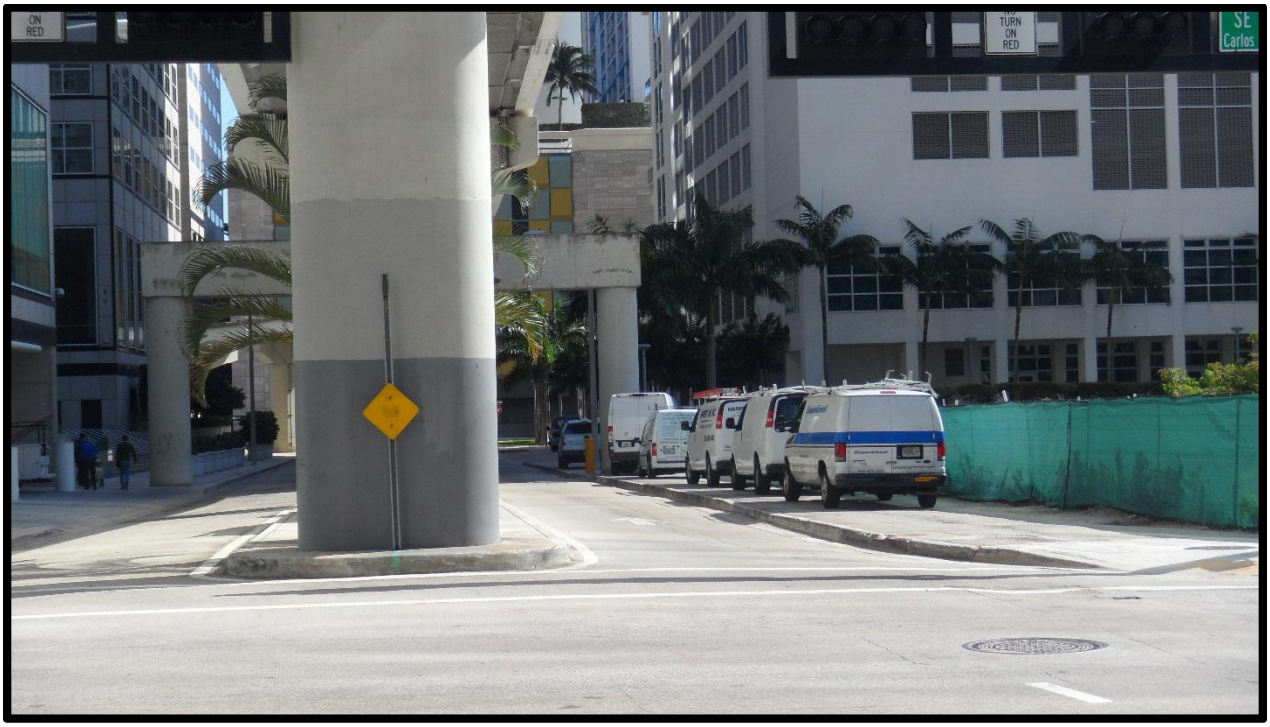
Truck parked on top of west sidewalk along SE 1st Avenue between SE 2nd Street and SE 3rd Street



Truck loading along SE 2nd Street blocking outer westbound lane between SE 2nd Avenue and SE 1st Street



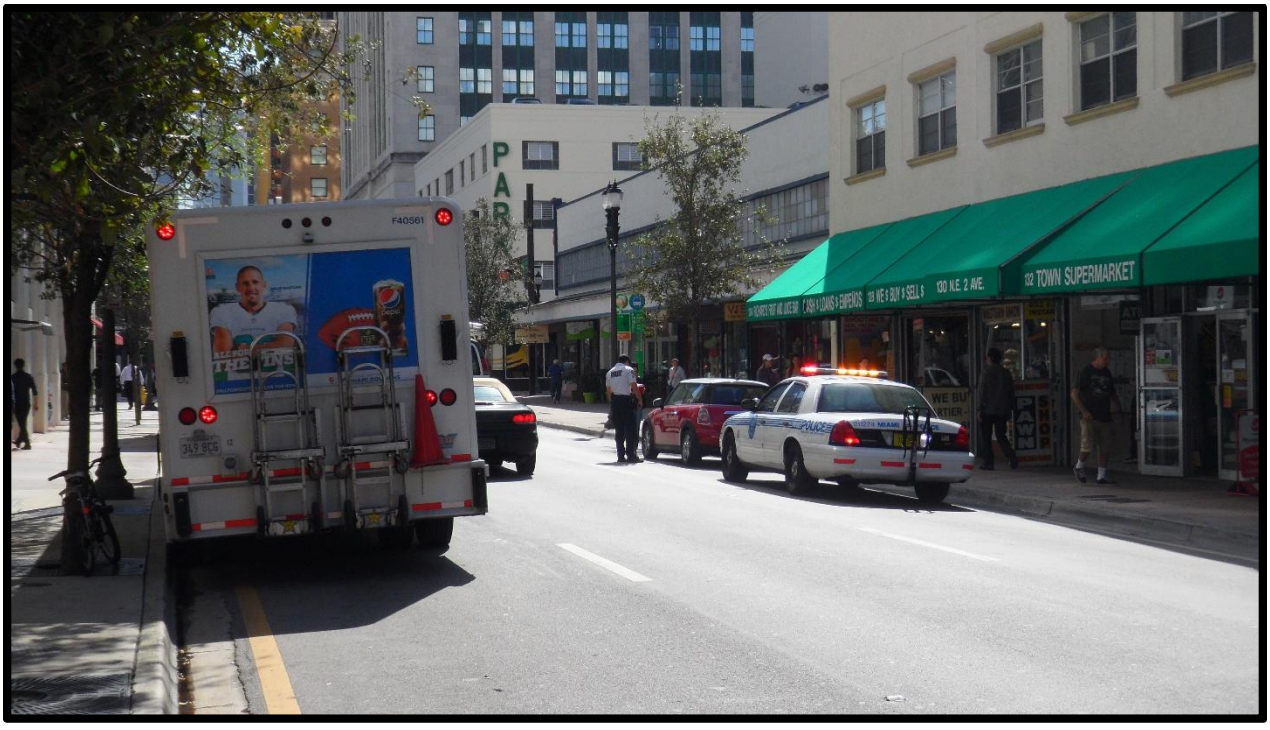
Truck loading along SE 4th Street blocking outer eastbound lane between Brickell Avenue and SE 3rd Avenue



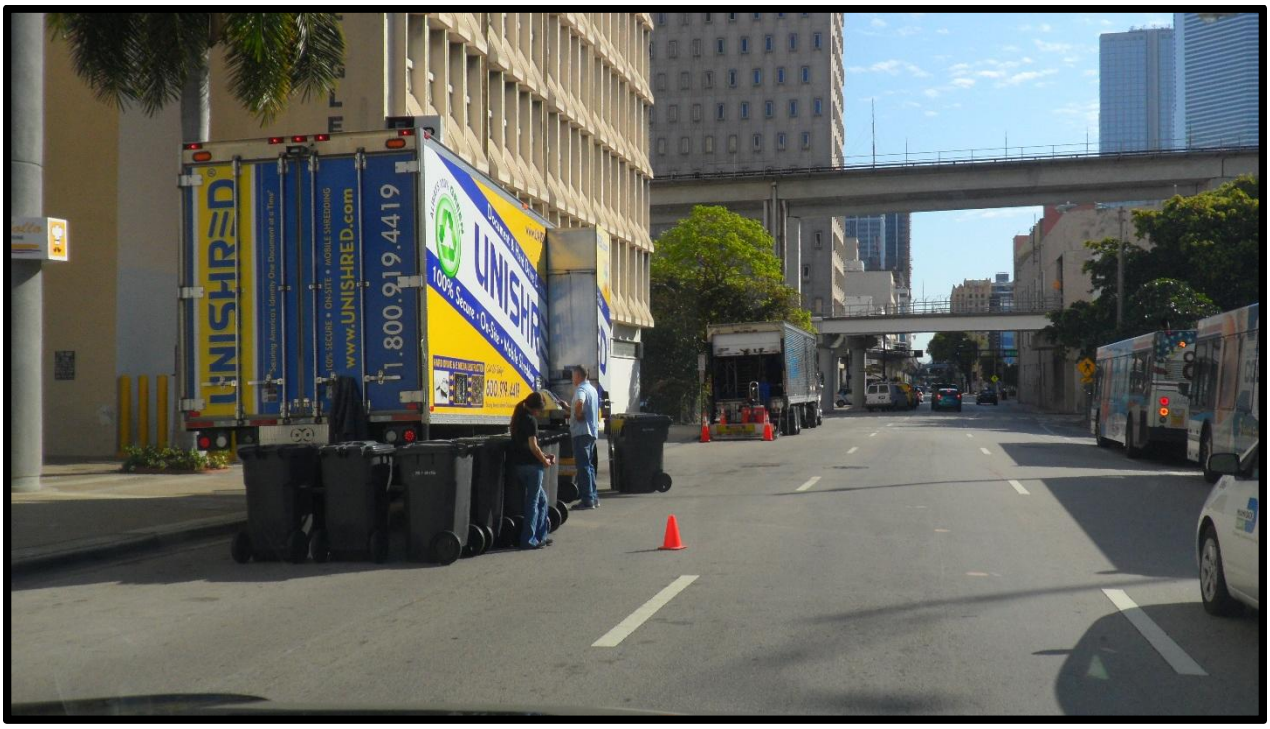
Van loading along SE 3rd Street on top of sidewalk between Biscayne Boulevard and SE 3rd Avenue



Truck unable to fit into designated loading zone along SE 1st Street between SE 2nd Avenue and SE 3rd Avenue



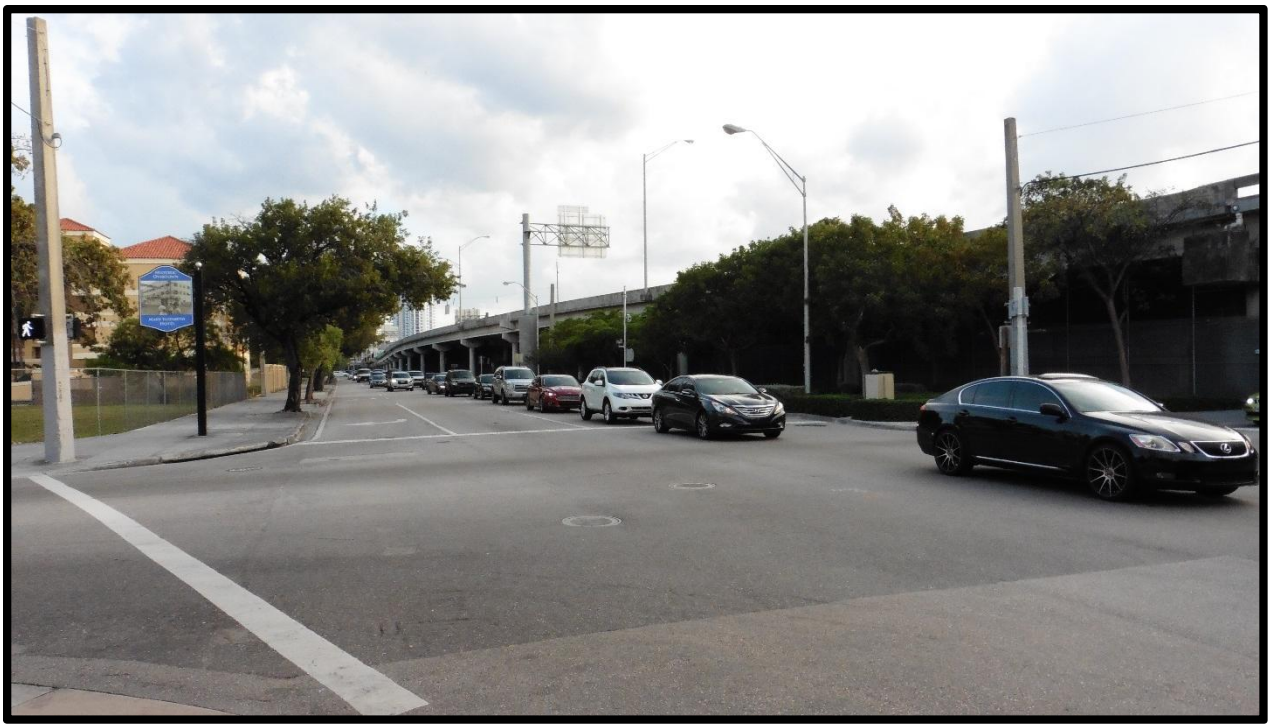
Truck loading along NE 2nd Avenue blocking inner southbound lane between NE 2nd Street and NE 1st Street



Truck loading along SW 1st Street blocking inner eastbound lane between SW 2nd Street and SW 1st Court



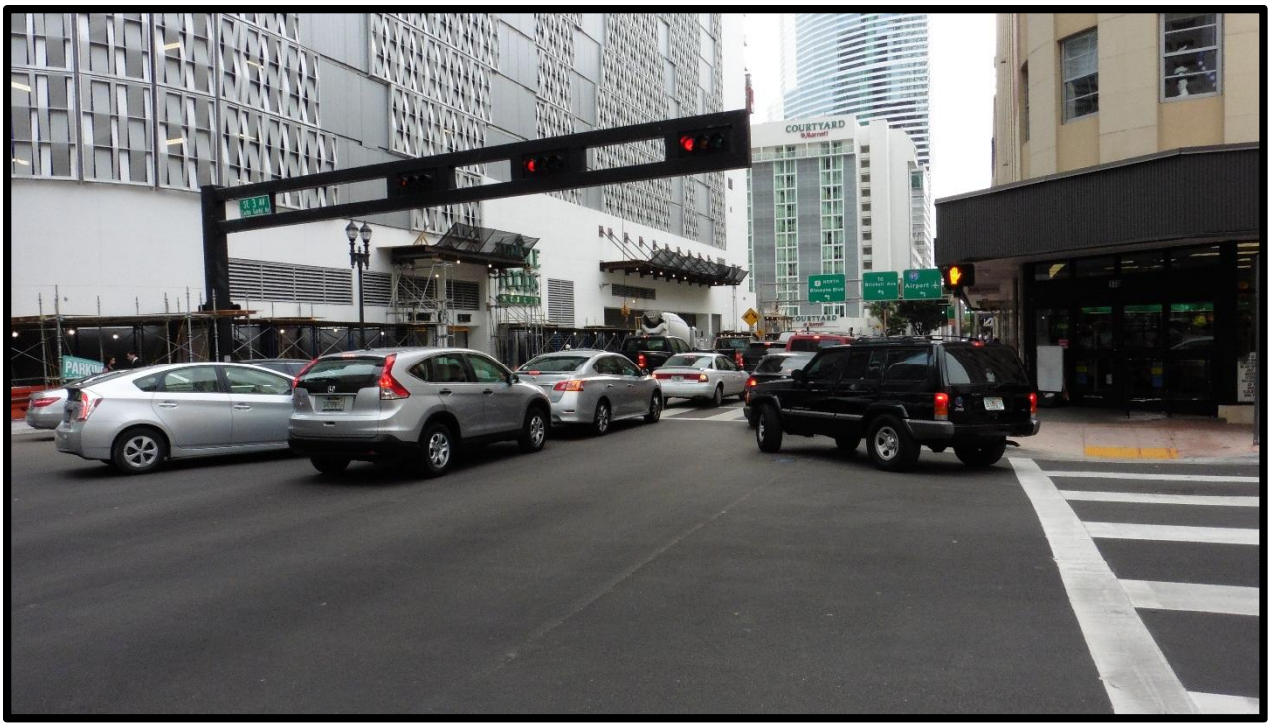
Bus and truck stopped/loading along SE 2nd Street blocking inner westbound lane between SE 2nd Avenue and SE 1st Avenue



Significant northbound vehicle-queues at NW 8th Street and NW 3rd Avenue approaching I-95 on-ramp



Significant eastbound vehicle-queues at NE 11th Street and NE 2nd Avenue leaving I-95 off-ramp



Significant westbound vehicle-queues at SE 1st Avenue and SE 3rd Street approaching I-95 and Brickell Avenue

Appendix F:

Maneuverability and High-emphasis Loading Zones

Maneuverability

Method 1

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KHA PROJECT 040829042
DATE MAY 2015
SCALE AS SHOWN
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SE 1ST STREET & SE 3RD AVENUE - TRUCK LOADING

MIAMI-DADE COUNTY FL

TRUCK LOADING SU-30

SHEET NUMBER 1

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TRUCK LOADING WB-50

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SE 1ST STREET & SE 3RD AVENUE - TRUCK LOADING

MIAMI-DADE COUNTY FL

TRUCK LOADING WB-62

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MIAMI-DADE COUNTY FL

TRUCK LOADING WB-67

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Method 2

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MIAMI-DADE COUNTY FL

TRUCK LOADING WB-50

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MIAMI-DADE COUNTY FL

TRUCK LOADING WB-62

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SE 1ST STREET & SE 3RD AVENUE - TRUCK LOADING

MIAMI-DADE COUNTY FL

TRUCK LOADING WB-67

SHEET NUMBER 1

Appendix G:

Detailed Constrained Location Cost Estimates and Improvement Plans

OPINION OF PROBABLE COST

ALL LOCATIONS
HIGH EMPHASIS LOADING ZONE MARKING - OPTION 4

CITY OF MIAMI

ITEM NUMBER	CONSTRUCTION FEES	TOTAL COST
	LOCATION 1	$ 6,700.00
	LOCATION 2	$ 3,000.00
	LOCATION 3	$ 2,400.00
	LOCATION 4	$ 2,400.00
	LOCATION 5	$ 2,100.00
	LOCATION 6	$ 2,400.00
	LOCATION 9	$ 2,400.00
	LOCATION 10 (NOT RECOMMENDED FOR IMPLEMENTATION BY PAT - $127,300)	N/A
	LOCATION 14	$ 2,400.00
	LOCATION 15	$ 3,000.00
	LOCATION 17	$ 964,000.00
	LOCATION 20	$ 3,900.00
	LOCATION 22 (NOT RECOMMENDED FOR IMPLEMENTATION BY PAT - $11,100)	N/A
	LOCATION 24	$ 34,700.00
	LOCATION 7,11,12,13,16,23 (SIGN INSTALLATION ONLY)	$ 6,600.00
	GRAND TOTAL	**$ 1,036,000.00**

ITEM NUMBER	LOST PARKING REVENUE	TOTAL COST
	LOCATION 1 (GAINED PARKING REVENUE)	$ (124,080.00)
	LOCATION 2	$ 111,360.00
	LOCATION 3	$ 55,680.00
	LOCATION 4	$ 62,040.00
	LOCATION 6	$ 58,080.00
	LOCATION 14	$ 106,920.00
	GRAND TOTAL	**$ 270,000.00**

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Plantation, FL 33324
FBPE Number: CA 00000696

OPINION OF PROBABLE COST

CONSTRAINED LOCATION 1
HIGH EMPHASIS LOADING ZONE MARKING - OPTION 4
WEST SIDE OF SE 3RD AVE BETWEEN SE 1ST STREET AND SE 2ND ST
CITY OF MIAMI

ITEM NUMBER	DESCRIPTION	UNIT	QTY.	UNIT PRICE	TOTAL COST
	DEMOLITION/REMOVAL				
71117	THERMOPLASTIC REMOVAL	SF	270	$ 3.00	$ 810.00
	SUBTOTAL				**$ 810.00**
	INSTALLATION				
71111121	THERMOPLASTIC, STANDARD, WHITE, SOLID, 6" (For Parking Stalls)	LF	250	$ 1.00	$ 250.00
71111122	THERMOPLASTIC, STANDARD, WHITE, SOLID, 8" (For Loading Area)	LF	600	$ 1.50	$ 900.00
71111160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE	EA	4	$ 250.00	$ 1,000.00
700111	SINGLE POST SIGN, F&I GM, <12 SF	EA	6	$ 360.00	$ 2,160.00
	SUBTOTAL				**$ 4,310.00**
	DEMOLITION/REMOVAL AND INSTALLATION SUBTOTAL[(1)]				**$ 5,200.00**
	MOBILIZATION	LS	10%	-	$ 520.00
	GENERAL CONDITIONS	LS	5%	-	$ 260.00
	MAINTENANCE OF TRAFFIC	LS	8%	-	$ 416.00
	CONTINGENCY	LS	5%	-	$ 260.00
	GRAND TOTAL[(1)]				**$ 6,700.00**
	PARKING REVENUE				
-	PARKING STALL REMOVAL	EA	2	$ 31,020.00	$ (62,040.00)
-	PARKING STALL INSTALLATION	EA	6	$ 31,020.00	$ 186,120.00
	TOTAL REVENUE				**$ 124,080.00**

Note: [(1)] Rounded to hundred dollars

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OPINION OF PROBABLE COST

CONSTRAINED LOCATION 2
HIGH EMPHASIS LOADING ZONE MARKING - OPTION 4
SOUTH SIDE OF SE 1ST STREET BETWEEN SE 3RD AVE AND SE 2ND AVE
CITY OF MIAMI

ITEM NUMBER	DESCRIPTION	UNIT	QTY.	UNIT PRICE	TOTAL COST
	DEMOLITION/REMOVAL				
71117	THERMOPLASTIC REMOVAL	SF	100	$ 3.00	$ 300.00
	SUBTOTAL				**$ 300.00**
	INSTALLATION				
71111122	THERMOPLASTIC, STANDARD, WHITE, SOLID, 8" (For Loading Area)	LF	500	$ 1.50	$ 750.00
71111160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE	EA	2	$ 250.00	$ 500.00
700111	SINGLE POST SIGN, F&I GM, <12 SF	EA	2	$ 360.00	$ 720.00
	SUBTOTAL				**$ 1,970.00**
	DEMOLITION/REMOVAL AND INSTALLATION SUBTOTAL[(1)]				**$ 2,300.00**
	MOBILIZATION	LS	10%	-	$ 230.00
	GENERAL CONDITIONS	LS	5%	-	$ 115.00
	MAINTENANCE OF TRAFFIC	LS	8%	-	$ 184.00
	CONTINGENCY	LS	5%	-	$ 115.00
	GRAND TOTAL[(1)]				**$ 3,000.00**
	LOST PARKING REVENUE				
-	PARKING STALL REMOVAL	EA	4	$ 27,840.00	$ 111,360.00
	LOST PARKING REVENUE				**$ 111,360.00**

Note: [(1)] Rounded to hundred dollars

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OPINION OF PROBABLE COST

CONSTRAINED LOCATION 3
HIGH EMPHASIS LOADING ZONE MARKING - OPTION 4
NORTH SIDE OF SE 1ST STREET BETWEEN SE 3RD AVE AND SE 2ND AVE
CITY OF MIAMI

ITEM NUMBER	DESCRIPTION	UNIT	QTY.	UNIT PRICE	TOTAL COST
	DEMOLITION/REMOVAL				
71117	THERMOPLASTIC REMOVAL	SF	40	$ 3.00	$ 120.00
	SUBTOTAL				**$ 120.00**
	INSTALLATION				
71111122	THERMOPLASTIC, STANDARD, WHITE, SOLID, 8" (For Loading Area)	LF	255	$ 1.50	$ 382.50
71111160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE	EA	2	$ 250.00	$ 500.00
700111	SINGLE POST SIGN, F&I GM, <12 SF	EA	2	$ 360.00	$ 720.00
	SUBTOTAL				**$ 1,602.50**
	DEMOLITION/REMOVAL AND INSTALLATION SUBTOTAL[(1)]				**$ 1,800.00**
	MOBILIZATION	LS	10%	-	$ 180.00
	GENERAL CONDITIONS	LS	5%	-	$ 90.00
	MAINTENANCE OF TRAFFIC	LS	8%	-	$ 144.00
	CONTINGENCY	LS	5%	-	$ 90.00
	GRAND TOTAL[(1)]				**$ 2,400.00**
	LOST PARKING REVENUE				
-	PARKING STALL REMOVAL	EA	2	$ 27,840.00	$ 55,680.00
	LOST PARKING REVENUE				**$ 55,680.00**

Note: [(1)] Rounded to hundred dollars

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OPINION OF PROBABLE COST

CONSTRAINED LOCATION 4
HIGH EMPHASIS LOADING ZONE MARKING - OPTION 4
WEST SIDE OF SE 3RD AVE BETWEEN E FLAGLER STREET AND SE 1ST STREET
CITY OF MIAMI

ITEM NUMBER	DESCRIPTION	UNIT	QTY.	UNIT PRICE	TOTAL COST
	DEMOLITION/REMOVAL				
71117	THERMOPLASTIC REMOVAL	SF	65	$ 3.00	$ 195.00
	SUBTOTAL				**$ 195.00**
	INSTALLATION				
71111122	THERMOPLASTIC, STANDARD, WHITE, SOLID, 8" (For Loading Area)	LF	250	$ 1.50	$ 375.00
71111160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE	EA	2	$ 250.00	$ 500.00
700111	SINGLE POST SIGN, F&I GM, <12 SF	EA	2	$ 360.00	$ 720.00
	SUBTOTAL				**$ 1,595.00**
	DEMOLITION/REMOVAL AND INSTALLATION SUBTOTAL[(1)]				**$ 1,800.00**
	MOBILIZATION	LS	10%	-	$ 180.00
	GENERAL CONDITIONS	LS	5%	-	$ 90.00
	MAINTENANCE OF TRAFFIC	LS	8%	-	$ 144.00
	CONTINGENCY	LS	5%	-	$ 90.00
	GRAND TOTAL[(1)]				**$ 2,400.00**
	LOST PARKING REVENUE				
-	PARKING STALL REMOVAL	EA	2	$ 31,020.00	$ 62,040.00
	LOST PARKING REVENUE				**$ 62,040.00**

Note: [(1)] Rounded to hundred dollars

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OPINION OF PROBABLE COST

CONSTRAINED LOCATION 5
HIGH EMPHASIS LOADING ZONE MARKING - OPTION 4
SOUTH SIDE OF E FLAGLER BETWEEN SE 3RD AVE AND SE 2ND AVE
CITY OF MIAMI

ITEM NUMBER	DESCRIPTION	UNIT	QTY.	UNIT PRICE	TOTAL COST
	DEMOLITION/REMOVAL				
71117	THERMOPLASTIC REMOVAL	SF	20	$ 3.00	$ 60.00
	SUBTOTAL				**$ 60.00**
	INSTALLATION				
71111122	THERMOPLASTIC, STANDARD, WHITE, SOLID, 8" (For Loading Area)	LF	200	$ 1.50	$ 300.00
71111160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE	EA	2	$ 250.00	$ 500.00
700111	SINGLE POST SIGN, F&I GM, <12 SF	EA	2	$ 360.00	$ 720.00
	SUBTOTAL				**$ 1,520.00**
	DEMOLITION/REMOVAL AND INSTALLATION SUBTOTAL[(1)]				**$ 1,600.00**
	MOBILIZATION	LS	10%	-	$ 160.00
	GENERAL CONDITIONS	LS	5%	-	$ 80.00
	MAINTENANCE OF TRAFFIC	LS	8%	-	$ 128.00
	CONTINGENCY	LS	5%	-	$ 80.00
	GRAND TOTAL[(1)]				**$ 2,100.00**

Note: [(1)] Rounded to hundred dollars

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Kimley-Horn and Associates, Inc.
600 North Pine Island Road
Suite 450
Plantation, FL 33324
FBPE Number: CA 00000696

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OPINION OF PROBABLE COST

CONSTRAINED LOCATION 6
HIGH EMPHASIS LOADING ZONE MARKING - OPTION 4
NORTH SIDE OF E FLAGLER STREET BETWEEN NE 1ST AVE AND NE 2ND AVE
CITY OF MIAMI

ITEM NUMBER	DESCRIPTION	UNIT	QTY.	UNIT PRICE	TOTAL COST
	DEMOLITION/REMOVAL				
71117	THERMOPLASTIC REMOVAL	SF	55	$ 3.00	$ 165.00
	SUBTOTAL				**$ 165.00**
	INSTALLATION				
71111122	THERMOPLASTIC, STANDARD, WHITE, SOLID, 8" (For Loading Area)	LF	250	$ 1.50	$ 375.00
71111160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE	EA	2	$ 250.00	$ 500.00
700111	SINGLE POST SIGN, F&I GM, <12 SF	EA	2	$ 360.00	$ 720.00
	SUBTOTAL				**$ 1,595.00**
	DEMOLITION/REMOVAL AND INSTALLATION SUBTOTAL[(1)]				**$ 1,800.00**
	MOBILIZATION	LS	10%	-	$ 180.00
	GENERAL CONDITIONS	LS	5%	-	$ 90.00
	MAINTENANCE OF TRAFFIC	LS	8%	-	$ 144.00
	CONTINGENCY	LS	5%	-	$ 90.00
	GRAND TOTAL[(1)]				**$ 2,400.00**
	LOST PARKING REVENUE				
-	PARKING STALL REMOVAL	EA	2	$ 29,040.00	$ 58,080.00
	LOST PARKING REVENUE				**$ 58,080.00**

Note: [(1)] Rounded to hundred dollars

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FBPE Number: CA 00000696

OPINION OF PROBABLE COST

CONSTRAINED LOCATION 9
HIGH EMPHASIS LOADING ZONE MARKING - OPTION 4
WEST SIDE OF SE 2ND AVE BETWEEN SE 1ST STREET AND SE 2ND STREET
CITY OF MIAMI

ITEM NUMBER	DESCRIPTION	UNIT	QTY.	UNIT PRICE	TOTAL COST
	DEMOLITION/REMOVAL				
71117	THERMOPLASTIC REMOVAL	SF	20	$ 3.00	$ 60.00
	SUBTOTAL				**$ 60.00**
	INSTALLATION				
71111122	THERMOPLASTIC, STANDARD, WHITE, SOLID, 8" (For Loading Area)	LF	300	$ 1.50	$ 450.00
71111160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE	EA	2	$ 250.00	$ 500.00
700111	SINGLE POST SIGN, F&I GM, <12 SF	EA	2	$ 360.00	$ 720.00
	SUBTOTAL				**$ 1,670.00**
	DEMOLITION/REMOVAL AND INSTALLATION SUBTOTAL[(1)]				**$ 1,800.00**
	MOBILIZATION	LS	10%	-	$ 180.00
	GENERAL CONDITIONS	LS	5%	-	$ 90.00
	MAINTENANCE OF TRAFFIC	LS	8%	-	$ 144.00
	CONTINGENCY	LS	5%	-	$ 90.00
	GRAND TOTAL[(1)]				**$ 2,400.00**

Note: [(1)] Rounded to hundred dollars

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OPINION OF PROBABLE COST

CONSTRAINED LOCATION 10
HIGH EMPHASIS LOADING ZONE MARKING - OPTION 4
SOUTH SIDE OF SE 1ST STREET BETWEEN SE 3RD AVE AND BISCAYNE BLVD.
CITY OF MIAMI

ITEM NUMBER	DESCRIPTION	UNIT	QTY.	UNIT PRICE	TOTAL COST
	DEMOLITION/REMOVAL				
71117	THERMOPLASTIC REMOVAL	SF	3000	$ 3.00	$ 9,000.00
-	CURB REMOVAL	LF	770	$ 5.00	$ 3,850.00
-	FIRE HYDRANT REMOVAL	EA	1	$ 1,500.00	$ 1,500.00
-	CATCH BASIN REMOVAL	EA	2	$ 2,000.00	$ 4,000.00
-	SIDEWALK REMOVAL	SY	60	$ 5.00	$ 300.00
	SUBTOTAL				**$ 18,650.00**
	INSTALLATION				
71111122	THERMOPLASTIC, STANDARD, WHITE, SOLID, 8" (For Loading Area)	LF	4000	$ 1.50	$ 6,000.00
71111160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE	EA	16	$ 250.00	$ 4,000.00
700111	SINGLE POST SIGN, F&I GM, <12 SF	EA	11	$ 360.00	$ 3,960.00
520110	TYPE 'F' CURB AND GUTTER	LF	385	$ 18.00	$ 6,930.00
715540000	LIGHT POLE COMP-SPECIAL, RELOCATE	EA	8	$ 5,000.00	$ 40,000.00
-	FIRE HYDRANT	EA	1	$ 5,000.00	$ 5,000.00
-	CATCH BASIN	EA	2	$ 5,000.00	$ 10,000.00
700150	SINGLE POST SIGN, RELOCATE	EA	3	$ 250.00	$ 750.00
-	12" COMPACTED SUBGRADE, 8" LIMEROCK BASE AND 2" ASPHALT	SY	115	$ 35.00	$ 4,025.00
	SUBTOTAL				**$ 80,665.00**
	DEMOLITION/REMOVAL AND INSTALLATION SUBTOTAL[1]				**$ 99,400.00**
	MOBILIZATION	LS	10%	-	$ 9,940.00
	GENERAL CONDITIONS	LS	5%	-	$ 4,970.00
	MAINTENANCE OF TRAFFIC	LS	8%	-	$ 7,952.00
	CONTINGENCY	LS	5%	-	$ 4,970.00
	GRAND TOTAL[1]				**$ 127,300.00**

Note: [1] Rounded to hundred dollars

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OPINION OF PROBABLE COST

CONSTRAINED LOCATION 14
HIGH EMPHASIS LOADING ZONE MARKING - OPTION 4
NORTH SIDE OF NE 3RD STREET BETWEEN BISCAYNE BLVD AND NE 2ND AVE
CITY OF MIAMI

ITEM NUMBER	DESCRIPTION	UNIT	QTY.	UNIT PRICE	TOTAL COST
	DEMOLITION/REMOVAL				
71117	THERMOPLASTIC REMOVAL	SF	50	$ 3.00	$ 150.00
	SUBTOTAL				**$ 150.00**
	INSTALLATION				
71111122	THERMOPLASTIC, STANDARD, WHITE, SOLID, 8" (For Loading Area)	LF	250	$ 1.50	$ 375.00
71111160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE	EA	2	$ 250.00	$ 500.00
700111	SINGLE POST SIGN, F&I GM, <12 SF	EA	2	$ 360.00	$ 720.00
	SUBTOTAL				**$ 1,595.00**
	DEMOLITION/REMOVAL AND INSTALLATION SUBTOTAL[(1)]				**$ 1,800.00**
	MOBILIZATION	LS	10%	-	$ 180.00
	GENERAL CONDITIONS	LS	5%	-	$ 90.00
	MAINTENANCE OF TRAFFIC	LS	8%	-	$ 144.00
	CONTINGENCY	LS	5%	-	$ 90.00
	GRAND TOTAL[(1)]				**$ 2,400.00**
	LOST PARKING REVENUE				
-	PARKING STALL REMOVAL	EA	3	$ 35,640.00	$ 106,920.00
	LOST PARKING REVENUE				**$ 106,920.00**

Note: [(1)] Rounded to hundred dollars

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OPINION OF PROBABLE COST

CONSTRAINED LOCATION 15
HIGH EMPHASIS LOADING ZONE MARKING - OPTION 4
NORTH SIDE OF SW 1ST STREET BETWEEN SW 2ND AVE AND SW 1ST AVE
CITY OF MIAMI

ITEM NUMBER	DESCRIPTION	UNIT	QTY.	UNIT PRICE	TOTAL COST
	INSTALLATION				
71111122	THERMOPLASTIC, STANDARD, WHITE, SOLID, 8" (For Loading Area)	LF	550	$ 1.50	$ 825.00
71111160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE	EA	3	$ 250.00	$ 750.00
700111	SINGLE POST SIGN, F&I GM, <12 SF	EA	2	$ 360.00	$ 720.00
		SUBTOTAL			**$ 2,295.00**
		DEMOLITION/REMOVAL AND INSTALLATION SUBTOTAL[(1)]			**$ 2,300.00**
	MOBILIZATION	LS	10%	-	$ 229.50
	GENERAL CONDITIONS	LS	5%	-	$ 114.75
	MAINTENANCE OF TRAFFIC	LS	8%	-	$ 183.60
	CONTINGENCY	LS	5%	-	$ 114.75
		GRAND TOTAL[(1)]			**$ 3,000.00**

Note: [(1)] Rounded to hundred dollars

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OPINION OF PROBABLE COST

CONSTRAINED LOCATION 17
HIGH EMPHASIS LOADING ZONE MARKING - OPTION 4
NW 8TH STREET AND NW 3RD AVE/I-95 OFF-RAMP
NW 8TH STREET AND NW 3RD COURT/I-95 ON-RAMP
CITY OF MIAMI

ITEM NUMBER	DESCRIPTION	UNIT	QTY.	UNIT PRICE	TOTAL COST
	DEMOLITION/REMOVAL				
71117	THERMOPLASTIC REMOVAL	SF	8000	$ 3.00	$ 24,000.00
-	CATCH BASIN REMOVAL	EA	2	$ 3,500.00	$ 7,000.00
-	CURB REMOVAL	LF	100	$ 5.00	$ 500.00
	SUBTOTAL				**$ 31,500.00**
	INSTALLATION				
71111121	THERMOPLASTIC, STANDARD, WHITE, SOLID, 6"	LF	3000	$ 1.00	$ 3,000.00
520110	TYPE 'F' CURB AND GUTTER	LF	1000	$ 18.00	$ 18,000.00
715540000	MULTI - POST SIGN, F&I GM, 101-200 SF	EA	1	$ 10,000.00	$ 10,000.00
53611	GUARDRAIL- ROADWAY, DOUBLT FACE	LF	800	$ 35.00	$ 28,000.00
-	CATCH BASIN	EA	2	$ 8,000.00	$ 16,000.00
334114	SUPERPAVE ASPHALTIC CONC, TRAFFIC D	TN	45	$ 85.00	$ 3,825.00
334112	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	TN	40	$ 105.00	$ 4,200.00
285711	OPTIONAL BASE GROUP 11	SY	30	$ 17.00	$ 510.00
285701	OPTIONAL BASE GROUP 1	SY	25	$ 7.00	$ 175.00
337724	ASPH CONC FC, FC-5	TN	40	$ 145.00	$ 5,800.00
-	PEDESTRIAN SIGNAL RELOCATE	EA	1	$ 5,000.00	$ 5,000.00
641280	PREST CNC POLE, REMOVE COMPLETE	EA	1	$ 3,800.00	$ 3,800.00
641230	PREST CNC POLE, INSTALL	EA	1	$ 800.00	$ 800.00
7154400	LIGHT POLE COMPLETE RELOCATE	EA	1	$ 3,300.00	$ 3,300.00
12022	BORROW EXCAVATION, TRUCK MEASURE	CY	46851	$ 10.00	$ 468,510.00
	SUBTOTAL				**$ 570,920.00**
	DEMOLITION/REMOVAL AND INSTALLATION SUBTOTAL[(1)]				**$ 602,500.00**
	MOBILIZATION	LS	15%	-	$ 90,375.00
	GENERAL CONDITIONS	LS	10%	-	$ 60,250.00
	MAINTENANCE OF TRAFFIC	LS	10%	-	$ 60,250.00
	CONTINGENCY	LS	25%	-	$ 150,625.00
	GRAND TOTAL[(1)]				**$ 964,000.00**

Note: [(1)] Rounded to hundred dollars

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Kimley-Horn and Associates, Inc.
600 North Pine Island Road
Suite 450
Plantation, FL 33324
FBPE Number: CA 00000696

OPINION OF PROBABLE COST

CONSTRAINED LOCATION 20
HIGH EMPHASIS LOADING ZONE MARKING - OPTION 4
NORTH SIDE OF NE 2ND STREET BETWEEN BISCAYNE BLVD AND SE 3RD AVE
CITY OF MIAMI

ITEM NUMBER	DESCRIPTION	UNIT	QTY.	UNIT PRICE	TOTAL COST
	DEMOLITION/REMOVAL				
71117	THERMOPLASTIC REMOVAL	SF	130	$ 3.00	$ 390.00
	SUBTOTAL				**$ 390.00**
	INSTALLATION				
71111122	THERMOPLASTIC, STANDARD, WHITE, SOLID, 8" (For Loading Area)	LF	640	$ 1.50	$ 960.00
71111160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE	EA	2	$ 250.00	$ 500.00
700111	SINGLE POST SIGN, F&I GM, <12 SF	EA	3	$ 360.00	$ 1,080.00
	SUBTOTAL				**$ 2,540.00**
	DEMOLITION/REMOVAL AND INSTALLATION SUBTOTAL[(1)]				**$ 3,000.00**
	MOBILIZATION	LS	10%	-	$ 300.00
	GENERAL CONDITIONS	LS	5%	-	$ 150.00
	MAINTENANCE OF TRAFFIC	LS	8%	-	$ 240.00
	CONTINGENCY	LS	5%	-	$ 150.00
	GRAND TOTAL[(1)]				**$ 3,900.00**

Note: [(1)] Rounded to hundred dollars

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OPINION OF PROBABLE COST

CONSTRAINED LOCATION 22
HIGH EMPHASIS LOADING ZONE MARKING - OPTION 4
SE 3RD STREET EAST OF SE 3RD AVE
CITY OF MIAMI

ITEM NUMBER	DESCRIPTION	UNIT	QTY.	UNIT PRICE	TOTAL COST
	DEMOLITION/REMOVAL				
71117	THERMOPLASTIC REMOVAL	SF	150	$ 3.00	$ 450.00
-	SIDEWALK REMOVAL	SY	80	$ 5.00	$ 400.00
-	CURB REMOVAL	LF	150	$ 5.00	$ 750.00
	SUBTOTAL				**$ 1,600.00**
	INSTALLATION				
71111160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE	EA	2	$ 250.00	$ 500.00
71111122	THERMOPLASTIC, STANDARD, WHITE, SOLID, 8" (For Loading Area)	LF	350	$ 1.50	$ 525.00
520110	TYPE 'D' CURB AND GUTTER	LF	30	$ 15.00	$ 450.00
700111	SINGLE POST SIGN, F&I GM, <12 SF	EA	4	$ 360.00	$ 1,440.00
-	12" COMPACTED SUBGRADE, 8" LIMEROCK BASE AND 2" ASPHALT	SY	115	$ 35.00	$ 4,025.00
	SUBTOTAL				**$ 6,940.00**
	DEMOLITION/REMOVAL AND INSTALLATION SUBTOTAL[(1)]				**$ 8,600.00**
	MOBILIZATION	LS	10%	-	$ 860.00
	GENERAL CONDITIONS	LS	5%	-	$ 430.00
	MAINTENANCE OF TRAFFIC	LS	8%	-	$ 688.00
	CONTINGENCY	LS	5%	-	$ 430.00
	GRAND TOTAL[(1)]				**$ 11,100.00**

Note: [(1)] Rounded to hundred dollars

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OPINION OF PROBABLE COST

CONSTRAINED LOCATION 24
HIGH EMPHASIS LOADING ZONE MARKING - OPTION 4
NORTH EAST CORNER OF S. MIAMI AVE AND SE 2ND STREET
CITY OF MIAMI

ITEM NUMBER	DESCRIPTION	UNIT	QTY.	UNIT PRICE	TOTAL COST
	DEMOLITION/REMOVAL				
71117	THERMOPLASTIC REMOVAL	SF	250	$ 3.00	$ 750.00
-	INLET RELOCATION	EA	1	$ 5.00	$ 5.00
-	CATCH BASIN REMOVAL	EA	1	$ 2,000.00	$ 2,000.00
	SUBTOTAL				**$ 2,755.00**
	INSTALLATION				
71111122	THERMOPLASTIC, STANDARD, WHITE, SOLID, 8" (For Loading Area)	LF	300	$ 1.50	$ 450.00
71111160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE	EA	2	$ 250.00	$ 500.00
700111	SINGLE POST SIGN, F&I GM, <12 SF	EA	2	$ 360.00	$ 720.00
5221	4 INCH CONCRETE SIDEWALK	SY	50	$ 35.00	$ 1,750.00
520110	TYPE 'F' CURB AND GUTTER	LF	185	$ 18.00	$ 3,330.00
-	CATCH BASIN	EA	2	$ 8,000.00	$ 16,000.00
-	FDOT CURB RAMP WITH DETECTABLE WARNING	EA	2	$ 750.00	$ 1,500.00
	SUBTOTAL				**$ 24,250.00**
	DEMOLITION/REMOVAL AND INSTALLATION SUBTOTAL[(1)]				**$ 27,100.00**
	MOBILIZATION	LS	10%	-	$ 2,710.00
	GENERAL CONDITIONS	LS	5%	-	$ 1,355.00
	MAINTENANCE OF TRAFFIC	LS	8%	-	$ 2,168.00
	CONTINGENCY	LS	5%	-	$ 1,355.00
	GRAND TOTAL[(1)]				**$ 34,700.00**

Note: [(1)] Rounded to hundred dollars

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OPINION OF PROBABLE COST

CONSTRAINED LOCATION 7,11,12,13,16,23
HIGH EMPHASIS LOADING ZONE MARKING - OPTION 4
TIME OF DAY LOADING
CITY OF MIAMI

ITEM NUMBER	DESCRIPTION	UNIT	QTY.	UNIT PRICE	TOTAL COST
	INSTALLATION				
700111	SINGLE POST SIGN, F&I GM, <12 SF	EA	2	$ 360.00	$ 720.00
	SUBTOTAL				**$ 720.00**
	DEMOLITION/REMOVAL AND INSTALLATION SUBTOTAL[(1)]				**$ 800.00**
	MOBILIZATION	LS	10%	-	$ 80.00
	GENERAL CONDITIONS	LS	5%	-	$ 40.00
	MAINTENANCE OF TRAFFIC	LS	8%	-	$ 64.00
	CONTINGENCY	LS	5%	-	$ 40.00
	GRAND TOTAL (PER LOCATION)[(1)]				**$ 1,100.00**

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Location 10

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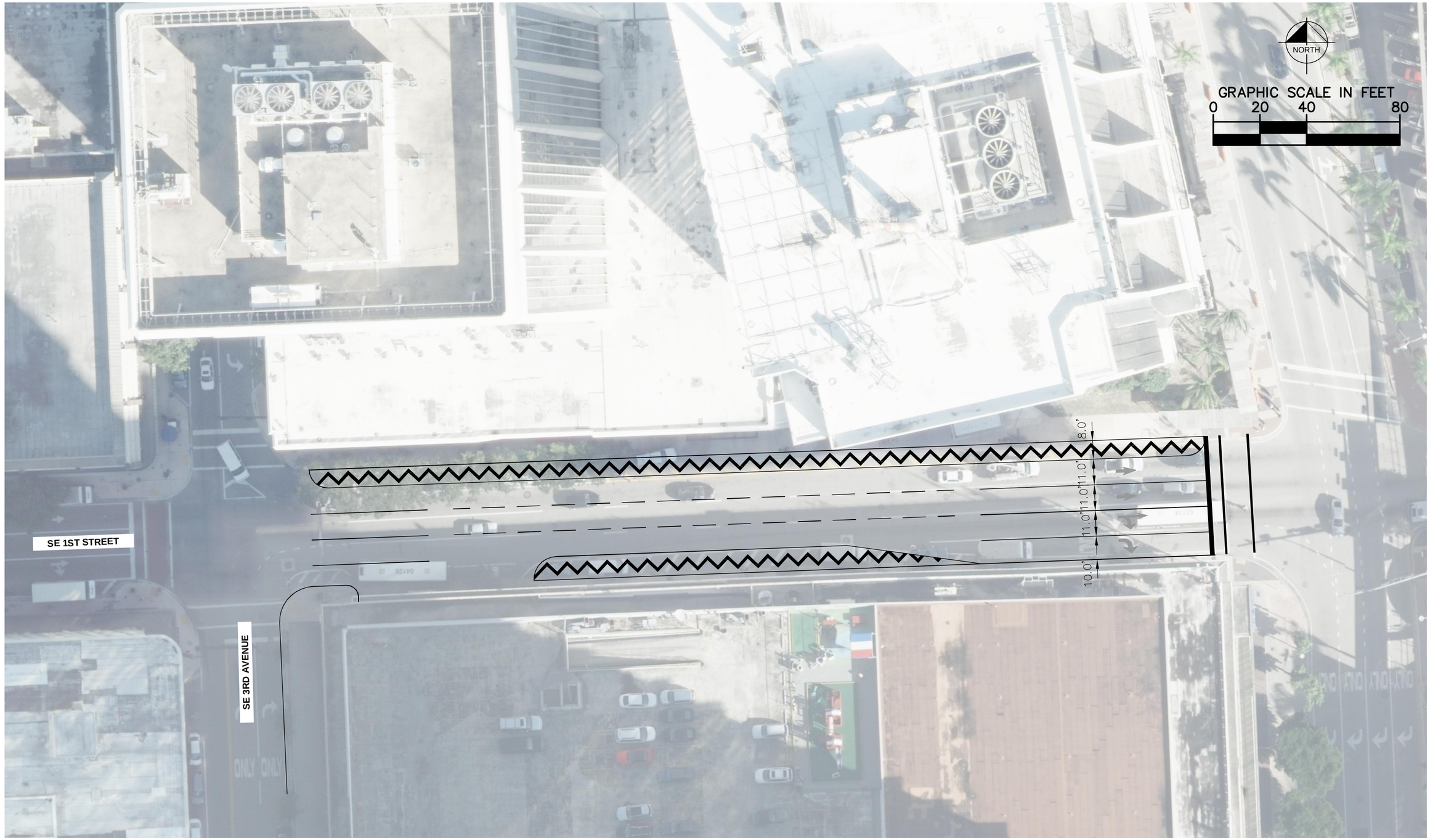

No.	REVISIONS	DATE	BY

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WWW.KIMLEY-HORN.COM CA 00000696

KHA PROJECT	040829042
DATE	MAY 2015
SCALE	AS SHOWN
CHECKED BY	
DRAWN BY	

SE 1ST STREET & SE 3RD AVENUE - TRUCK LOADING

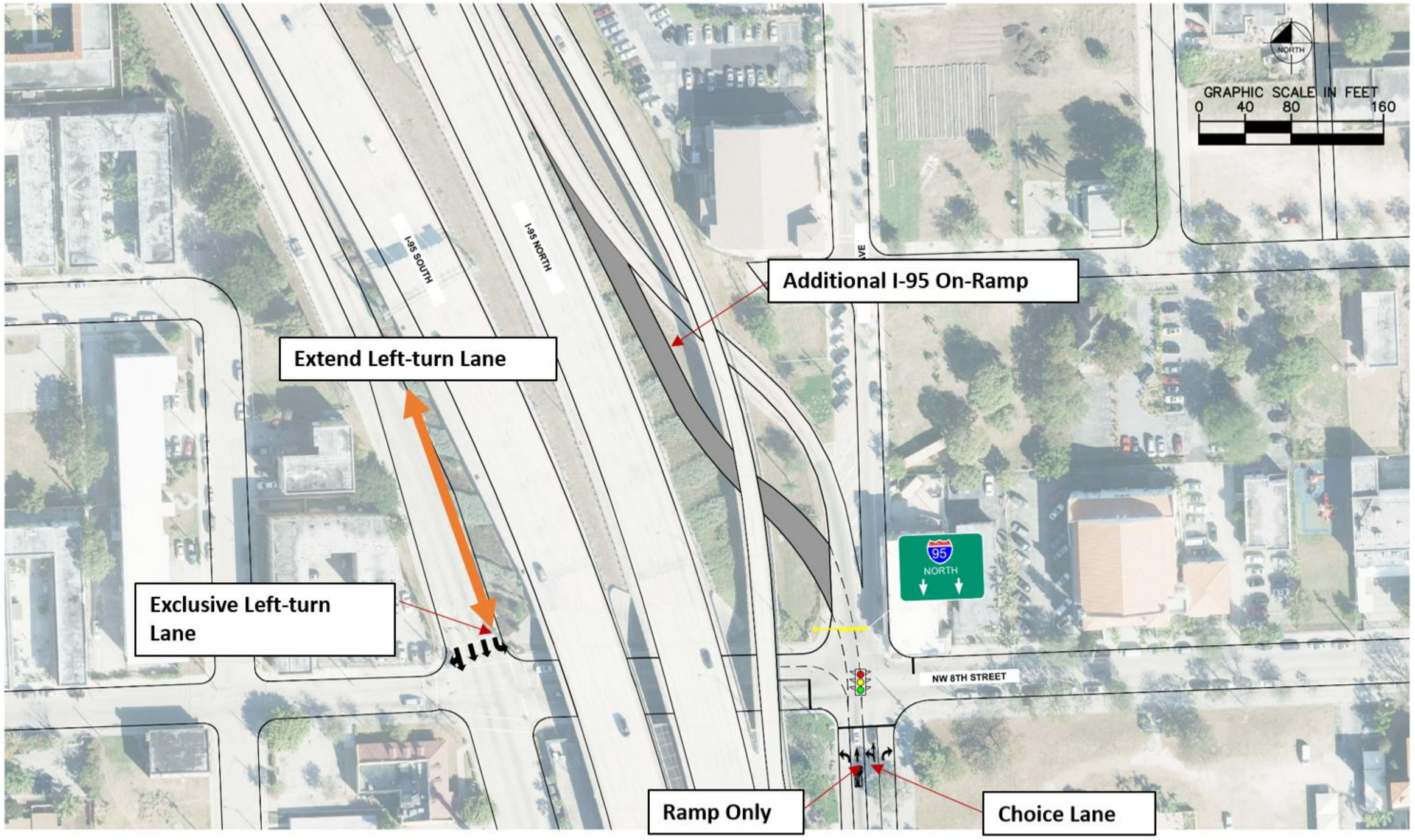
MIAMI-DADE COUNTY FL

STRIPING EXHIBIT

SHEET NUMBER

1

Location 17



No.	REVISIONS	DATE	BY

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PHONE: 954-535-5100 FAX: 954-739-2247
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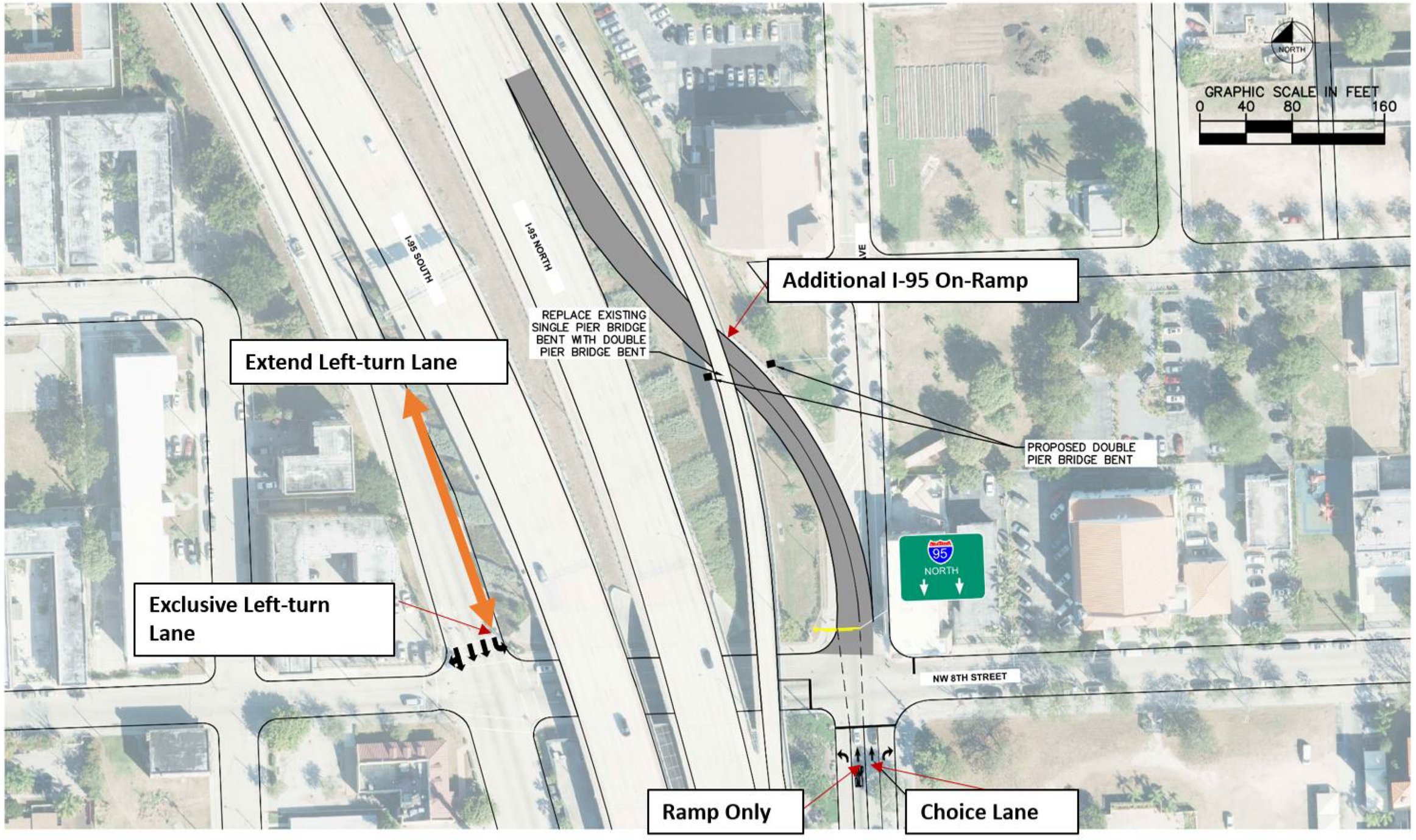
KHA PROJECT 040829042
DATE MAY 2015
SCALE AS SHOWN
CHECKED BY
DRAWN BY

I-95 NORTH BOUND
ON RAMP-NW 8TH STREET

MIAMI-DADE COUNTY FL

I-95 ON RAMP EXHIBIT

SHEET NUMBER 1



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KHA PROJECT 040829042
DATE MAY 2015
SCALE AS SHOWN
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DRAWN BY

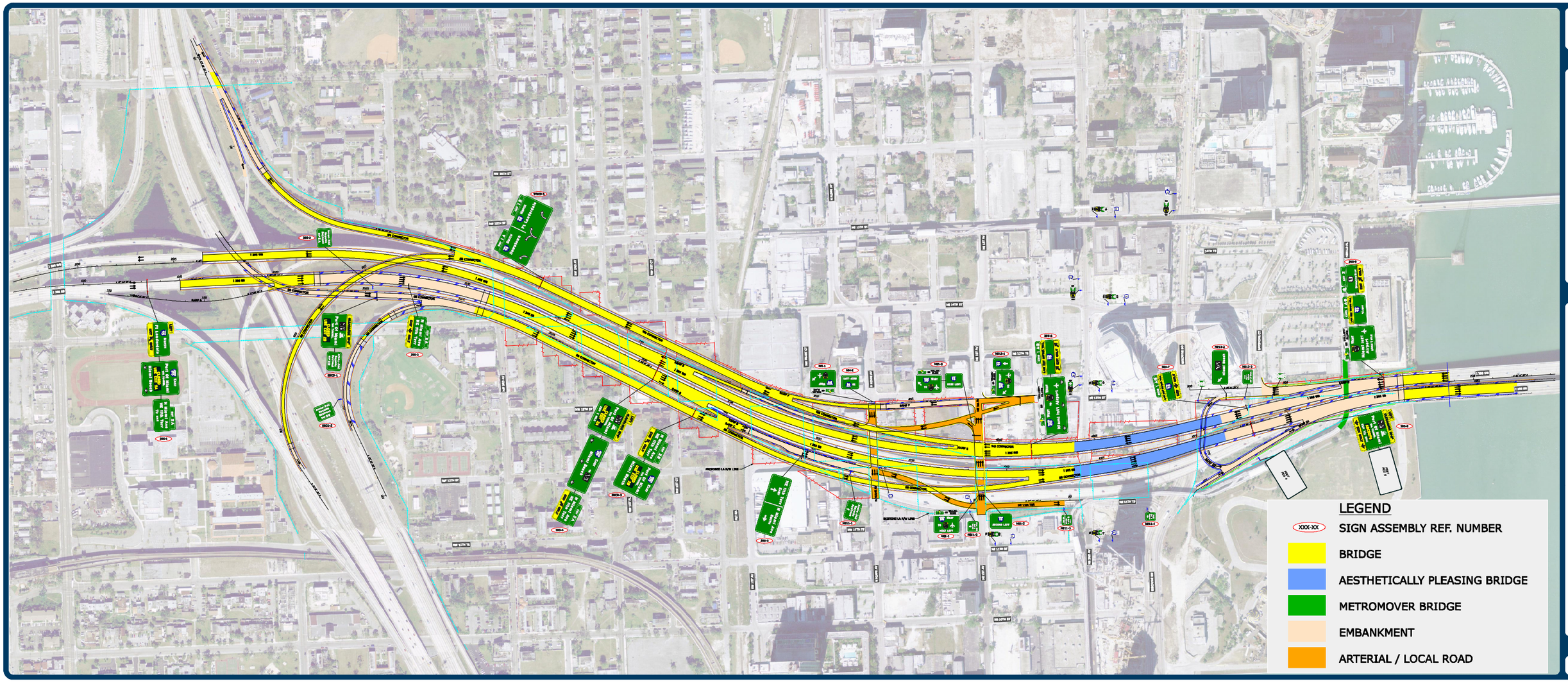
I-95 NORTH BOUND
ON RAMP-NW 8TH STREET

MIAMI-DADE COUNTY FL

I-95 ON RAMP EXHIBIT

SHEET NUMBER 1

Location 18



1"=100'

SIGNING MASTER PLAN

395

IN ASSOCIATION WITH:

TY·LIN INTERNATIONAL

SHEET #

Location 19

PROPOSED SIGNAL HEAD AND MAST ARM AT SE 2ND STREET AND SE 2ND AV (ABEL HOLTZ BLVD)

1

PROPOSED SIGNAL HEAD AND MAST ARM AT SE 2ND STREET AND SE 3RD AV (CARLOS GARDEL)

2 3 4

Improve signage to direct northbound I-95 traffic to SE 2nd Street ramp.

SE 2nd AV

Trim landscaping facing southbound approach

Build a bulb-out at the northwest corner of the intersection

Provide high emphasis crosswalk and pedestrian warning signs

SE 2nd ST

2226

2225

Provide an additional signal head for westbound traffic

Convert the northbound approach from (one shared left-turn/through lane + one through lane) to (one left-turn lane + one shared left-turn/through lane), and provide split phasing for northbound and southbound traffic

Trim landscaping facing northbound approach

SE 3rd AV

Provide shared right-turn/through pavement arrow to match signage.

MATCHLINE - A

LEGEND:

EXISTING SIGN	EXISTING SIGNAL HEAD				
PED. SIGNAL	WIDENING				
BUS STOP					

PROPOSED CONDITIONS
DOWNTOWN GRID SAFETY STUDY
ALTERNATIVE 2

FIGURE NO.
II-A

$USER$ $DATE$ $TIME$ $FILE$

PROPOSED SIGNAL HEAD
AND MAST ARM AT
SE 2ND STREET AND
SE 2ND AV (ABEL HOLTZ BLVD)

1

MATCHLINE - A

SE 3rd ST

SE 2nd AV

SE 3rd AV

Biscayne Blvd
Downtown

Brickell Ave
SOUTH

Existing lighting to be relocated

Trim landscaping along south side of eastbound approach

Optimize signal timing

All improvements to be performed by Miami-Dade county

DO NOT BLOCK INTERSECTION

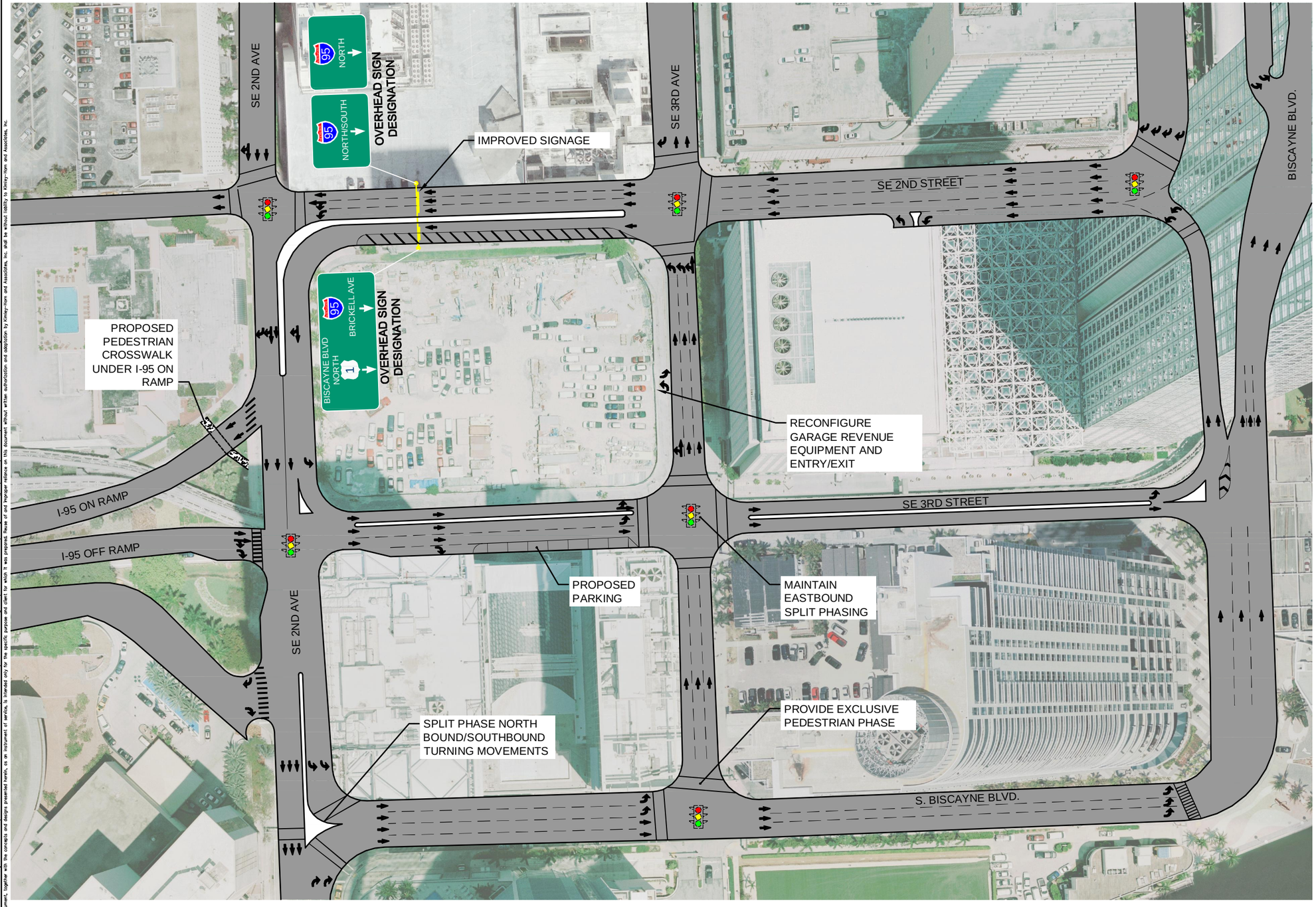
LEGEND:

EXISTING SIGN	EXISTING SIGNAL HEAD				
PED. SIGNAL	WIDENING				
BUS STOP					

PROPOSED CONDITIONS
DOWNTOWN GRID SAFETY STUDY
ALTERNATIVE 2

FIGURE NO.

II-B



NORTH

GRAPHIC SCALE IN FEET

0 50 100 200

EXISTING SIGNAL

THE CITY OF MIAMI FLORIDA

DATE	3/26/2015
SCALE	AS SHOWN
DESIGNED BY	SE
DRAWN BY	SE
CHECKED BY	AD

PREPARED FOR
CITY OF MIAMI
MIAMI FL

CONCEPTUAL IMPROVEMENTS OPTION 1

SHEET NUMBER
EX-1

Plotted By:Ebrahimi, Sina Sheet Set:Kha Layout:EX-1 April 21, 2015 09:55:32am K:\FTL_TPTO\042258010-WO#8 Open Work Order\Assignment #3\CADD\Exhibits\Traffic Movement-EX1.dwg
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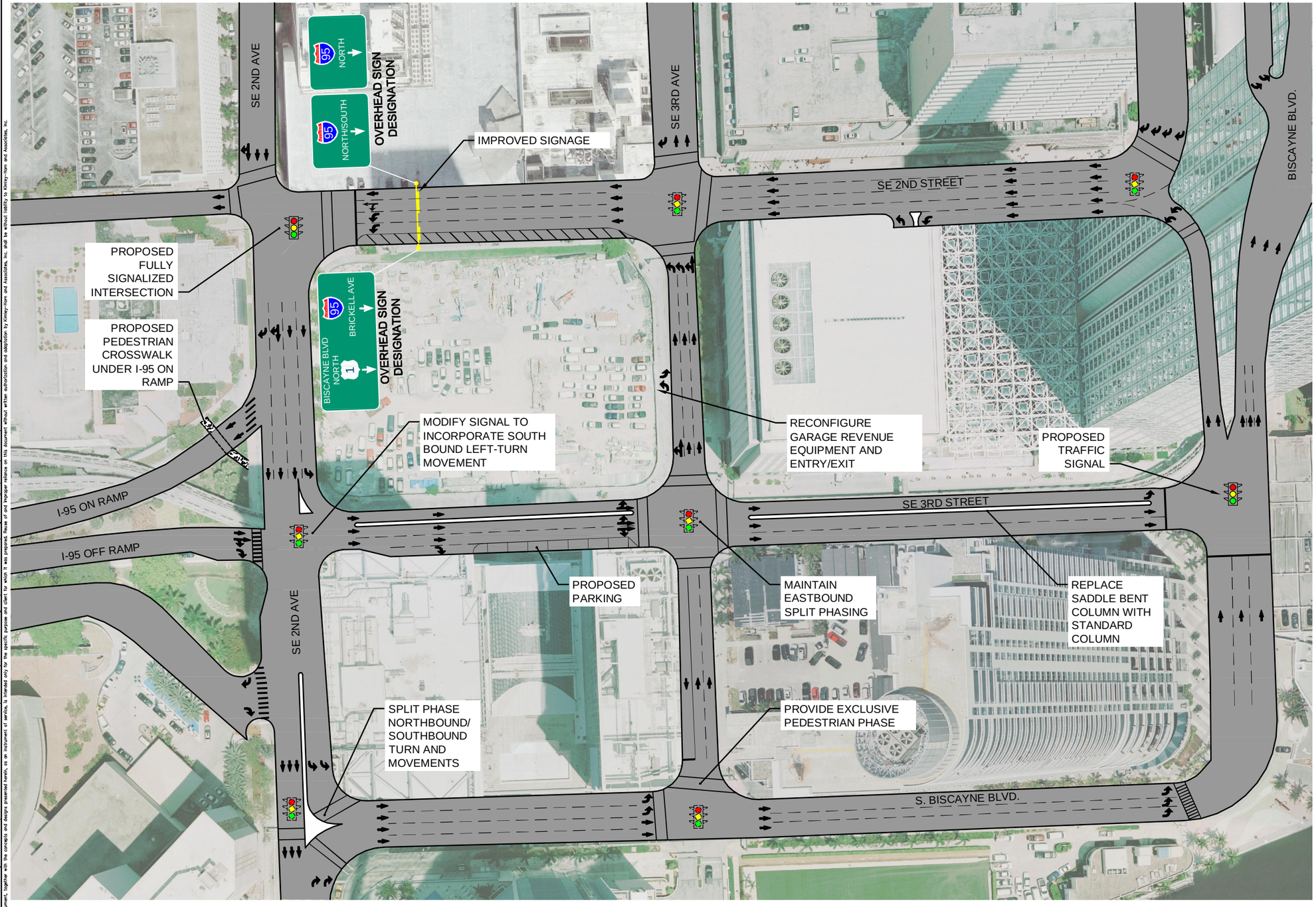

NORTH

GRAPHIC SCALE IN FEET

0 50 100 200

EXISTING SIGNAL

PROPOSED SIGNAL

THE CITY OF MIAMI FLORIDA	DATE 3/26/2015 SCALE AS SHOWN DESIGNED BY SE DRAWN BY SE CHECKED BY AD	PREPARED FOR CITY OF MIAMI MIAMI FL	CONCEPTUAL IMPROVEMENTS OPTION 2	SHEET NUMBER EX-2

Plotted By:Ebrahimi, Sina Sheet Set:Kha Layout:EX-2 April 21, 2015 10:07:47am K:\FTL_TPTO\042258010-WO#8 Open Work Order\Assignment #3\CADD\Exhibits\Traffic Movement-EX2.dwg
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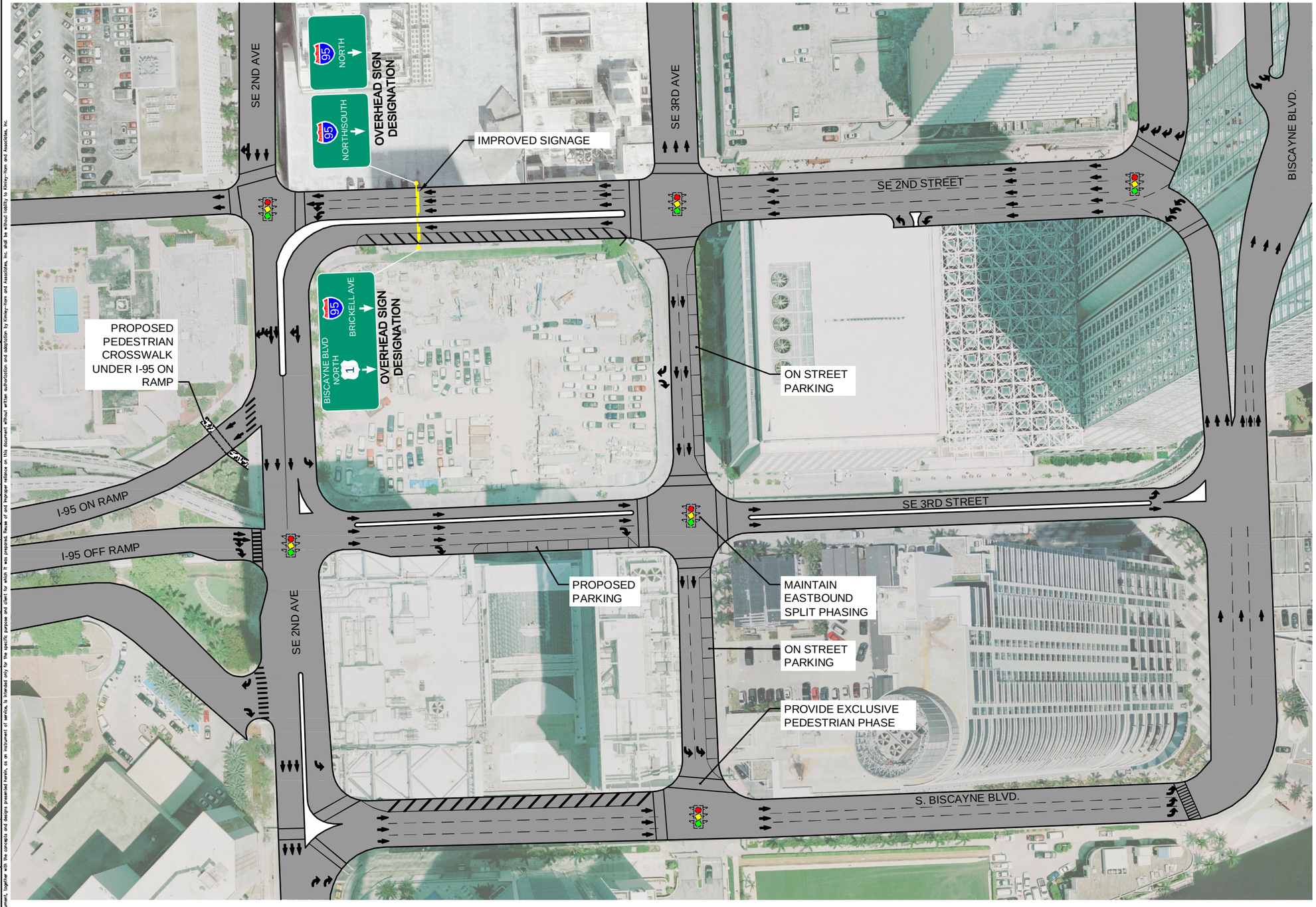

NORTH

GRAPHIC SCALE IN FEET

0 50 100 200

EXISTING SIGNAL

Plotted By:Ebrahimi, Sina Sheet Set:Kha Layout:EX-3 April 21, 2015 10:13:52am K:\FTL_TPTO\042258010-WO#8 Open Work Order\Assignment #3\CADD\Exhibits\Traffic Movement-EX3.dwg
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THE CITY OF MIAMI FLORIDA INCORPORATED 1896

DATE	3/26/2015
SCALE	AS SHOWN
DESIGNED BY	SE
DRAWN BY	SE
CHECKED BY	AD

PREPARED FOR
CITY OF MIAMI
MIAMI FL

CONCEPTUAL IMPROVEMENTS OPTION 3

SHEET NUMBER
EX-3

Location 24

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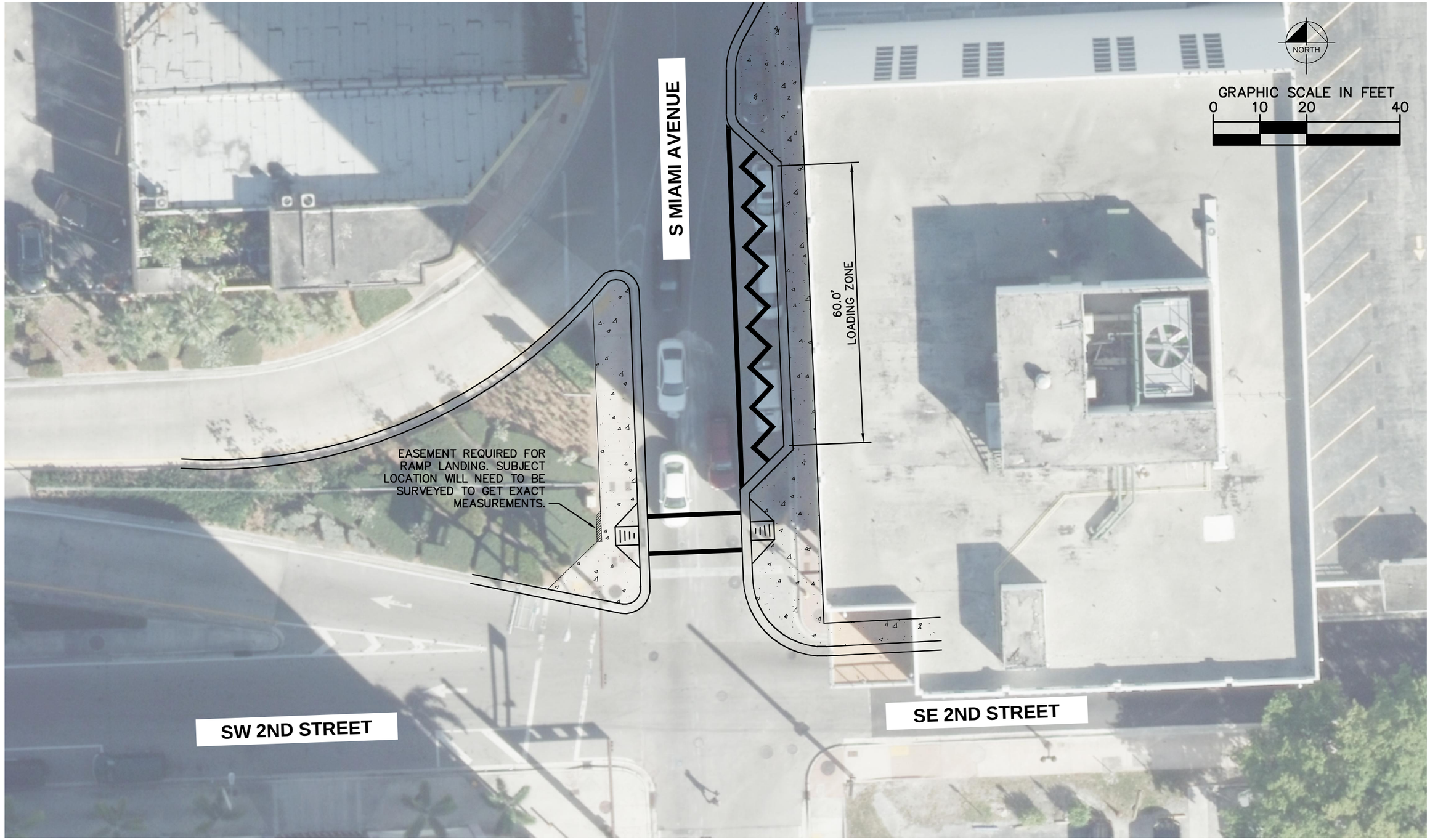
K:\FTL_TPTO\040829042-GPC V-28 Impact of Port Tunnel\CADD\Crosswalk-SE 2nd Street and S Miami Ave.dwg



No.	REVISIONS	DATE	BY

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KHA PROJECT 040006364
DATE 9/15/2015
SCALE AS SHOWN
CHECKED BY IMR
DRAWN BY JA

SE 2ND STREET & S. MIAMI AVE

MIAMI-DADE COUNTY FL

PROPOSED CROSSWALK EXHIBIT

SHEET NUMBER 1