

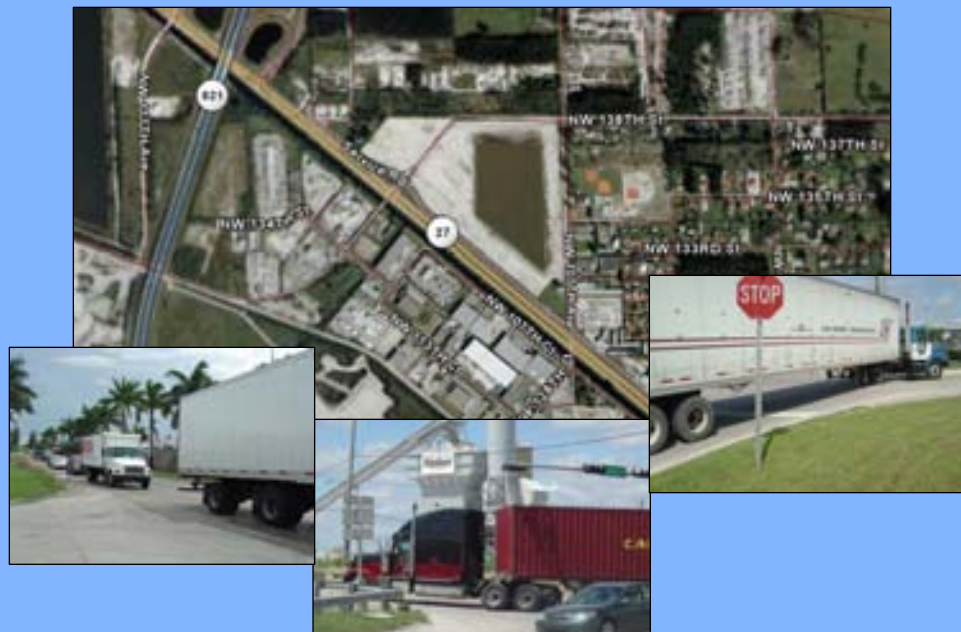


TOWN OF MEDLEY

NW South River Drive Corridor Study Area Expansion

HEFT/ SR-25 (Okeechobee Road) to NW 121st Way (Medley West Industrial Area)

Volume II: Traffic Report



Mayor:	Ramon Rodriguez
Vice Mayor:	Eugenio Advincula
Council Members:	Carlos Benedetto
	Margarita De Jesus
	Mary Tanner
Town Attorney:	Melvin Wolfe, Esquire
Town Finance Director:	Roy Danziger
Town Clerk:	Herlina Taboada



Corzo Castella Carballo Thompson Salman, P.A.
901 Ponce De Leon Boulevard, Suite 900
Coral Gables, Florida 33134
www.c3ts.com

November 2005



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1.0 INTRODUCTION

The purpose of the NW South River Drive Corridor Area Expansion Study is to investigate the transportation characteristics/deficiencies associated with the Town of Medley's western most industrial area and its interaction with SR-25 (Okeechobee Road) and NW South River Drive. The NW South River Drive Area Expansion is also known as "Medley West Industrial Area". This area forms a triangular wedge bounded on the north by SR-25 (Okeechobee Road) on the west by the Florida Turnpike; to the south by NW 122nd Street/Way and to the east by NW 121st Way. **This 426 acre industrial area is developing rapidly with approximately 80% (410 acres) of the area anticipated to be built out by 2008 and the remainder by 2018.**

This industrial area has three major access points connecting this area to the remainder of the Town and adjacent communities. The two primary access points are located along SR-25 (Okeechobee Road) at NW 138th Street and NW 107th Avenue respectively. Both of these connections are signalized and lead outside of the Town limits providing access to other areas of Miami-Dade County via SR-25 (Okeechobee Road). The other major access point is the intersection of NW 122nd Way and NW South River Drive on the eastern limits of this industrial area. It is also a signalized intersection. At this point the Medley West Industrial Area has access to the remainder of the Town of Medley via the NW South River Drive corridor studied under the Miami-Dade Metropolitan Planning Organization (MPO) Study titled: "NW South River Drive Corridor Study" prepared by **Corzo Castella Carballo Thompson Salman, P.A.** dated December 2003.

NW South River Drive is one of the most important and highly utilized transportation corridors in the Town of Medley. This corridor began as a two-lane service road to the adjacent parallel facility of SR-25 (Okeechobee Road). As the Town developed and industry expanded, more and more traffic was funneled into the Town. In response, NW South River Drive was transformed from a service road to a major collector road carrying a significant volume of traffic. Because of the industrial nature of the Town, a large percentage of the traffic is comprised of large tractor trailer trucks. The presence of these larger vehicles in the traffic stream significantly affects the capacity and long term maintenance of the corridor. The lack of alternative corridors in the Town's roadway grid network and the current severity and duration of the traffic congestion along this facility significantly impacts the movement of goods and services into and out of the Town. The "NW South River Drive Corridor Study" identified various improvements required to enhance mobility along NW South River Drive and access to the industrial areas within the Town of Medley east of NW 107th Avenue. This second phase of the study will address the traffic circulation issues for the Medley West Industrial Area and identify drastically needed improvements to its roadway network as a second step in addressing future expansion along NW South River Drive as well as improved access to SR-25 (Okeechobee Rd.) and the Town's transportation needs.



1.1 Purpose of Study

The purpose of this study is to provide the Town of Medley and the Miami-Dade County Metropolitan Planning Organization (MPO) with documented information on the existing conditions within the NW South River Drive Area Expansion (a.k.a Medley West Industrial Area) and its interaction with SR-25 (Okeechobee Rd.) and NW South River Drive and the need for improvements in this area. The “NW South River Drive Corridor Study” identified the need to consider planned developments in the “Pennsuco” area (the recently annexed portion of Medley) and in the proposed new annexation areas. The previous study mentioned indicated that the roadway network in these areas should be investigated to determine the impact that future developments will have on NW South River Drive.

The goal of this traffic report is to provide the Town of Medley with proper documentation on the traffic methodology findings and recommendations of improvements within the study area. These recommendations will be carried further as part of the Master Plan being developed for the area. This report involves the development of recommended design characteristics for the study area (K, D, and T), design traffic volumes (AADT, DHT and DDHV), and evaluation of operational conditions (intersection and link LOS's) for Existing conditions (2005), Opening Year (Assumes significant current development parcels complete by 2008) future No-Build and Build conditions. As well as future area build-out identified as the Design Year (2028). This report documents the information necessary to confirm the need for improvements within the Medley West Industrial Area.

1.2 Project Location

As previously mentioned the NW South River Drive Area Expansion is also known as “Medley West Industrial Area”. This area forms a triangular wedge bound on the north by SR-25 (Okeechobee Road) on the west by the Florida Turnpike to the south by NW 122nd Street and to the east by NW South River Drive. It is actually located in Township 52S, Range 40E, Sections 29, and 30. **Exhibit 1-1** reflects the location map of the area.

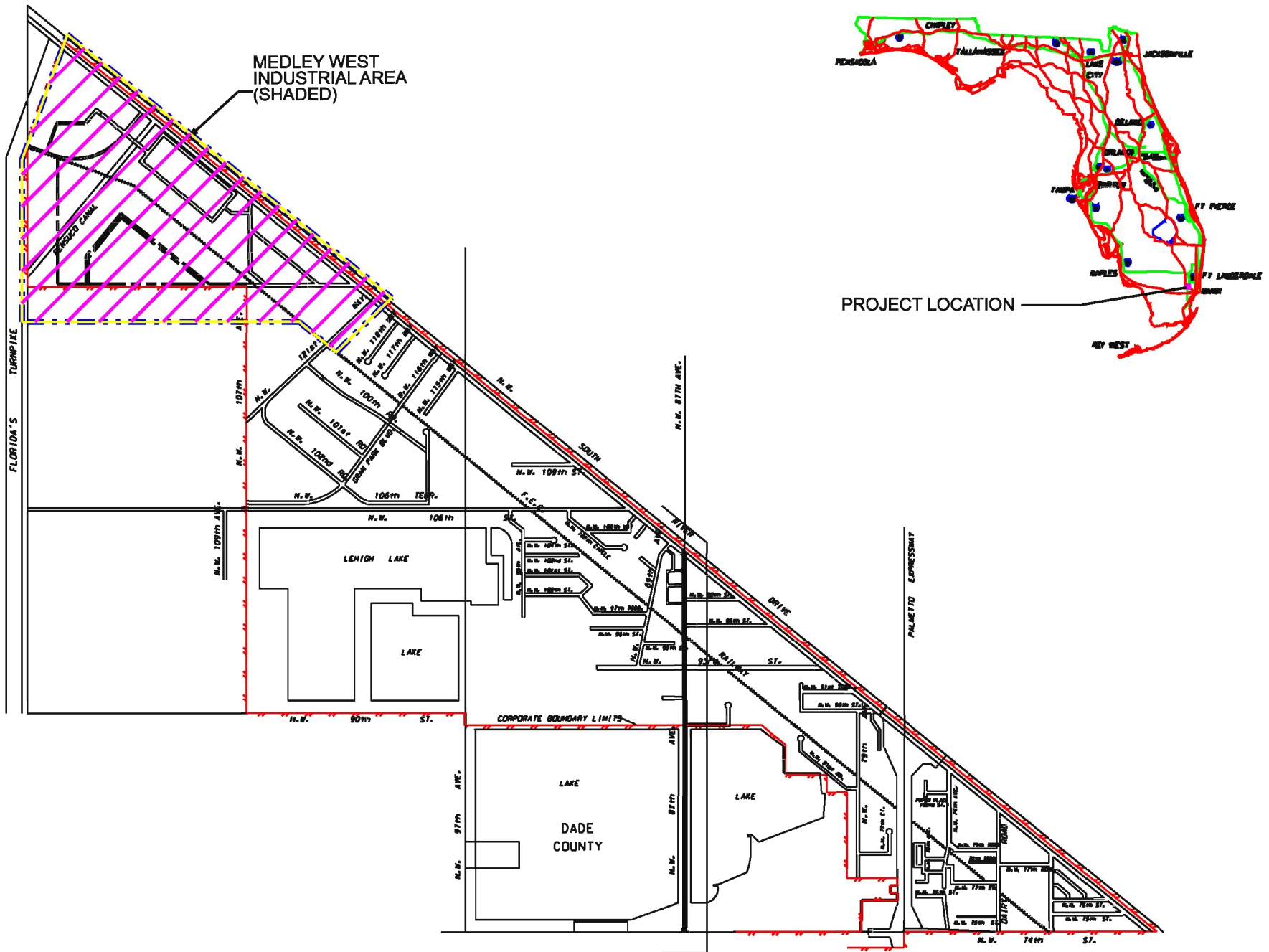


EXHIBIT 1-1

Project Location Map





1.3 Existing Roadway Network

The existing roadway network for the Medley West Industrial Area represents an odd assortment of minor and major Urban Collectors with two designated arterials. The most significant arterial is SR-25 (Okeechobee Road) to the north. This State Road is considered a Principal Arterial connecting various counties within Florida with the Town of Medley and the rest of Miami-Dade County. The industrial park connects to SR-25 (Okeechobee Road) through three main connection points. On the western end NW 138th Street which is considered a major Urban Collector provides a primary access point. In the center NW 107th Avenue designated as a Minor Arterial due to future plans to extend it north and south as a County Road Major Arterial and to the east via a connection between NW South River Drive (Considered a minor Urban collector in this area) and NW 121st Way. These major connectors are interconnected via a series of minor collectors which can be seen on **Exhibit 1-2** and include the following roadways.

- ☐ NW 113th Court
- ☐ NW 115th Avenue
- ☐ NW 122nd Street
- ☐ NW 122nd Way
- ☐ NW 127th Street

This roadway network includes four (4) signalized intersections and five (5) non-signalized intersections which will be addressed as part of this traffic report. These are listed on **Table 1.3-A**. The existing intersection geometry and lane configurations are shown in **Exhibit 1-3**.

TABLE 1.3-A MAJOR STUDY INTERSECTIONS – EXISTING CONFIGURATION			
Intersection	Traffic Control Type	Intersection Type	Comments
SR-25 & NW 138 th Street	Signalized	4 legs-bridge crossing	See Note 1
SR-25 & NW 107 th Avenue	Signalized	4 legs-bridge crossing	
SR-25 & NW 121 st Way	Signalized	4 legs-bridge crossing	
NW S. River Dr. & NW 121 st Way	Signalized	4 legs - skew	
NW 115 th Avenue. & NW 138 th St.	Stop Controlled	4 legs – Two Way Stop	
NW 113 th Ave. Road & NW 138 th St.	Stop Controlled	4 legs – Two Way Stop	
NW 127 th St. & NW 107 th Avenue	Stop Controlled	4 legs - Two Way Stop	
NW 122 nd St. & NW 107 th Avenue	Stop Controlled	3 legs – Two Way Stop	See Note 2
NW 122 nd Way & NW S. River Dr.	Stop Controlled	3 legs – Two-Way Stop	

Notes

1. This intersection is currently scheduled for widening under Miami-Dade Public Works Project No. 2003191. Additional improvements are being done under FDOT Financial project ID 4164233.
2. Pan American Companies/ Town of Medley plans to grade separate this intersection by 2008.

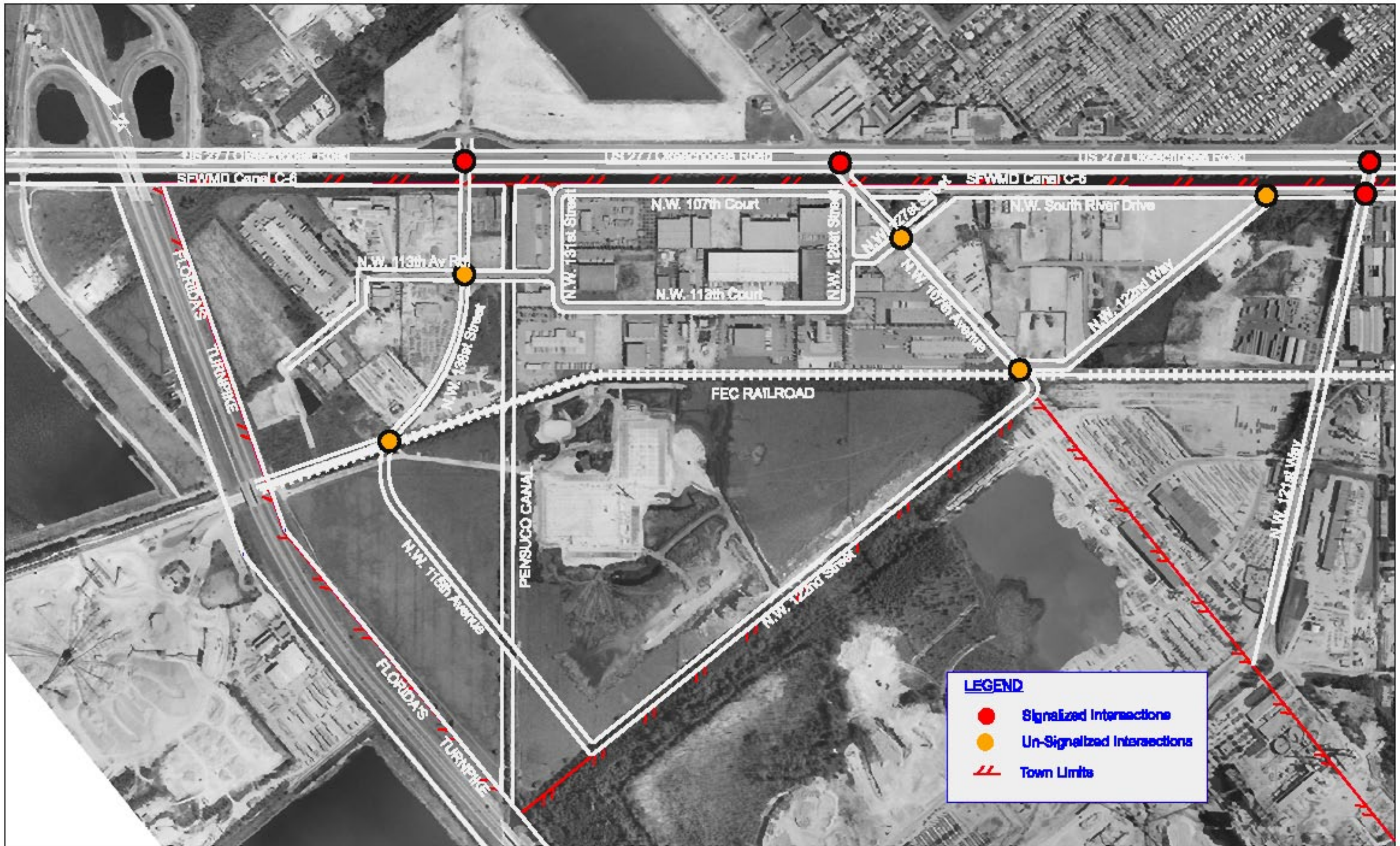


EXHIBIT 1-2
EXISTING ROAD NETWORK



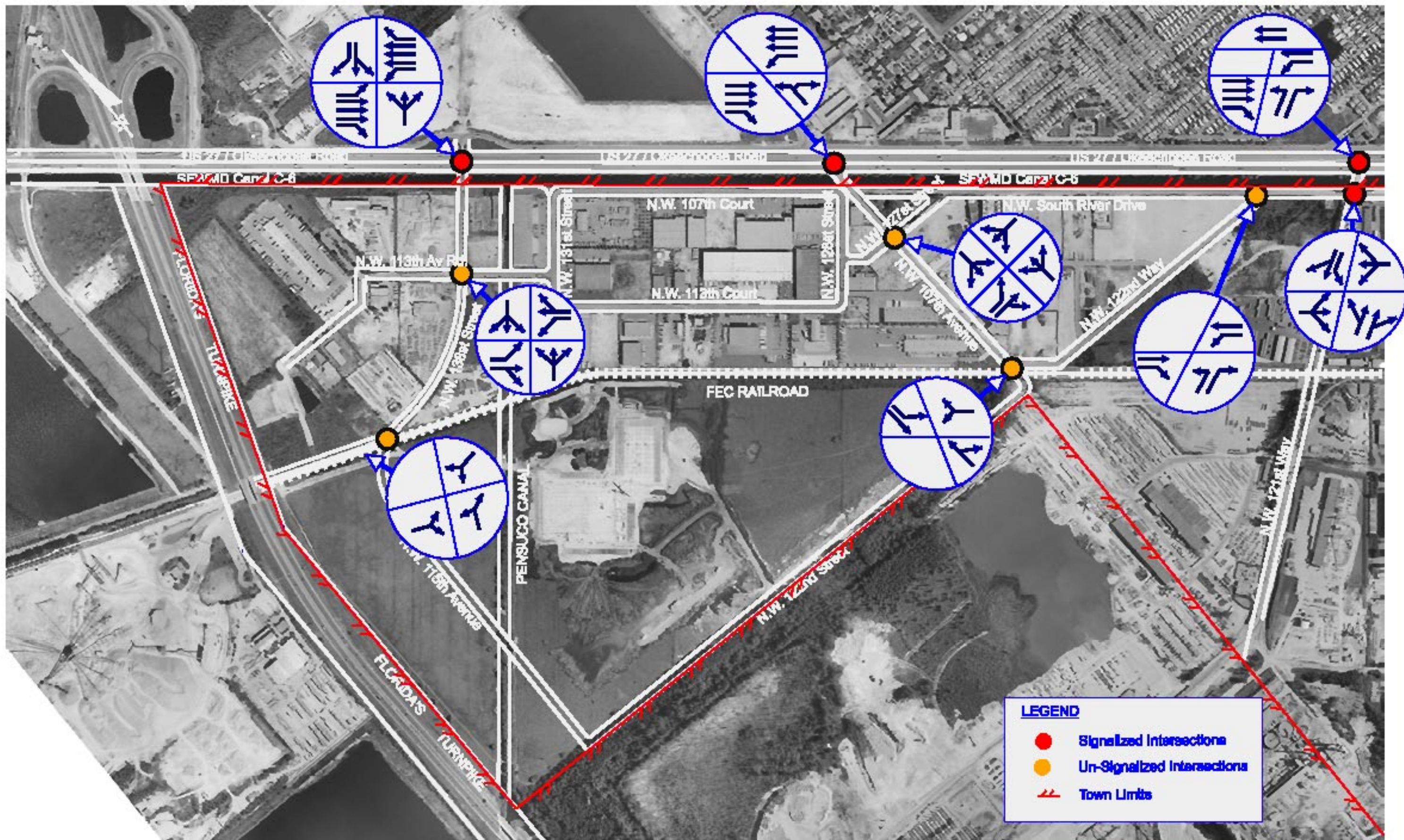


EXHIBIT 1-3

Existing Intersection Geometry & Lane Configuration





2.0 EXISTING TRAFFIC CONDITIONS

Existing traffic volumes, turning movements, and vehicle classification counts were collected within the study area. In addition to traffic counts, the data collection efforts undertaken for this project included identifying existing roadway geometry, intersection channelization, posted speed limits, vehicle classification counts, establishing trip data for proposed developments and obtaining crash data (at intersections along SR-25 (Okeechobee Road) only). This information was gathered for the purpose of the development of recommended design characteristics (K, D, and T) for the study area, design traffic volumes (AADT and DDHV), and evaluation of operational conditions (intersection and link LOS).

2.1 Existing Traffic Methodology

The following Methodology was incorporated in order to establish existing conditions:

- ☐ Collect available traffic count information from the Florida Department of Transportation's historical traffic count records, prior area studies and from actual field count data.
- ☐ Collection of existing land use data within the area and the development of trip generation data for existing, vacant and properties which are current being developed to establish existing and potential vehicular volumes (trips) for the study area. The trip generation analysis and trip assignment methodology is discussed in detail in Section 3.4.3 of this report. A review of the Miami Urban Area Transportation Model (MUATS) was reviewed for the 2003 and 2032 model projects. This review reflected insufficient detail for the internal network within the industrial park area. Data obtained was utilized for comparative purposes only.
- ☐ Based on collected data, recommend the travel characteristics of the study area. These characteristics include Design Hour Volume Factor (K), Directional Design Hour Volume Factor (D), and Design Truck Factor (T).
- ☐ Based on collected data, estimate the AADT.
- ☐ Based on estimated AADT and the recommended design characteristics, estimate the DDHV and Design Hour turning movement for the intersections within the study area.
- ☐ Provide Link Level of Service analysis for the corridor based on existing conditions.
- ☐ Provide Level of Service analysis for the intersections for existing conditions.



2.2 Traffic Data Collection

Traffic characteristics for the project area were assembled from previous traffic data included in the “NW South River Drive Corridor Study” report as well as the Florida Department of Transportation SR-25 (Okeechobee Road) Action Plan – Level V Final Report (2004). This data was reviewed along with information from the Florida Department of Transportation’s 2004 Traffic Data which includes historical traffic count records for SR-25 (Okeechobee Road). Based on this review it was determined that additional traffic data collection would be required as part of the study. Initial existing traffic count data was collected during the month of April 2005. Based on the initial findings it was determined that data obtained from the “Okeechobee Action Plan” was insufficient to address the internal circulation needs within the study area. Additional traffic data was collected during the months of July and August 2005 to supplement and properly address the data requirements of the SYNCHRO 6.0 computer traffic simulation model established for this study area. This data collection included the following information:

- ❑ A 72-hour bi-directional machine count (Volume and vehicle classification) was obtained on NW 138th Street south of SR-25 (Okeechobee Road) as shown in **Exhibit 2-1**. Collected counts were adjusted to average annual conditions based on the most current FDOT seasonal and axle adjustment factors available for this area. The vehicle classification count was utilized in establishing the percent of heavy vehicle (truck) traffic included in the traffic stream.
- ❑ 24-hour bi-directional machine counts (Volume counts) at 9 locations as shown in **Exhibit 2-1**. Collected counts were adjusted to average annual conditions based on the most current FDOT seasonal and axle adjustment factors available for this area.
- ❑ 24-hour bi-directional machine count (Volume and vehicle classification) was obtained on NW 107th Avenue north of NW 122nd Street as shown in **Exhibit 2-1**. Collected counts were adjusted to average annual conditions based on the most current FDOT seasonal and axle adjustment factors available for this area. The vehicle classification count was utilized in establishing the percent of heavy vehicle (truck) traffic included in the traffic stream.
- ❑ 4-hour manual turning movement counts at 8 locations (not including pedestrian volumes) at various signalized and listed non-signalized intersections on typical weekdays. The 4-hour counts included 2 hours in the AM peak (7 to 9 AM) and 2 hours in the PM peak (4 to 6 PM) period. These counts were taken at the signalized and non-signalized intersections reflected in **Table 1.3-A**, and depicted in **Exhibit 2-1**.
- ❑ 8-hour manual turning movement count (not including pedestrian volumes) at the signalized intersection of NW 107th Avenue and SR-25 (Okeechobee Road) on typical weekday. The 8-hour counts include 3 hours in the AM peak (7 to 9 AM), 2 hours at Mid-day (11 AM to 1 PM) and 3 hours in the PM peak (3:30 to 6:30 PM) period as depicted in **Exhibit 2-1**.



- ❑ Data collection of three years of accident history from the FDOT Crash Analysis Reporting System (CARS) along SR-25 (Okeechobee Road). This data was taken from the SR-25 (Okeechobee Road) Final Action Plan as prepared by Kimley-Horn and Associates for the Florida Department of Transportation.
- ❑ Traffic signal timings and phasing data were obtained from Miami-Dade County Public Works Department Traffic Control Center for the four (4) signalized intersection within the project limits. These intersections included:
 - NW 138th Street and SR-25 (Okeechobee Road)
 - NW 107th Avenue and SR-25 (Okeechobee Road)
 - NW 121st Way and SR-25 (Okeechobee Road)
 - NW 121st Way and NW South River Drive

The development of existing and future No-build traffic projections involved the establishment of existing intersection geometry and signal timings. The intersections geometric information was collected during the traffic count data collection phase and complemented when necessary with aerial photographs of the study area. The existing geometry is of crucial importance to determine the existing operational conditions (LOS) of the intersections under consideration. Geometry can be observed on most of the figures presented as part of the traffic analysis. As indicated above the existing traffic signal timing information was collected from the Miami-Dade Signal and Signing Division. In Miami-Dade County all traffic signals are coordinated and controlled by the County including those on the State Road system.

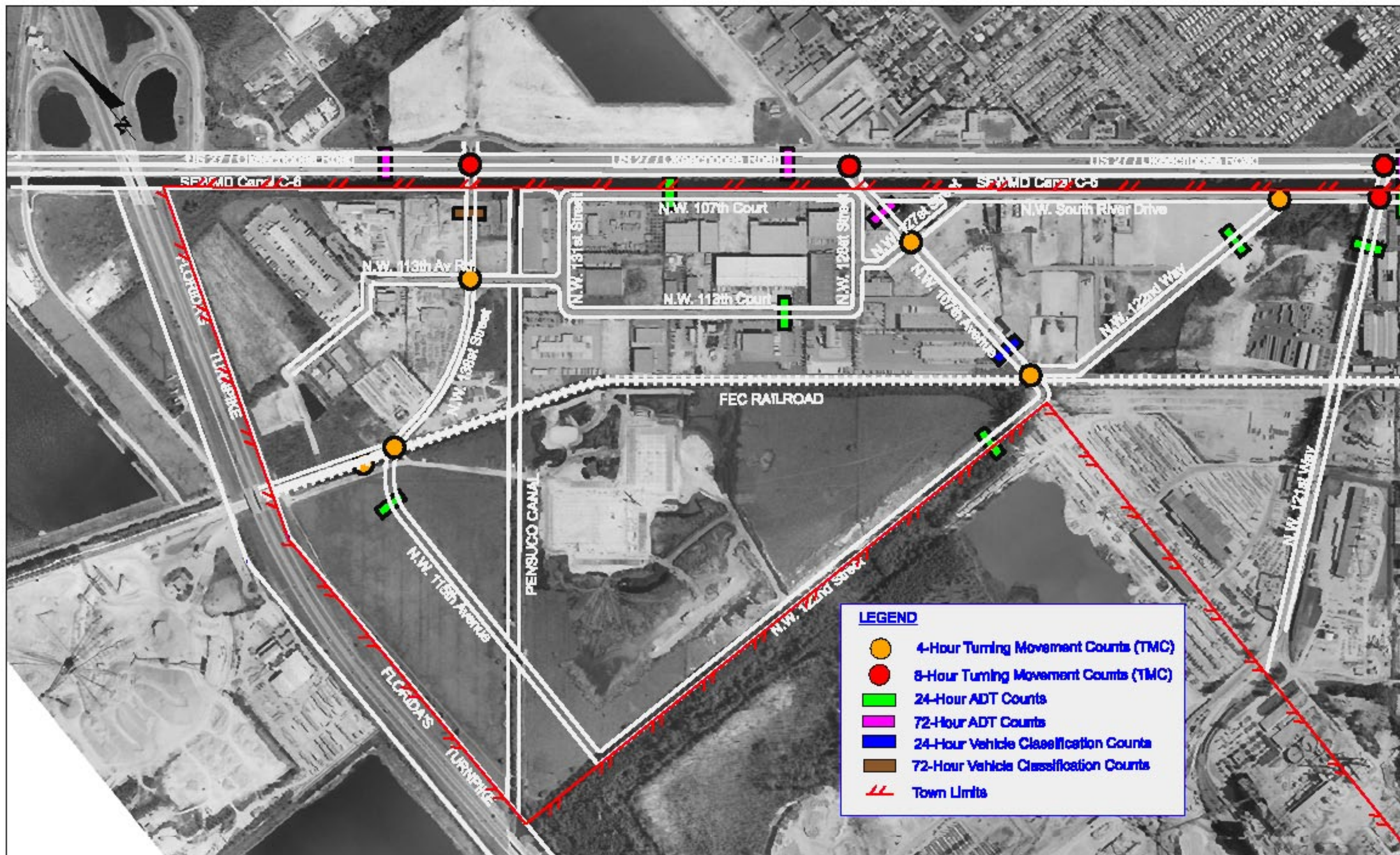


EXHIBIT 2-1
Location of Traffic Counts Collected

2.3 Traffic Characteristics

Design Hour Factors were utilized to convert future daily traffic forecasts to Design Hour Volumes (DHV's) and Directional Design Hour Volumes (DDHV's). The following section provides an overview of the procedures applied for selecting the design factors to use for the study. These design factors include:

- ❑ **K₃₀ Factor:** This factor represents the Peak Hour to Daily Volume Ratio of the thirtieth highest hourly volume in a year to the Average Annual Daily Traffic (AADT).
- ❑ **D₃₀ Factor:** This factor by definition is the ratio of the design hour peak direction traffic count to the design hour total count. The D₃₀ factor is calculated by taking the average of the "D" factors for the 28th, 29th, 30th, 31st and 32nd highest hourly counts.
- ❑ **T₃₀ Factor:** This is the design hour truck factor which constitutes the percentage of trucks and busses within the design hour divided by 2.

According to the FDOT Project Traffic Forecasting Handbook, the determination of K₃₀ and D₃₀ values should be determined from existing Telemetered Traffic Monitoring Sites (TTMS) on the State Highway System. However, there is only one existing arterial TTMS site within a 5-mile radius of the project area. This site is TTMS 2536 and is located on SR-25 (Okeechobee Road) 1000-ft from the northbound ramp to the Homestead Extension of the Florida Turnpike (HEFT) was reviewed. The 2004 data for this site reflected a K-Factor of 9.01%, a D-Factor of 53.3% and a T-Factor of 23.8% for SR-25 (Okeechobee Road). The Departments database did not include the 200th Highest Hourly Count report; therefore a determination following standard procedures could not be made. These values however were consistent with those outlined in the Florida Department of Transportation "Final Action Plan – Level V Okeechobee Road (US 27 / SR 25) from Krome Avenue (SR 997) to NW 79th Avenue" as prepared by Kimley-Horn and Associates, Inc. dated July 2004. No TTMS data is available for the Town of Medley's internal collector roads. Therefore, the existing peak hour to daily volume ratio's (K) were evaluated in order to determine an appropriate K₃₀ value for the study.

To properly evaluate the traffic conditions along the collectors, traffic characteristics were developed based on traffic data collected. Based on adjusted (Correction for Seasonal Factors and Axle Correction Factors) 24-hour and 72-hour volume machine counts obtained within the study area; measured Peak Hour to Daily Ratio, K and Directional Distribution D values were obtained. These are summarized in **Appendix A**. The measured Peak Hour Factors (K) for the collector roads ranged between 8.0% and 13.8%. While the measured Directional Distribution Factor (D) ranged between 50.2% and 58%. These ranges represent the highest values of either the A.M. or P.M. peak periods. Based on this evaluation a K₃₀ factor of 8.89% was selected for the collector roads. This value was consistent with the value utilized in the initial NW South River Drive Corridor Study.



The D_{30} factor selected was 56%. This represented a higher value than the 52.66% utilized in the initial NW South River Drive Corridor Study, but was found to be more representative of the field data collected.

The values associated with the design hour truck factor T_{30} varied from the original number (10%) utilized in the initial study. Given the concentrated industrial growth two classification counts were performed within the study area. The first was taken along NW 107th Avenue; just north of NW 122nd St. This classification count revealed a Truck and bus percentage of 27.7%. The second classification count was taken along NW 138th Street just south of SR-25 (Okeechobee Road). This count resulted in a Truck and bus percentage of 41.1%. Based on this data a design hour Truck Factor, T_{30} of 13.85% was used for the collectors (Including NW 107th Avenue and NW South River Drive west of NW 121st Way). For NW 138th Street a T_{30} of 20.55% was utilized.

2.4 Crash Data Analysis

Based on crash analysis performed for the SR-25 (Okeechobee Road) Action Plan, two crash patterns were noted prevalent at the intersection of SR-25 (Okeechobee Road) and NW 138th Street for the years 1997 through 1999. (Subsequent crash data analysis for 2000-2002 was also performed for that study which confirmed with the 1997-1999 analysis.) Angle crashes involving northbound through traffic on NW 138th Street and westbound through traffic on SR-25 (Okeechobee Road) accounted for 19 percent of all intersection crashes. Southbound rear-end crashes on NW 138th Street account for 12 percent of all crashes at this intersection. A collision diagram from the Action Plan showing the crashes from 1997 through 1999 at the intersection of SR-25 (Okeechobee Road) and NW 138th Street is included in **Appendix D**.

A safety ratio equal to or greater than 1.0 indicates that a spot or segment is a high crash location. Based on the documented crash analysis, the safety ratio was found to be greater than 1.0 for 1998 and 1999 for the segment of -25 (Okeechobee Road) from the Turnpike to NW 107th Avenue. A high crash location was also identified at NW 138th Street for 1999. The following **Table 2.4-A** highlights the high crash listings previously identified within this study's project limits.

TABLE 2.4-A CRASH DATA						
Year	High Crash Listing	BMP	EMP	Length	Safety Ratio	Location
1998	Segment	5.170	6.161	0.991	1.427	HEFT to NW 107 th Ave.
1999	Spot	5.650	5.661	0.011	2.095	NW 138 th St.
	Segment	5.180	6.183	1.003	1.324	HEFT to NW 107 th Ave.



2.5 Existing Traffic Volumes (2005 Background Traffic)

In order to calculate the existing (2005) AADT volumes, 24-hour counts were reviewed and 72-hour traffic count data were first averaged. At a given count location, a daily count which was abnormally high or low was compared to the other counts at that location to verify the accuracy of the average. Next, the current (2004) FDOT seasonal factor and axle correction factor obtained from the 2004 Florida Traffic Information CD were applied to each averaged daily volume to arrive at the AADT. The seasonal adjustment factor varied by count location, as the counts were not all collected during the same week. The existing (2005) AADT volumes resulting from these calculations are displayed on **Exhibit 2-2**.

The existing peak hour volumes for the study intersections were developed from the turning movement counts collected. Using the AADT's created, approach volumes for the 30th highest hour were calculated. This was accomplished by applying K_{30} and D_{30} factors, developed for the study, to the AADT's.

The resulting approach volumes were then distributed using the percentages calculated from the raw turning movement counts. The K_{30} and D_{30} factors and turning movement percentages were then reconciled with the traffic counts to make the approach and departure percentages and volumes for each intersection more closely resemble the observed percentages and volumes from the raw turning movement counts. The K_{30} and D_{30} factors and turning movement percentages were also reconciled so that the approach/departure volumes from each intersection were compatible with the adjacent intersections. The process that was used follows the FDOT Design Traffic Handbook procedures for converting estimated average annual daily traffic (AADT) to design hour volumes (DHV). The existing (2005) A.M. and P.M. peak design hour volumes (DHV) are displayed in **Exhibits 2-3**.

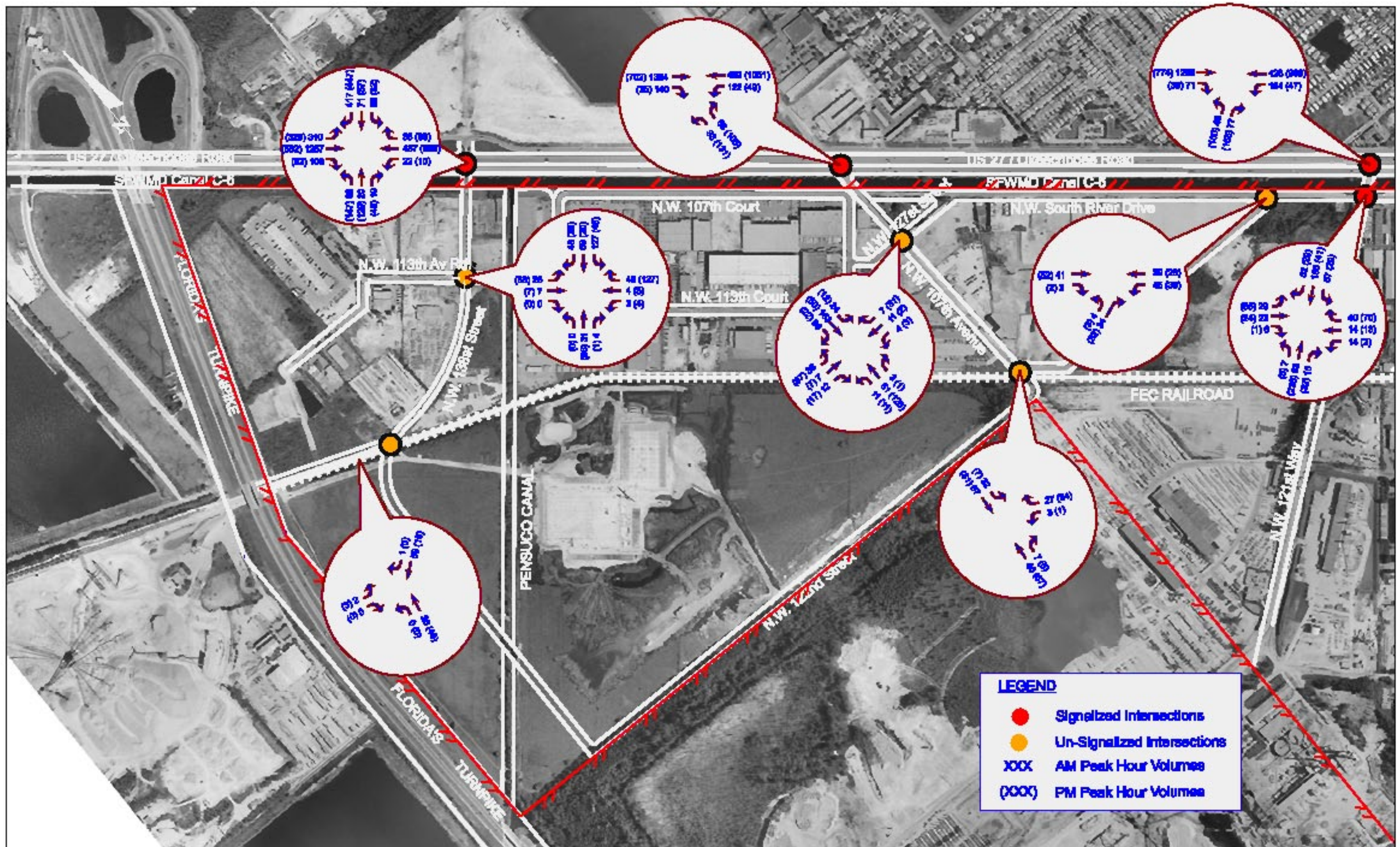


EXHIBIT 2-3

Existing Intersection Peak Hour Turning Movement Counts (TMC)



2.6 Existing Level of Service

Level of service analysis for the signalized, non-signalized intersections and arterial/collector segments within the study area was determined using the latest adopted procedures from the 2000 Highway Capacity Manual (HCM). This study uses the HCM concept of LOS as the traffic performance measure. LOS as defined by the HCM is “A qualitative measure describing operational conditions within a traffic stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety”. There are five possible LOS classifications that can be used to describe a particular roadway segment or intersection. The HCM uses two distinct measures of traffic performance depending on the operation being analyzed. For the analysis of a signalized or non-signalized intersection, the performance criterion is the amount of delay (in seconds) that a driver would experience at the intersection. However, for the analysis of a section of roadway, the performance criterion is the average travel speed that the driver would experience while traversing that segment of roadway. These performance measures range from LOS “A”, which is typically associated with either high speeds and/or free-flow conditions with negligible delays to LOS “F” representative of low speeds and/or heavy congestion with long delays. LOS “B” through “E” indicates intermediate performance. In particular, LOS “E” represents operation of a facility at its design capacity. The measures are also based on roadway classification. SR-25 (Okeechobee Road) is classified as a Type I (Principal Arterial) with typical free flow speeds of 50 miles per hour. NW 138th Street and NW 107th Avenue are classified as an Urban Collector and Minor Arterial respectively. These are Type III or IV facilities with typical free flow speeds of 35 miles per hour. All other collectors including NW South River Drive in this area are classified as Urban Collectors, but have been identified as Type IV facilities with free flow speeds of less than 30 mile per hour. The following definitions have been excerpted from the HCM:

- ❑ LOS A describes primarily free-flow operations at average travel speeds, usually about 90% of the free-flow speed for the arterial classification (arterial speeds > 42 mph for class I, > 30 mph for a class III and > 25 mph for a class IV facility). Vehicles are completely unimpeded in their ability to maneuver within the traffic stream.
- ❑ LOS B represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the arterial classification (arterial speeds > 34 to 42 mph for a class I, > 24 to 30 mph for a class III and > 19 to 25 mph for a class IV facility). The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome.
- ❑ LOS C represents stable operations; however, ability to maneuver and change lanes in mid-block locations may be more restricted than at LOS B. Average travel speeds are about 50 percent of the free-flow speed (arterial speeds > 27 to 34 mph for a class I, > 18 to 24 mph for a class III and > 13 to 19 mph for a class IV facility).



- ❑ LOS D borders on a range in which small increases in flow may cause substantial increases in delay and hence decreases in arterial speed. Average travel speeds are about 40 percent of free-flow speed (arterial speeds > 21 to 27 mph for a class I, > 14 to 18 mph for a class III and > 9 to 13 mph for a class IV facility).
- ❑ LOS E is characterized by significant delays and average travel speeds of one-third the free-flow speed or less (arterial speeds > 16 to 21 for a class I, > 10 to 14 mph for a class III and > 7 to 9 mph for a class IV facility).
- ❑ LOS F characterizes arterial flow at extremely low speeds below one-third to one-fourth of the free-flow speed. Intersection congestion is likely at critical signalized locations, with high delays and extensive queuing (arterial speeds is less than or equal to 16 mph for a class I, less than or equal to 10 mph for a class III and less than or equal to 7 mph for class IV facility).

For Signalized and Non-Signalized (Stop Controlled) intersections the Level of Service is based on the seconds of delay a vehicle experiences in attempting to maneuver through the intersection. The Level of service is summarized in **Table 2.6-A**.

TABLE 2.6-A LEVEL OF SERVICE (LOS) CRITERIA		
LOS	Control Delay per Vehicle (seconds/vehicle)	
	Signalized Intersections	Non-Signalized Intersections
A	≤ 10	≤ 10
B	>10 – 20	>10 – 15
C	> 20 – 35	> 15 – 25
D	> 35 – 55	> 25 – 35
E	> 55 – 80	> 35 – 50
F	≥ 80	≥ 50

2.6.1 Existing Roadway Network Link Level of Service

A Level of Service analysis was also performed on the major roadway link within the study area. The Arterial LOS is based on the speed and the Arterial Class and was obtained using SYNCHRO 6. **Table 2.6-B** shows a summary of the LOS results obtained. The existing AADT for the roadway links are shown in **Exhibit 2-2**. A detailed analysis report is included in **Appendix H**

TABLE 2.6-B EXISTING ROADWAY LINK LEVEL OF SERVICE									
Arterial	Cross Street	2005 AM				2005 PM			
		NW / NE		SE / SW		NW / NE		SE / SW	
		Link Speed	LOS	Link Speed	LOS	Link Speed	LOS	Link Speed	LOS
SR-25 (Okeechobee Road) / US 27	NW 138th Street	38.6	B	18.3	E	35.4	B	20.4	E
	NW 107th Avenue	45.1	A	33.0	C	44.0	A	37.2	B
	NW 121st Way	36.3	B	40.4	B	35.7	B	42.7	A
NW South River Drive	NW 121st Way	6.2	F	10.6	E	8.0	E	10.8	E
NW 138th Street	SR-25 (Okeechobee Road) / US 27	26.9	B	3.1	F	21.9	C	3.7	F
NW 107th Avenue	SR-25 (Okeechobee Road) / US 27	28.7	B	28.7	B	27.0	B	27.0	B
NW 121 st Way	NW South River Drive	8.0	E	7.7	E	7.3	E	8.3	E

The existing LOS reflects that the majority of the corridor is already at capacity. The main arterials which provide access into the project area, i.e NW 107th Avenue and NW 138th Street will be operating at unacceptable LOS E or worse. The NW South River Drive arterial segment within the project limits is also expected to operate at unacceptable LOS E or worse during the analysis period. The remaining collectors within the project limits are expected to operate at acceptable LOS within the analysis period.

2.6.2 Existing Intersection Level of Service

Signalized analyses were performed for four (4) signalized intersections within the study area using SYNCHRO 6.0, a software package for modeling and optimizing traffic signal and intersection network operations. SYNCHRO 6.0 requires the peak hour turning volumes, geometric conditions, and existing signal phasing and timing information (see **Appendix B**) as input. The signal phasing and timing information used for analysis was obtained from the Miami-Dade County Public Works Department – Signals Division, and the data was supplemented with field measurements in a few locations. . The existing intersection TMC are shown in **Exhibit 2-3**. Detail results of the analysis are shown in **Appendix I**.

The results of the A.M. and P.M. peak hour level of service (LOS) analyses for the signalized intersections are reported in **Tables 2.6-C to 2.6-F**. The LOS standard for intersections and turning movements were set at the Highway Capacity Manual standard for acceptable LOS, which is D or better. As indicated in tables most of the intersections within the study area are operating at acceptable levels of D or better.

TABLE 2.6-C EXISTING (2005) LOS FOR SR-25 (OKEECHOBEE ROAD) AND NW 138TH STREET INTERSECTION										
Approach	Movement	Number of Lanes	AM Peak Hour				PM Peak Hour			
			Movement		Approach		Movement		Approach	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Southeast	Left	1	6.0	A	8.9	A	50.0	D	22.8	C
	Thru	3	9.8	A			9.1	A		
	Right	1	7.0	A			8.0	A		
Northeast	---	0	---	---	38.7	D	---	---	128.1	F
	LT-Thru-RT	1	38.7	D			128.1	F		
	---	0	---	---			---	---		
Northwest	Left	1	7.9	A	10.4	B	10.2	B	15.1	B
	Thru	3	10.6	B			15.4	B		
	Right	1	9.5	A			11.9	B		
Southwest	---	0	---	---	34.4	C	---	---	51.4	D
	LT -Thru	1	39.9	D			30.7	C		
	Right	1	32.2	C			54.6	D		
Intersection Delay					15.4	B			37.1	D
Intersection v/c ratio					0.56				1.00	

TABLE 2.6-D EXISTING (2005) LOS FOR SR-25 (OKEECHOBEE ROAD) AND NW 107TH AVENUE INTERSECTION										
Approach	Movement	Number of Lanes	AM Peak Hour				PM Peak Hour			
			Movement		Approach		Movement		Approach	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Southeast	Left	0	---	---	19.4	B	---	---	13.4	B
	Thru	3	20.0	C			13.5	B		
	Right	1	13.3	B			11.2	B		
North	---	0	---	---	28.4	C	---	---	34.7	C
	LT-RT	1	28.4	C			34.7	C		
	---	0	---	---			---	---		
Northwest	Left	1	46.6	D	14.3	B	40.6	D	9.1	A
	Thru	3	6.2	A			7.7	A		
	Right	0	---	---			---	---		
South	---	---	---	---	---	---	---	---	---	---
	---	---	---	---			---	---		
	---	---	---	---			---	---		
Intersection Delay					18.4	B			13.6	B
Intersection v/c ratio					0.52				0.44	



**TABLE 2.6-E
EXISTING (2005) LOS FOR SR-25 (OKEECHOBEE ROAD) AND NW 121ST WAY
INTERSECTION**

Approach	Movement	Number of Lanes	AM Peak Hour				PM Peak Hour			
			Movement		Approach		Movement		Approach	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Southeast	Left	0	---	---	13.2	B	---	---	9.3	A
	Thru	3	13.9	B			9.6	A		
	Right	1	1.6	A			1.3	A		
Northeast	Left	1	24.4	C	24.0	C	27.7	C	26.5	C
	---	0	---	---			---	---		
	Right	1	23.7	C			25.7	C		
Northwest	Left	1	36.7	D	9.7	A	5.9	A	0.4	A
	Thru	3	0.0*	A			0.1*	A		
	Right	0	---	---			---	---		
Southwest	---	---	---	---	---	---	---	---	---	---
	---	---	---	---			---	---		
	---	---	---	---			---	---		
Intersection Delay					12.9	B			7.3	A
Intersection v/c ratio					0.62				0.30	

* Northwest bound movement along SR-25 (Okeechobee Road) is free flow

**TABLE 2.6-F
EXISTING (2005) LOS FOR NW SOUTH RIVER DRIVE AND NW 121ST WAY INTERSECTION**

Approach	Movement	Number of Lanes	AM Peak Hour				PM Peak Hour			
			Movement		Approach		Movement		Approach	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Southeast	---	0	---	---	49.0	D	---	---	67.8	E
	LT-Thru-RT	1	49.0	D			67.8	E		
	---	0	---	---			---	---		
Northeast	---	0	---	---	6.9	C	---	---	6.6	A
	LT-Thru-RT	2	6.9	A			6.6	A		
	---	0	---	---			---	---		
Northwest	---	0	---	---	37.6	D	---	---	36.2	D
	LT-Thru-RT	1	37.6	D			36.2	D		
	---	0	---	---			---	---		
Southwest	Left	1	4.4	A	4.9	A	4.3	A	4.3	A
	Thru-RT	1	5.1	A			4.4	A		
	---	0	---	---			---	---		
Intersection Delay					15.3	B			21.1	C
Intersection v/c ratio					0.23				0.21	



Analysis of the existing conditions at the signalized intersections indicates **excessive delays for the northeast bound approach at the intersection of NW 138th Street and SR-25 (Okeechobee Road) during the PM peak period.** This is due to the relatively high left and through vehicular movements utilizing just a single shared lane. At the NW 107th Avenue and SR-25 (Okeechobee Road) intersection, the northwest approach left-turn movement is currently operating at LOS D due to the relatively high left-turn traffic volume. This reflects a potential need for improvements in the near future.

There are five major non-signalized intersections within the study area that were analyzed utilizing the non-signalized intersection procedures included in the 2000 HCM. It was observed that all the non-signalized intersections currently operate at satisfactory LOS B or better with the exception of the service road north of the SR-25 (Okeechobee Road) which currently operates at LOS C or better.



3.0 FUTURE CONDITIONS

The development of the future Travel Demand Forecast typically utilizes the locally approved travel demand model. The MUATS is based on the Florida Standard Urban Transportation Modeling Structure (FSUTMS). The model is recognized by the FDOT and area Metropolitan Planning Organizations (MPO's) as the accepted modeling tool for Miami-Dade County. The model was reviewed in accessing future daily traffic demand within the study area. The Metropolitan Planning Organization (MPO) for the Miami Urbanized Area adopted MUATS model consists of 2005, 2015, 2025 and 2030 data sets. The model takes into account 2030 socio-economic data and projects proposed under the County's Long Range Transportation Plan. The model data reviewed consisted of the 2003 and 2032 outputs for Directional PSWADT (see Appendix C). This model is a planning tool used in determining the requirements for the future transportation system in terms of lane geometry needs. The modeling process addresses impacts to land use on an area-wide basis considering both population and employment trends. Results of these models are typically reviewed and adjusted where appropriate to reflect local circumstances and factors. The data reflected in the model did not reflect sufficient detail within the study area collectors to adequately develop design traffic for the internal urban collector system. For this reason a detailed trip generation study was conducted to assist in the development of the design traffic for both the 2008 and 2028 study years.

3.1 Future Area Developments

The study area currently has about 75 acres under development. By the year 2008 these properties will be completed and begin to generate traffic. In addition two Miami-Dade County and FDOT projects will be constructed. The main project which will need to be considered as being completed by 2008 is the Miami-Dade County Bridge Replacement project at NW 138th Street and the Miami Canal. In addition to this project proposed intersection improvements to the Signal at NW 138th Street and SR-25 (Okeechobee Road) by FDOT will be completed by 2008. Along with these government sponsored projects, Pan American Development intends to complete the grade separation of NW 107th Avenue over the FEC Railroad at NW 122nd Street. This will connect NW 107th Avenue with NW 122nd Street. Completion for this project is expected by 2008.

3.2 Future Traffic Characteristics

Proposed traffic characteristics shall remain the same as per the analysis of existing conditions. The only major difference is the use of a 2.0% growth factor for existing traffic as well as the future conditions. The methodology applied considered the use of a 2.0% growth rate for background traffic for the period between existing (2005) and area build out (2008). The trip generation analysis results described in the next section were added to the background adjusted traffic to establish true volumes for 2008 and 2018. This



traffic was grown at a rate of 2.0% until the 2028 design year for the long-term projects. The 2% growth rate was established by reviewing the FDOT Trend Analysis spreadsheet considering historical data along SR-25 (Okeechobee Road). In addition the prior studies for the area were reviewed. The results validated the selection of a 2% growth rate for the analysis.

3.3 Future Traffic Methodology

The traffic methodology utilized in developing the future design hour volumes and associated AADT's followed similar steps as which were outlined under the existing traffic projects. The major exception is that a detailed trip generation analysis was required to establish the 2008 and 2018 travel demand forecast. Details of the procedures utilized are outlined in the following sections.

3.4 Traffic Forecast Analysis

Based on planned growth and discussion held with the Town of Medley, by 2008 approximately 80% of the Medley West Industrial Area will be built-out and generating traffic. In order to quantify the transportation impact of the Medley West Industrial Area, an analysis was undertaken to evaluate traffic generation characteristics of the existing and proposed land uses.

3.4.1 Existing Land Use

The existing land uses within the study area were quantified using aerial map coverage, the Town of Medley's Industrial area water and sewer planning parcel maps and data acquired from the Miami-Dade County Property Appraiser's office. The developed database linked parcel level data, by Parcel Identification number, to existing (2005) land use type, square footage and property acreage for all properties within the study area. Properties currently being developed were reviewed for anticipated business use, while undeveloped properties were associated with potential future uses based on parcel zoning and similar area businesses. The existing property database contained 135 parcels. Each parcel reflected in the database included in **Appendix F** was also identified by Folio Number, site address and ownership data as well. A "windshield" survey was conducted for all of the parcels to verify land use and associated development intensities.

3.4.2 Planned and Programmed Improvements

The NW 138th Street Bridge Project over the Miami River Canal is currently under design by the County. The existing two-lane bridge is planned to be widened to five lanes. The project also includes milling and resurfacing of all approaches. The NW 138th Street bridge project is tentatively scheduled for construction late 2006 or early 2007.



Roadway improvements to the intersection of SR-25 (Okeechobee Road) and NW 138th Street are being planned by the FDOT. An additional eastbound left turn lane is being proposed as well as modifications to the lane movements on the southbound approach. The letting date for this project is approximately 2007.

The construction of an elevated roadway over the Florida East Coast (FEC) Railroad at NW 107th Avenue and NW 122nd Street is expected to be completed by 2008. This bridge is required to reduce the potential increase in vehicular and rail traffic resulting from anticipated increase in traffic within the project area. The study report for this project has been completed and is on file with the Town of Medley. The study was prepared by **Corzo Castella Carballo Thompson Salman, P.A.** and is dated May 2004.

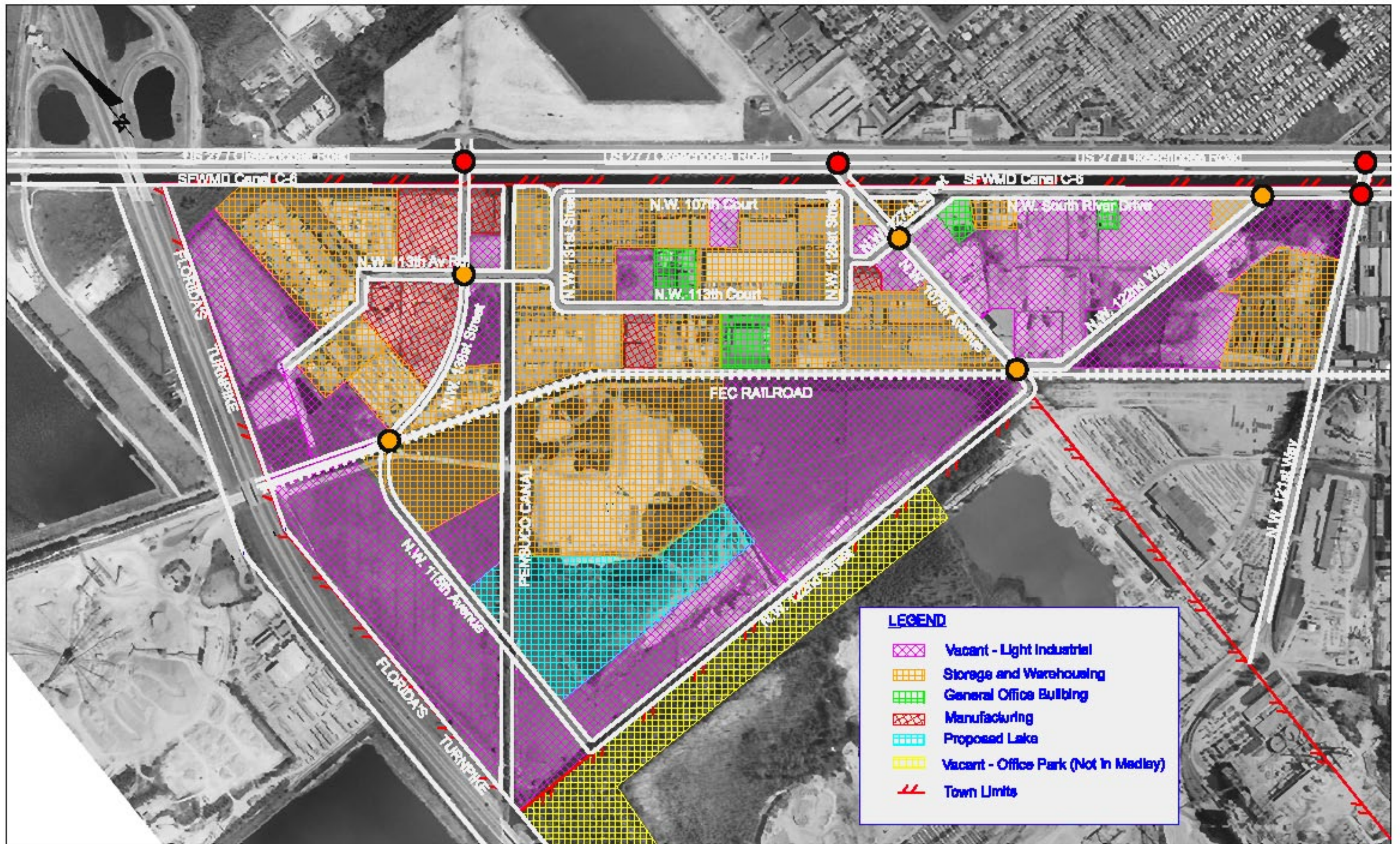


EXHIBIT 3-1
Land Use Pattern



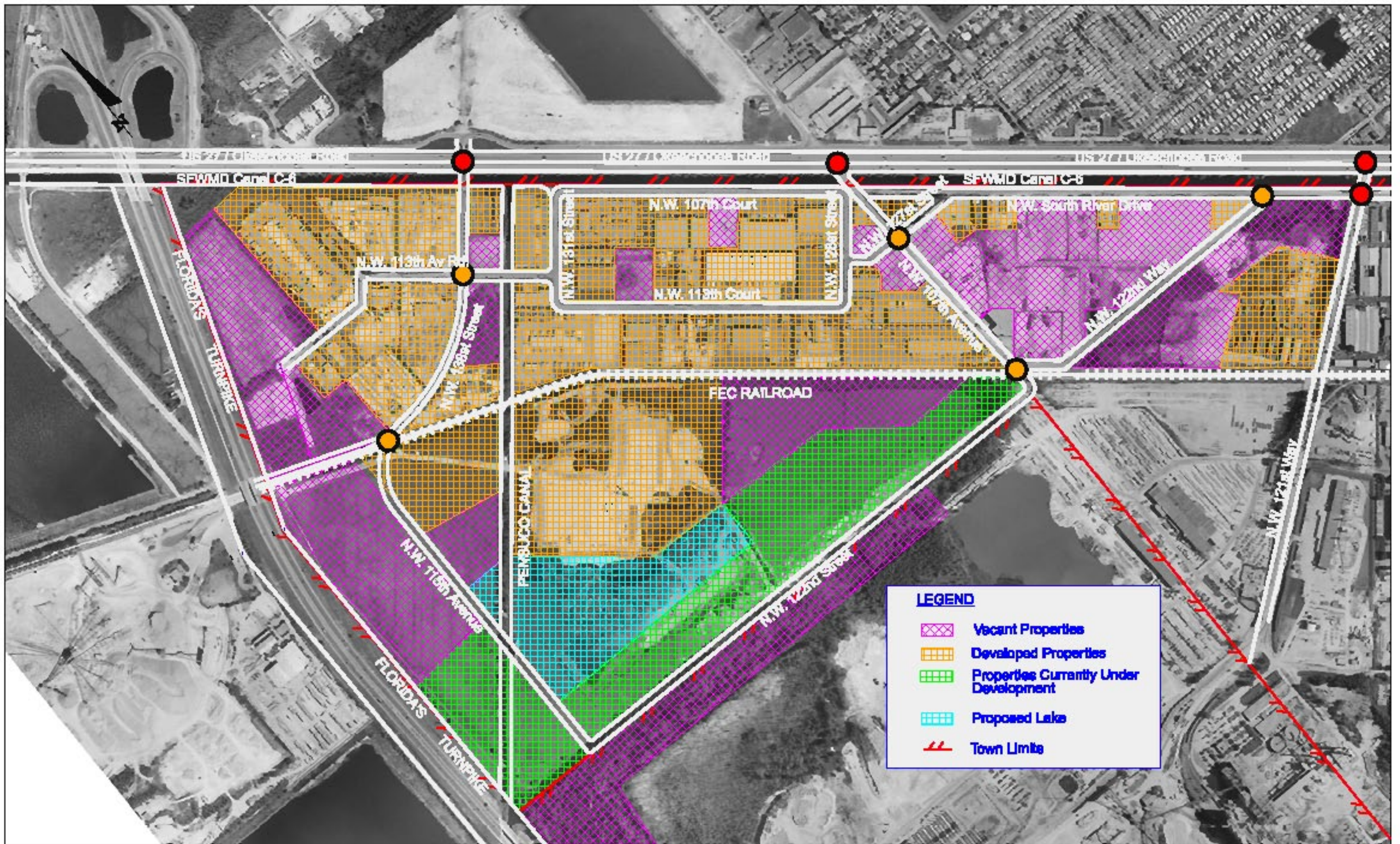


EXHIBIT 3-2

Properties Currently Under Development



3.4.3 Trip Generation Analysis

The development of the land use database for the study area provided a more precise estimate of the expected daily trip ends to and from the project area for the analysis horizon period. From the land use database, it was found that approximately 52% of the project area (representing approximately 223 acres) is currently developed while the remaining 48% are vacant lots (representing approximately 203 acres). The predominant land use pattern for the project is storage and warehousing representing 86% of the developed area. Other land use patterns such as manufacturing and offices account for 11% and 4% respectively of the remaining land use.

In order to model the future trip ends to and from the project area, ten (10) trip generation zones (TGZ) were identified within the project area as shown in **Exhibit 3-3**. These TGZ's were demarcated based on how trip ends from a particular zone on would influence the intersections with the project area. **Table 3.4-A** shows the intersections influenced by each TGZ. Each lot within the project area was then assigned to one of these TGZ's

TABLE 3.4-A INTERSECTIONS INFLUENCED BY TRIP GENERATION ZONE (TGZ)			
TGZ	Intersections Influenced	Approach Direction	Adjacent Roadway Link
T1	NW 113 rd Avenue & NW 138 th Street	North	NW 113 rd Avenue
T2	NW 115 th Avenue & NW 138 th Street	South	NW 115 th Avenue & NW 122 nd Street
	NW 107 th Avenue & NW 122 nd Street	South	
T3	NW 113 rd Avenue & NW 138 th Street	South	NW 113 rd Avenue & NW 127 th Street
	NW 107 th Avenue & NW 127 th Street	West	
T4	NW 107 th Avenue & NW 127 th Way	South	NW 107 th Avenue
	NW 107 th Avenue & NW 122 nd Way	North	
T5	NW 107 th Avenue & NW 122 nd Way	East	NW 122 nd Way
	South River Drive & NW 122 nd Way	West	
T6	South River Drive & NW 122 nd Way	North	South River Drive
T7	NW 115 th Avenue & NW 138 th Street	North	NW 138 th Street
	NW 113 rd Avenue & NW 138 th Street	West	
T8	NW 113 rd Avenue & NW 138 th Street	East	NW 138 th Street
	SR-25 (Okeechobee Road). & NW138th Street	West	
T9	NW 113 th Avenue & NW 138 th Street	West	NW 138 th Street
T10	NW 121 st Way	West	NW 121 st Way

To obtain future trip ends from the vacant lots within the project area, the average development size was estimated from the existing developments. The development size is defined as the average building size in sq ft that would be built on a vacant lot i.e.



$$\text{Development's Size} = \frac{\text{Total Building Size (sq ft)}}{\text{Lot Size (acre)}}$$

For the developed lots within the project are the average development size was estimated from the existing total building size and the total lot size occupied and is given as:

$$\text{Existing Developments Size} = \frac{2,482,862}{203} = 12,231 \text{ sq ft/acre}$$

Based on the development size for the existing developed lots within the project area, an average development size of 12,000 sq ft/acre was assumed for the vacant lots. Using this value, the development size was then computed for each vacant lot.

The Town of Medley / Miami-Dade zoning characteristic for the project area is Industrial - Light Manufacturing. Also, based on Miami-Dade County's Adopted 2005-2015 Land Use Plan, significant changes in land use are not expected within the study limits. The Town of Medley's Comprehensive Plan for future land use is also in concurrence with the County's 2005-2015 Plan. According to South Florida future land use data compiled by the Florida Geographic Data Library (FGDL), the future land use in the area is planned to be completely industrial with no outlying agricultural areas. This is in accord with the planned developments taking place as shown in **Exhibit 3-2**. Based on this premise, it was assumed that the land use for the vacant lots would also be storage and warehousing. The land use pattern map is shown in **Exhibit 3-1**.

Trip generation computations were developed using rates established by the Institute of Transportation Engineers' (ITE) "Trip Generation Report", 7th Edition. ITE provides trip generation calculations based upon regression and average rates of these equations utilizing sample sizes from similar facilities based on ITE Land Use Codes. A summary of the rates and equations can be found in **Table 3.4-B** below. Trip generation was performed for daily traffic, and AM and PM peak hours. The trip generation rates for each area were compared / calibrated utilizing the existing 24 hour volume counts and existing land uses only. Once the final rates were established, then future projections were included in the analysis. These trip generation rates and equations specified in the ITE trip generation table 140, (Manufacturing), 150 (Warehouse), and 710 (General Office Building) was used to estimate the trip ends from each of the TGZ within the project area.

TABLE 3.4-B TRIP GENERATION RATES				
ITE Table	Period	Trip Generation Rate	R ²	Standard Deviation
140	Daily	$T = 3.88(x) - 20.70$	0.87	3.07
	AM Peak	$T = 0.73(x)$	N/A	1.04
	PM Peak	$T = 0.74(x)$	N/A	1.01
150	Daily	$T = 4.96(x)$	N/A	4.05
	AM Peak	$T = 0.45(x)$	N/A	0.74
	PM Peak	$T = 0.47(x)$	N/A	0.80
710	Daily	$\ln(T) = 0.77 \ln(x) + 3.65$	0.80	6.13
	AM Peak	$\ln(T) = 0.80 \ln(x) + 1.55$	0.83	1.39
	PM Peak	$T = 1.12(x) + 78.81$	0.82	1.37

For comparison purposes, trip ends for the existing developments within the project area were also estimated. From the estimates it was observed that the estimated trip ends were more than the actual trips observed. This disparity could be due to the fact that the project area is currently not generating traffic to its full potential.

3.4.4 Trip Distribution and Assignment

The daily trips generated from each TGZ were assigned to the corresponding adjacent roadway link identified in **Table 3.4-A**. These trips represent the additional two-way AADT expected to be added to the existing AADT on each of the roadway links. The generated AADT was converted to the directional peak hour volumes using the K_{30} and D_{30} factors obtained in Section 2.3. The K_{30} and D_{30} factors were adjusted slightly as necessary to make the approach and departure percentages for each intersection more closely resemble the observed percentages from the raw turning movement counts (This is known as balancing). The K_{30} and D_{30} factors were also slightly adjusted so that the approach/departure volumes from one intersection were reconciled with the next intersection where there are no access points between intersections. This process is in accordance with the FDOT Design Traffic Handbook procedures for converting estimated average annual daily traffic (AADT) to design hour traffic (DHT) volumes. The approach and departure trips were then split into the peak hour directional movements at each of the intersections using the peak hour TMC percentages obtained from the raw counts. **Appendix G** shows the trip balancing analysis and results.

3.5 Travel Demand Model Data

As previously mentioned the MUATS Model outputs were reviewed and utilized for regional comparative purposes only. Copies of the model outputs are included in **Appendix C** for reference purposes only.



3.6 Future Traffic Volumes

Future Design Hour Traffic (DHT) volumes were developed for each roadway link and each intersection within the study area for Opening Year (2008) conditions, Mid-Year (2018) conditions and Design Year (2028) conditions. Based on the current and planned developments within the project area, it is projected that approximately 80% of the project area will be developed by 2008 and the remaining 20% developed by 2018. Thus in developing the future year DHT volumes for the opening year, trips from vacant properties expected to be developed by 2008 were added to the existing background traffic adjusted from 2005 to 2008 using a 2% growth rate. Similarly, to establish true DHT volumes for 2018, trips from the remaining vacant properties were added to the 2008 traffic adjusted to 2018 using a 2% growth rate. To obtain the design year volumes, the 2018 traffic was extrapolated at a rate of 2% until 2028. **Exhibits 3-4 to 3-9** show the future traffic volumes for the roadway links and intersections within the study area.

3.7 Future Level of Service

In order to identify future network capacity deficiencies within the project area, a level of service (LOS) analysis for the future conditions was performed for the intersections and roadways links within the study area using the same procedure outlined in Section 2.6.

3.7.1 Roadway Network Link LOS – No-Build Scenario

Twelve (12) roadway links within the project were evaluated for Opening year (2008), Mid-year (2018) and Design year (2028) conditions. The projected Design Hour Traffic (DHT) volumes for these conditions form the basis for the future roadway network link capacity analysis. The future roadway links AADT are shown in **Exhibits 3-4 to 3-6**. The future conditions were evaluated using HCM arterial analysis included in the SYNCHRO 6 software. The ‘No-Build Scenario roadway network consists of the existing characteristics plus committed roadway improvements identified in Section 3.4.2. **Table 3.7-A** shows a summary of the roadway link LOS analysis. Detail analysis results are shown in **Appendices J to L**

The results reveal that most of the main arterials which provide access into the project area will be operating almost at capacity by the opening year. The NW 138th Street, NW 121st Way and NW South River Drive will be operating at unacceptable LOS E or worse by 2008. The NW 107th Avenue arterial is also expected to operate at unacceptable LOS E or worse by 2028.

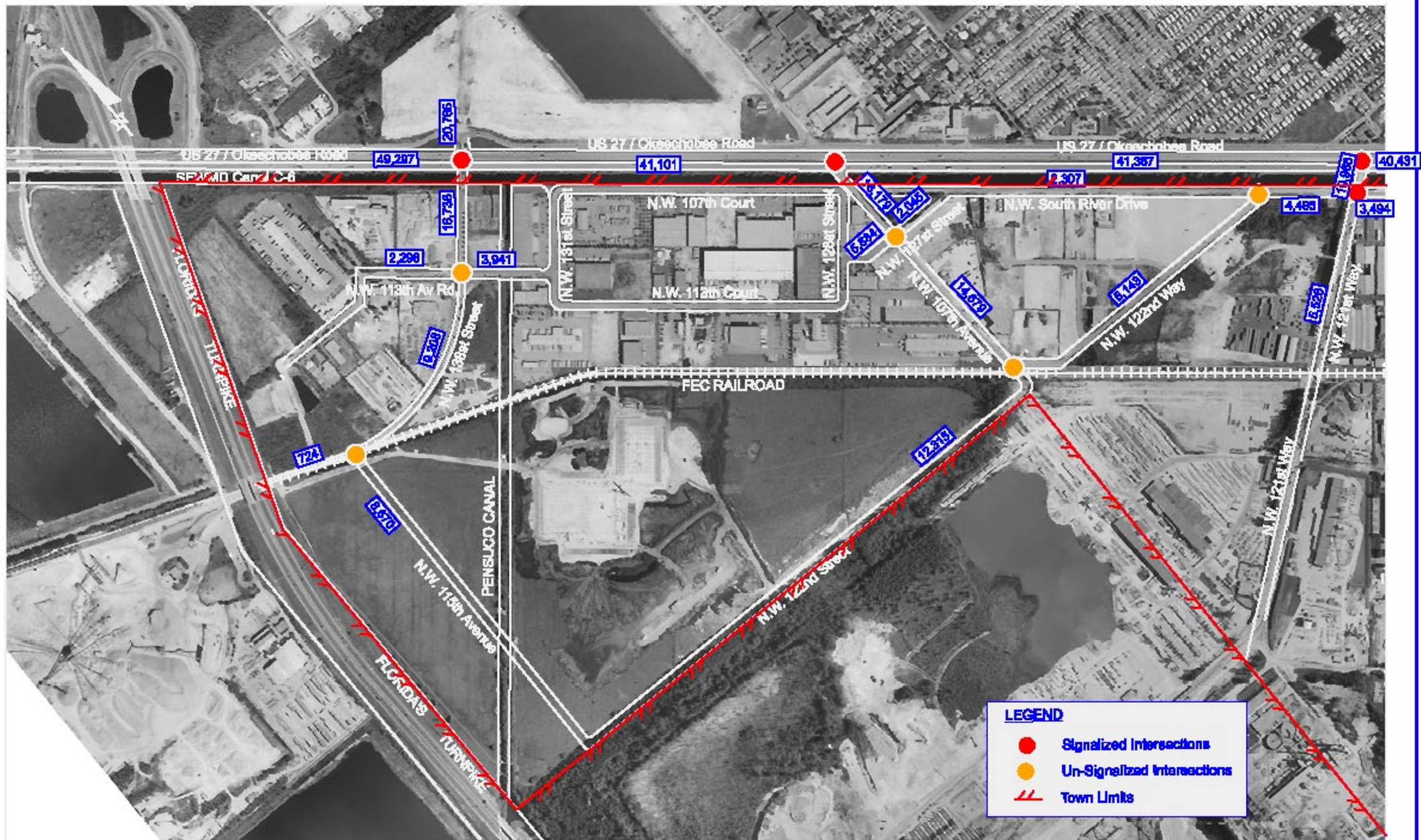


EXHIBIT 3-5

Future AADT Link Forecast (2018)



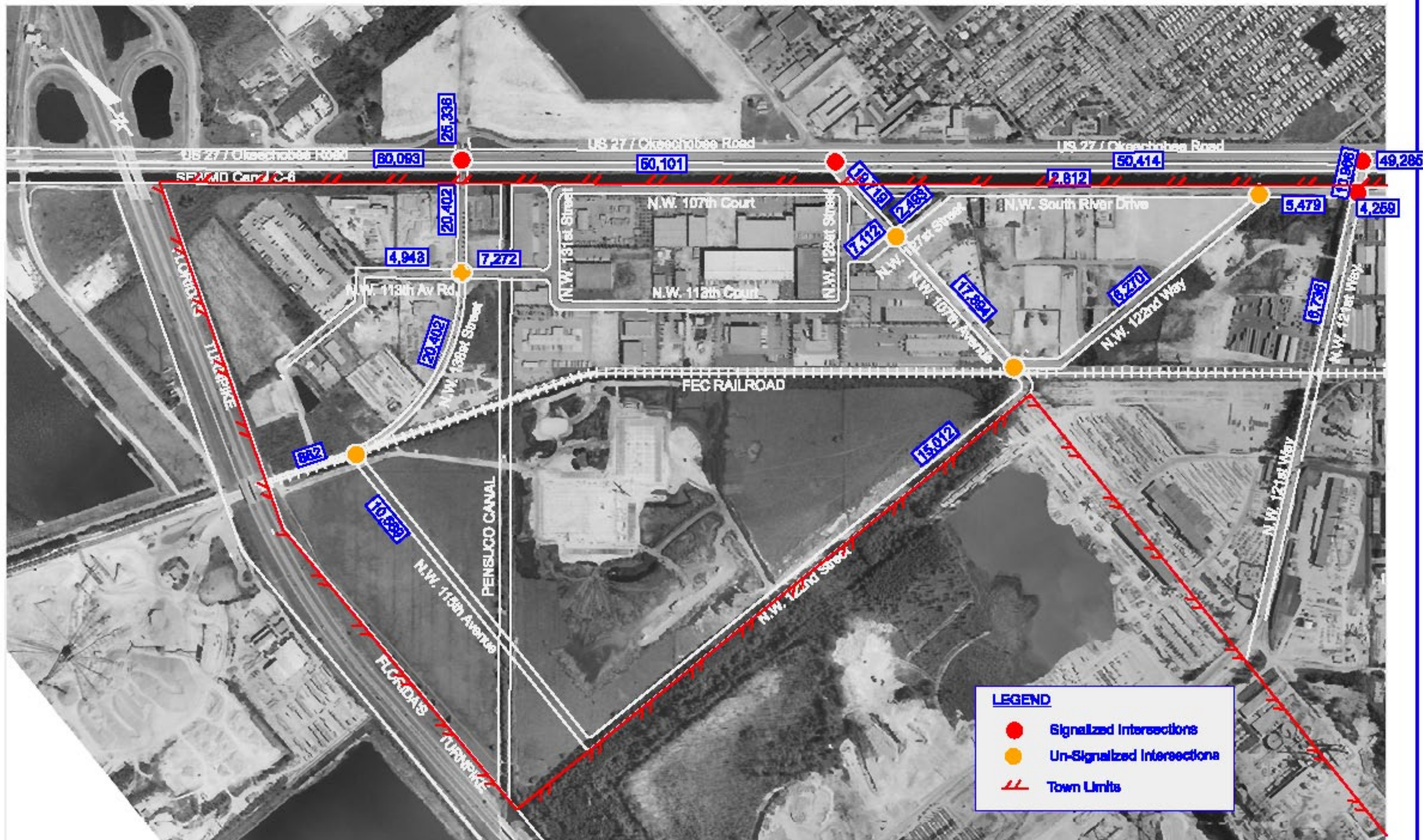


EXHIBIT 3-6

Future AADT Link Forecast (2028)





**TABLE 3.7-A
ROADWAY LINK LOS ANALYSIS (2008, 2018, 2028)**

Arterial		Cross Street	AM PEAK		PM PEAK	
			NW / NE	SE / SW	NW / NE	SE / SW
2008 No-Build	SR-25 (Okeechobee Road) / US 27	NW 138th Street	C	F	B	F
		NW 107th Avenue	B	D	C	D
		NW 121st Way	B	B	C	B
	NW South River Drive	NW 121st Way	F	F	E	E
	NW 138th Street	SR-25 (Okeechobee Road) / US 27	C	F	B	F
	NW 107th Avenue	SR-25 (Okeechobee Road) / US 27	C	C	B	B
	NW 121st Way	NW South River Drive	E	F	F	F
2018 No-Build	SR-25 (Okeechobee Road) / US 27	NW 138th Street	D	F	F	F
		NW 107th Avenue	B	F	E	E
		NW 121st Way	B	C	B	B
	NW South River Drive	NW 121st Way	F	F	E	F
	NW 138th Street	SR-25 (Okeechobee Road) / US 27	C	F	B	F
	NW 107th Avenue	SR-25 (Okeechobee Road) / US 27	D	D	C	C
	NW 121st Way	NW South River Drive	E	E	F	F
2028 No-Build	SR-25 (Okeechobee Road) / US 27	NW 138th Street	E	F	F	F
		NW 107th Avenue	B	F	F	F
		NW 121st Way	B	D	C	C
	NW South River Drive	NW 121st Way	F	F	E	F
	NW 138th Street	SR-25 (Okeechobee Road) / US 27	C	F	B	F
	NW 107th Avenue	SR-25 (Okeechobee Road) / US 27	E	E	D	D
	NW 121st Way	NW South River Drive	E	E	F	F

3.7.2 Intersection LOS – No-Build Scenario

Four (4) signalized intersections and five (5) unsignalized intersections were evaluated for Opening Year (2008) and Design Year (2028) conditions. Projected Peak Hour turning movement volumes for both AM and PM peak periods obtained from the traffic forecast analysis for these conditions were used for the future intersection capacity analysis. The future intersections TMC are shown in Exhibits 3-7 to 3-9. The future conditions were evaluated using SYNCHRO 6.0. The No-Build roadway network consists of the existing characteristics plus committed roadway improvements identified in Section 3.4.2.



Tables 3.7-B to 3.7-D show a summary of the intersection LOS analysis for 2008, 2018 and 2028 respectively. Detail analysis results are shown in **Appendices M to O**

TABLE 3.7-B INTERSECTION CAPACITY ANALYSIS FOR 2008 – NO-BUILD SCENARIO										
Intersections		Movement	AM PEAK PERIOD				PM PEAK PERIOD			
			Approach		Intersection		Approach		Intersection	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
SIGNALIZED INTERSECTIONS	SR-25 (Okeechobee Road) & NW 138th Street	SE	43.3	D	39.2	D	89.2	F	59.2	D
		NW	33.7	C			35.6	D		
		NE	50.6	D			45.7	D		
		SW	24.7	C			38.2	D		
	SR-25 (Okeechobee Road) & NW 107th Avenue	SE	46.4	D	44.6	D	38.3	D	42.4	D
		NW	28.0	C			44.1	D		
		NB	66.7	E			43.7	D		
		SB	-	-			-	-		
	SR-25 (Okeechobee Road) & NW 121st Way	SE	18.0	B	17.2	B	15.9	B	8.7	A
		NW	12.3	B			0.7	A		
		NE	34.4	C			18.1	B		
		SW	-	-			-	-		
	NW 121st Way & NW South River Drive	SE	33.4	C	24.9	C	29.3	C	31.1	C
		NW	34.2	C			30.1	C		
		NE	21.8	C			32.4	C		
		SW	20.2	C			31.1	C		
UNSIGNALIZED INTERSECTIONS	NW 138th Street & NW 115th Avenue	EB	14.0	B	0.4	A	13.9	A	0.1	A
		WB	14.2	B			0.0	B		
		NB	0.0	A			0.0	A		
		SB	0.0	A			0.0	A		
	NW 138th Street & NW 113rd Av Road	SE	40.6	E	5.9	A	74.7	F	10.5	B
		NW	12.3	B			13.9	B		
		NE	0.0	A			0.0	A		
		SW	4.5	A			4.0	A		
	NW 107th Avenue & NW 127th Street	EB	77.2	F	8.5	A	335.2	F	56.4	F
		WB	45.9	E			19.1	C		
		NB	2.9	A			1.3	A		
		SB	1.4	A			2.0	A		
	NW 138th Street & Service Road	SE	9.9	A	13.3	B	10.2	B	13.4	B
		NW	10.1	B			9.9	A		
		NE	11.1	B			15.1	C		
		SW	14.8	B			10.7	B		
	NW South River Drive & NW 122nd Way	EB	11.4	B	10.1	B	11.7	B	10.1	B
		WB	-	-			-	-		
		SE	7	A			7.2	A		
		NW	10.8	B			11.1	B		



**TABLE 3.7-C
INTERSECTION CAPACITY ANALYSIS FOR 2018 – NO-BUILD SCENARIO**

Intersections		Movement	AM PEAK PERIOD				PM PEAK PERIOD			
			Approach		Intersection		Approach		Intersection	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
SIGNALIZED INTERSECTIONS	SR-25 (Okeechobee Road) & NW 138th Street	SE	133.4	F	101.7	F	175.9	F	117.7	F
		NW	44.4	D			86.6	F		
		NE	147.2	F			84.5	F		
		SW	24.0	C			92.0	F		
	SR-25 (Okeechobee Road) & NW 107th Avenue	SE	125.5	F	115.7	F	58.4	E	107.6	F
		NW	49.5	D			114.2	F		
		NB	193.1	F			157.4	F		
		SB	-	-			-	-		
	SR-25 (Okeechobee Road) & NW 121st Way	SE	26.7	C	24.0	C	19.7	B	9.9	A
		NW	16.3	B			1.0	A		
		NE	40.7	D			15.0	B		
		SW	-	-			-	-		
	NW 121st Way & NW South River Drive	SE	36.9	D	21.5	C	31.6	C	34.4	C
		NW	38.4	D			31.2	C		
		NE	19.1	B			33.3	C		
		SW	13.4	B			41.1	D		
UNSIGNALIZED INTERSECTIONS	NW 138th Street & NW 115th Avenue	EB	21.4	C	1.8	A	20.0	C	1.4	A
		WB	18.7	C			0.0	A		
		NB	0.0	A			0.0	A		
		SB	0.0	A			0.0	A		
	NW 138th Street & NW 113rd Av Road	SE	7757.3	F	433.3	F	9048.2	F	1061.0	F
		NW	33.7	D			32.5	D		
		NE	0.0	A			0.0	F		
		SW	5.6	A			4.8	C		
	NW 107th Avenue & NW 127th Street	EB	6371.9	F	453.5	F	7797.5	F	1400.3	F
		WB	226.6	F			37.0	F		
		NB	4.2	A			1.7	A		
		SB	2.1	A			2.8	A		
	NW 138th Street & Service Road	SE	10.4	B	19.1	C	10.8	B	19.4	C
		NW	10.5	B			10.4	B		
		NE	13.8	B			23.7	B		
		SW	22.9	C			13.0	B		
	NW South River Drive & NW 122nd Way	EB	12.2	B	10.7	B	12.8	B	10.8	B
		WB	-	-			-	-		
		SE	7	A			7.3	A		
		NW	11.6	B			11.9	B		



**TABLE 3.7-D
INTERSECTION CAPACITY ANALYSIS FOR 2028 – NO-BUILD SCENARIO**

Intersections		Movement	AM PEAK PERIOD				PM PEAK PERIOD			
			Approach		Intersection		Approach		Intersection	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
SIGNALIZED INTERSECTIONS	SR-25 (Okeechobee Road) & NW 138th Street	SE	290.4	F	203.5	F	259.6	E	204.9	F
		NW	80.6	F			186.1	F		
		NE	241.7	F			139.8	F		
		SW	29.4	C			195.0	F		
	SR-25 (Okeechobee Road) & NW 107th Avenue	SE	255.5	F	215.6	F	131.7	F	205.3	F
		NW	66.5	E			209.8	F		
		NB	331.4	F			290.3	F		
		SB	-	-			-	-		
	SR-25 (Okeechobee Road) & NW 121st Way	SE	46.5	D	41.4	D	29.1	C	14.5	B
		NW	29.5	C			1.9	A		
		NE	58.6	E			19.5	B		
		SW	-	-			-	-		
	NW 121st Way & NW South River Drive	SE	44.5	D	23.5	C	37.5	D	37.1	D
		NW	45.1	D			37.5	D		
		NE	18.9	B			32.5	C		
		SW	12.9	B			45.1	D		
UNSIGNALIZED INTERSECTIONS	NW 138th Street & NW 115th Avenue	EB	31.0	D	2.5	A	27.9	B	2.0	A
		WB	24.0	C			0.0	A		
		NB	0.0	A			0.0	A		
		SB	0.0	A			0.0	A		
	NW 138th Street & NW 113rd Av Road	SE	7957.3	F	*	F	9081.2	F	1075.8	F
		NW	*	F			111.7	F		
		NE	0.0	A			0.0	A		
		SW	6.8	A			5.6	A		
	NW 107th Avenue & NW 127th Street	EB	*	F	453.5	F	7825.4	F	1414.5	F
		WB	*	F			182.8	E		
		NB	6.5	A			2.5	A		
		SB	3.2	A			3.8	A		
	NW 138th Street & Service Road	SE	10.9	B	40.0	E	11.3	B	41.4	E
		NW	11.0	B			10.8	B		
		NE	19.9	C			56.8	F		
		SW	54.1	F			17.0	B		
	NW South River Drive & NW 122nd Way	EB	13.6	B	11.7	B	14.4	B	11.9	B
		WB	-	-			-	-		
		SE	7.1	A			7.3	A		
		NW	12.8	B			13.3	B		

Note: * indicate no available gap resulting in very large delay values



The intersection LOS analysis reveals that due to the anticipated considerably increase traffic volume by the opening year of 2008, most of the area's primary access points will operate at LOS D or worse. LOS F was observed for the southeast bound approach at the intersection of SR-25 (Okeechobee Road) and NW 138th Street. This can be attributed to extremely high left turn vehicular movement utilizing just a single left turn lane. LOS E was observed for the northbound approach at the intersection of SR-25 (Okeechobee Road) and NW 107th Avenue during the AM peak period. This can be attributed to the relatively high left and right vehicular movements utilizing just a single shared lane thereby resulting in excessive delays. Also LOS F was observed for the eastbound movement at the intersection of NW 107th Street and NW 127th Street. This can be attributed to the fact that this intersection is a two-way stop controlled intersection with inadequate gaps in the relatively high North-South traffic volume for the left-turn and through east-west bound vehicular movements. Similarly, LOS E and F were also obtained for the southeast bound approach of NW 138th Street and NW 113th Av. Road for the AM and PM peak periods respectively.

By 2018 the intersections of SR-25 (Okeechobee Road) & NW 138th Street, SR-25 (Okeechobee Road) & NW 107th Avenue, NW 138th Street & NW 113th Av Road, NW 107th Avenue & NW 127th Street and NW 138th Street & NW 115th Avenue of the intersections will experience unacceptable LOS F for some of the approach movements resulting in an overall LOS E or F for these intersections.

By the design year in 2028, majority of the intersections will operate at unacceptable LOS E or worse.

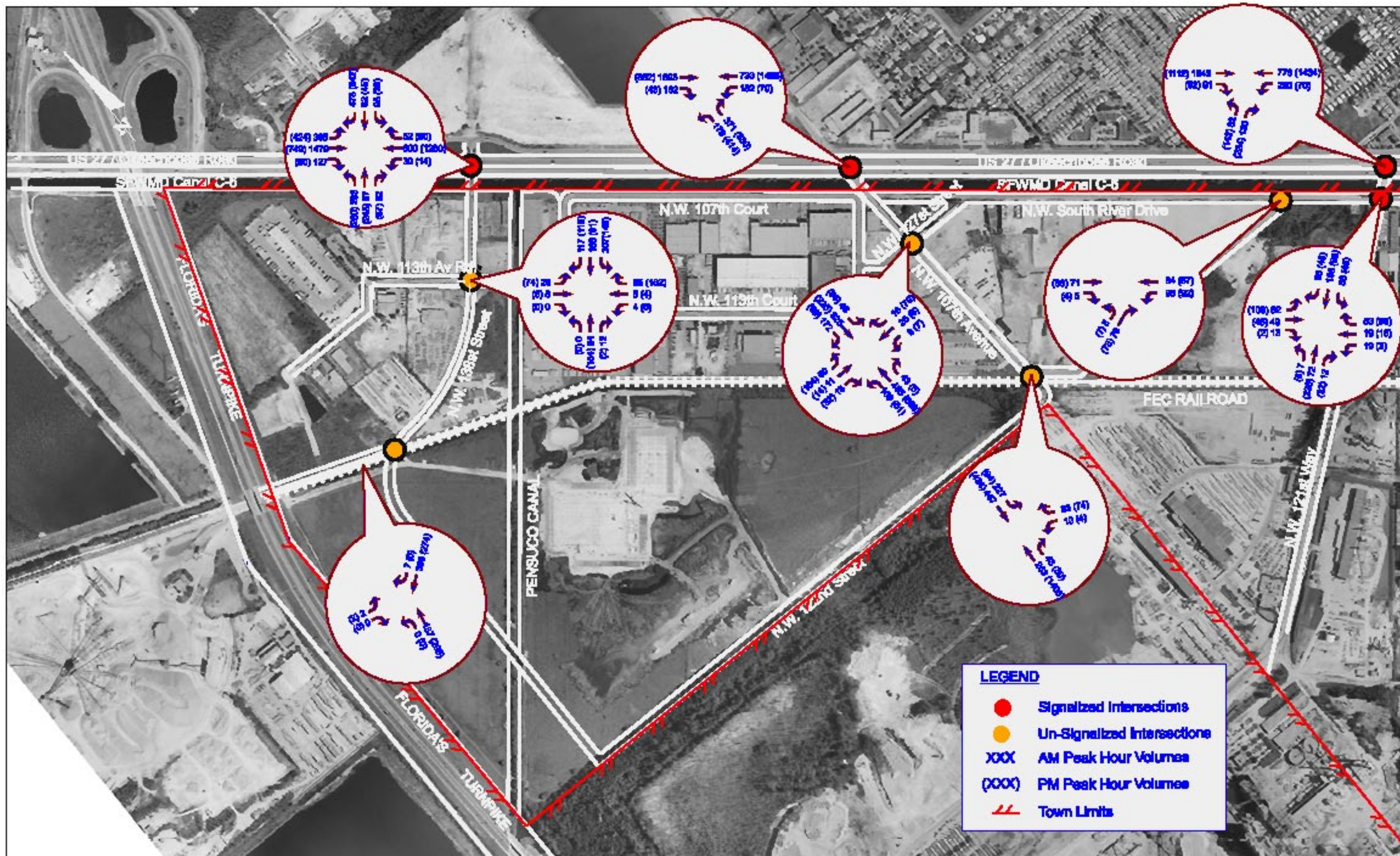


EXHIBIT 3-7

Future Intersection 2008 Peak Hour Turning Movement Volumes

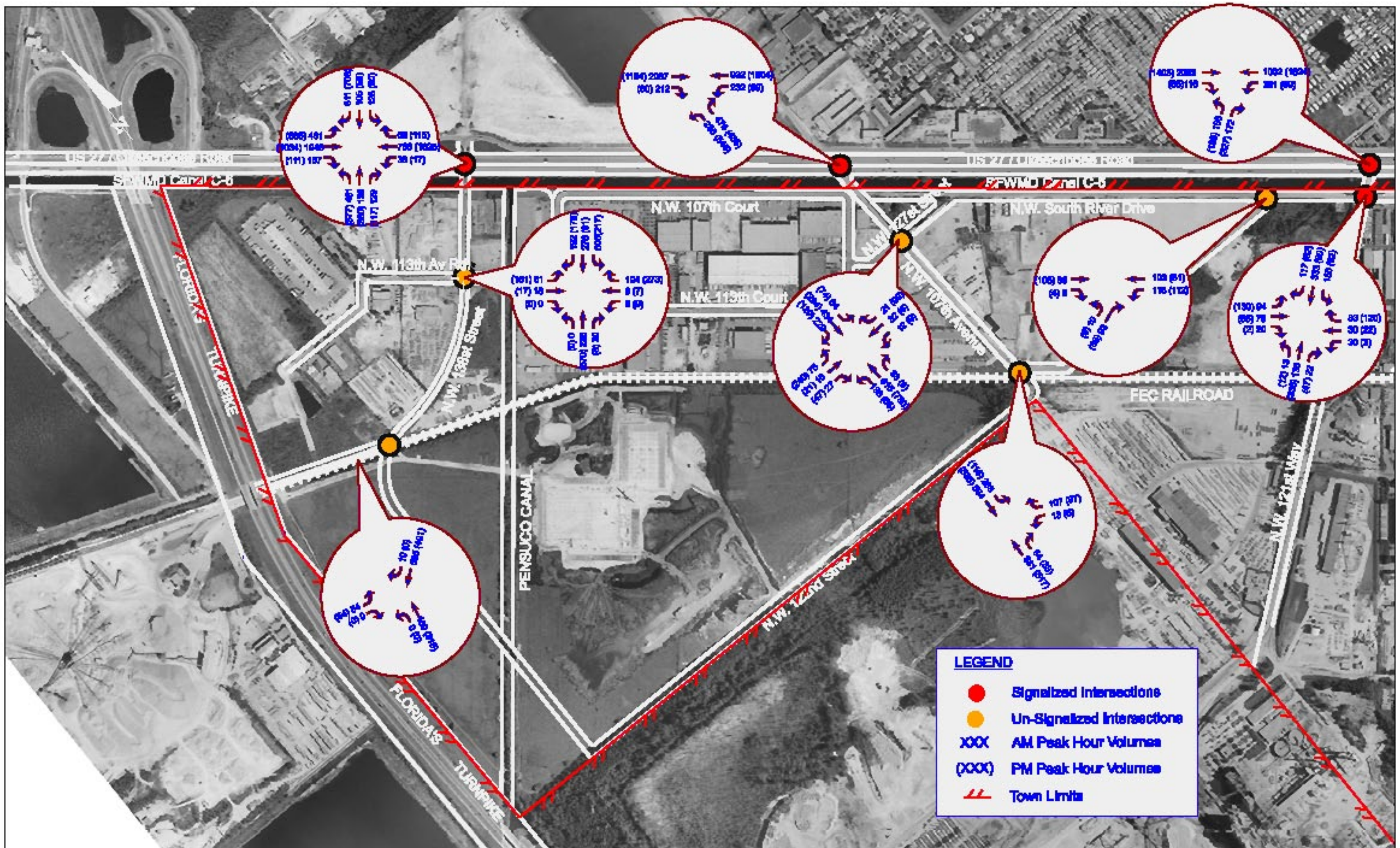


EXHIBIT 3-8

Future Intersection 2018 Peak Hour Turning Movement Volumes



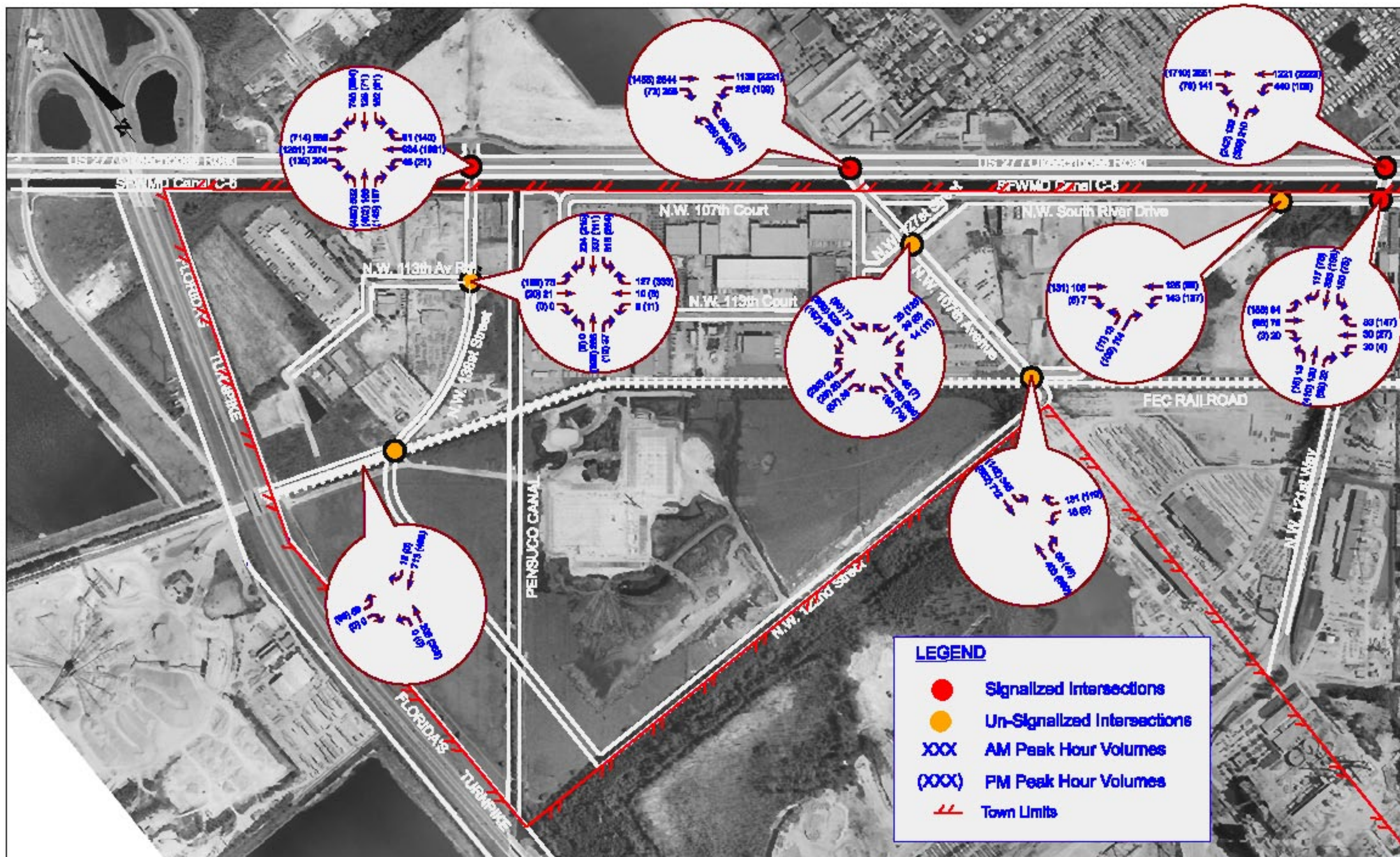


EXHIBIT 3-9
Future Intersection 2028 Peak Hour Volumes



4.0 ALTERNATIVES ANALYSIS

The following sections describe the different roadway improvement alternatives being considered, including the "No-Project" alternative as it relates to traffic. The focus of this study is to determine what the traffic impacts will be on the roadway network and their operational affects of the system. Considerations will be given to the need of adding additional through, right and left lanes at the intersections as well as modifications to the operational aspects of the corridor. Traffic impacts resulting from not addressing any improvements will cause increased delays, increased traffic back-up and operational problems within the roadway network.

4.1 Traffic System Management Alternatives

Traffic System Management Alternatives concern minor improvements such as advanced signalization, turn lane improvements and minor geometric improvements at the intersection. Several potential strategies exist and are addressed in this section.

4.1.1 Short-term Improvements

The short term improvements refer to intersection improvements that can be implemented within the next 5 to 10 years. These improvements are required in addition to the previously identified planned and programmed improvements identified in Section 3.4.2. This section describes the recommended short term intersection capacity improvements. Detail analysis results are shown in **Appendices P to S**.

4.1.1.1 NW 107th Avenue & SR-25 (Okeechobee Road)

4.1.1.1.1 Signal Warrant Analysis

A signal warrant analysis was conducted for the intersection of SR-25 (Okeechobee Road) and NW 107th Avenue. The existing traffic signal was installed as a temporary measure to address maintenance of traffic needs. These were required as part of the proposed Miami-Dade County improvements to the 138th Street Bridge which will be completed by 2008. The NW 138th Street bridge is not under construction at this time. The Town of Medley has an interest in maintaining this signal beyond the completion of the County construction project. In order to define the need for, and appropriateness of a traffic signal, the following warrants were analyzed:

- ☐ Warrant 1 – Eight-Hour Vehicular Volume
- ☐ Warrant 2 – Four-Hour Vehicular Volume



- ☐ Warrant 3 – Peak Hour
- ☐ Warrant 4 – Pedestrian Volume
- ☐ Warrant 5 – School Crossing
- ☐ Warrant 6 – Coordinated Signal System
- ☐ Warrant 7 – Crash Experience
- ☐ Warrant 8 – Roadway Network

These warrants are based on procedures and guidelines described in the manual on Uniform Traffic Control Devices (MUTCD) and the Florida Department of Transportation's Manual of Uniform Traffic Studies (MUTS). Warrants should be viewed as guidelines, not as absolute values. However, if no warrants are met, a signal should not be installed. Furthermore, satisfaction of a warrant is not a guarantee that the signal is needed. In all cases, at least one or more warrants must be fully met before a traffic signal installation is considered. The warrant analysis process is just one of the tools to be used in determining if a traffic signal is necessary. Engineering judgment should be exercised in making the final determination. The eight-hour turning movement counts collected for this study were used to determine if any of the warrants were met. (See **Appendix E** for the warrant analysis worksheets.)

Warrant 1: Hour Vehicular Volumes

Warrant 1 is comprised of two parts. The Minimum Vehicular Volume, Condition A, is intended where a large volume of intersecting traffic is the principal reason to consider installing a traffic signal. The Interruption of Continuous Traffic, Condition B, is intended where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Based on the eight hours of traffic volume data collected (2005), Warrant 1 is satisfied for both 100% and 80% level.

Warrant 2: Four-hour Vehicular Volumes

The Four-Hour Vehicular Volume signal warrant is intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

Warrant 2 is satisfied for the 70 percent level of the four highest hours of data collected (2005).

Warrant 3: Peak Hour

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor street traffic suffers undue delay when entering or crossing the major street.



Since the area under study could be described as an industrial complex, Warrant 3 was considered applicable. The warrant is satisfied with the volumes on the minor approach and the total entering volume. No unusual delays, however, were noted based on an LOS analysis of the intersection as it was formerly non-signalized with the preexisting geometry.

Warrant 4: Pedestrian Volume

The Pedestrian Volume signal warrant is intended where the traffic volume on a major street is so heavy that pedestrians experience excessive delays in crossing the major street.

There are no pedestrian facilities located at the intersection. Therefore, this warrant is not applicable.

Warrant 5: School Crossing

The School Crossing signal warrant is intended for application where the fact that school children cross the major street is the principal reason to consider installing a traffic control signal.

There are no schools in the vicinity of the intersection; therefore, this warrant is not applicable.

Warrant 6: Coordinated Signal System

Progressive movement in a coordinated signal system sometimes necessitates installing traffic signal at intersections where they would not otherwise be needed in order to maintain proper platooning of vehicles.

The signal is spaced more than half a mile from the other nearest one at NW 138th Street, thereby providing the necessary degree of platooning. Warrant 6 was, therefore, satisfied.

Warrant 7: Crash Experience

The Crash Experience signal warrant conditions are intended for applications where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

The intersection was not previously identified as a high crash location per FDOT; therefore, this warrant was not met.

Warrant 8: Roadway Network

Installing a traffic signal at some intersections might be justified to encourage concentration and organization of traffic flow on a roadway network.



NW 107th Avenue is planned to connect further south of the study limits to NW 106th Street/Gran Park and is proposed to have a bridge located at NW 122nd Street. It is the only other connection to the industrial park area from SR-25 (Okeechobee Road) other than NW 138th Street.

Since warrants 1, 2, 3 and 6 are satisfied then signalization of the intersection is justified and should be maintained.

4.1.1.1.2 Bridge Widening

The single shared lane utilized by both the northbound left and right vehicular movements result in excessive delays and unacceptable LOS E as per the 2008 No-Build future Conditions analysis. It is recommended that **the existing two-lane bridge over the Miami Canal on NW 107th Avenue be widened to five lanes** to provide separate lanes for the northbound dual left and right vehicular movements by 2008. This will improve the LOS to an acceptable condition of LOS C.

4.1.1.1.3 Signal Coordination

Maintaining the traffic signal at this intersection will also enable the signals along the SR-25 (Okeechobee Road) to be effectively coordinated and allow smooth progression of vehicles through the intersections. Coordination of the traffic signals along the SR-25 (Okeechobee Road) is therefore highly recommended by 2008. The impact of this improvement is improved LOS from LOS C to LOS B for this intersection.

4.1.1.2 NW 107th Street & NW 127th Street

The 2008 future condition analysis for this intersection indicates excessive delays for the eastbound and westbound approaches. This can be attributed to inadequate gaps in the North-South traffic stream resulting from the two-way stop controls on these approaches. Capacity analysis indicates that left turning vehicles approaching the intersection from the east are queuing beyond the storage capacity.

It is recommended that **additional through lanes should be added to northbound and south bound approaches on NW 107th Avenue by 2008 to convert the existing two lane section to a four lane section.** This will ensure a homogeneous roadway section for NW 107th Avenue from SR-25 (Okeechobee Road) to the proposed bridge over the FEC Railroad. It is also recommended that



the two-way stop control at the intersection of NW 107th Street & NW 127th Street be converted to a four way stop control by 2008. This would significantly reduce the delays at the intersection, reduce the queue lengths of the left turning vehicles and improve the eastbound LOS from LOS F to LOS B. The right turn lane should be re-stripped to a shared through/right turn lane.

Between 2008 and 2018 it is projected that the LOS for the northbound and southbound approaches will deteriorate significantly from LOS C to LOS F due anticipated high traffic volumes for these movements. A detailed signal warrant analysis and possible installation of a new traffic signal is therefore recommended for this intersection by 2018. This will improve the LOS at this intersection from LOS F to LOS B. Traffic signal coordination between this intersection and the SR-25 (Okeechobee Road) intersection will be required if the signal is warranted.

4.1.1.3 NW 138th Street & SR-25 (Okeechobee Road)

The 2008 No-Build future conditions for this intersection using the proposed intersection configuration (as per Miami-Dade County Public Works Department Project No. 2003191) show unacceptable LOS E for the northeast approach left turn vehicles. It is recommended that the northeast approach configuration be modified to dual left-turn and shared thru-right lanes while still maintaining the five lane section for the bridge. This will improve the LOS to an acceptable LOS D. LOS F was also observed for the southeast bound approach at the intersection of SR-25 (Okeechobee Road) and NW 138th Street due to extremely high left turn vehicular movement utilizing just a single left turn lane. Dual left turn lanes for this approach are recommended to improve the level of service from LOS F to LOS C.

The 2018 No-Build future conditions for this intersection show significant deterioration between 2008 and 2018. The capacity analysis indicates that the intersection will be operating at an unacceptable LOS E or worse for all the approaches. Very long queue lengths extending beyond the intersection of NW 138th Street & the Service Road to the northeast were also observed for the right turn vehicles approaching the intersection from the northeast. Also, Left turning vehicles approaching the intersection from the southwest were queuing beyond the storage capacity.

To mitigate this condition, it is recommended that **the right lane on the southwest approach of the NW 138th Street & SR-25 (Okeechobee Road) intersection should be channelized and made to operate as a free lane by 2008.** A merging lane would be required on the northwest bound approach of the intersection. An additional left turn lane is also recommended for the northeast approach by 2018. This improvement will however require the bridge section to be expanded from five lanes to six lanes to accommodate the additional lane.



These improvements will ensure that the intersection operates at an acceptable LOS D. Considerations for the widening of the bridge structure should be considered as part of the current Miami-Dade County bridge replacement project. If this cannot be included in this project the bridge should be designed to allow for future widening of the structure.

4.1.1.4 NW 138th Street & NW 113th Av Road

Traffic conditions at this intersection are expected to deteriorate significantly between 2008 and 2018. Based on the 2008 No-Build future conditions, LOS E and F was obtained for the southeast approach left turn vehicles for the AM and PM peak periods respectively. To alleviate this condition, it is recommended that this intersection should be converted from a two-way to a four way stop controlled intersection by 2008. This new intersection control will improve the level of service from LOS F to LOS B.

By 2008, it is also recommended that the NW 138th street which is one of the principal arterials within the project limits should be widened from a two-lane to a three lane street from NW 113th Ave. Road to the FEC Railroad and subsequently to a four lane road by 2018 due anticipated high traffic volumes for the northeast bound and southwest bound movements. A detailed signal warrant analysis is therefore recommended for this intersection at that time to improve traffic operations particularly due to the southwest approach left-turn movement. Coordination with the signal at SR-25 (Okeechobee Road) should also be considered.

4.1.1.5 NW 121st Way & SR-25 (Okeechobee Road)

The 2008 future conditions indicate acceptable LOS C or better for all the intersection approaches. Currently the intersection operates as a turbo T intersection with two outside northwest bound lanes operating under free flow conditions while the inside northwest bound lane and the left turn lane are signal controlled.

The 2018 future conditions indicate an unacceptable LOS E for the northwest bound left turn vehicles. It is recommended that **an additional left turn lane should be added on the northwest bound approach of the NW 121st Way & SR-25 (Okeechobee Road) intersection** while maintaining three northwest free flow lanes by 2018. This will improve the LOS to an acceptable level of D.



4.1.1.6 NW 138th Street & Service Road

With the completion of the 138th street extension from 107th avenue to the SR-25 (Okeechobee Road) service road it is expected that traffic flow pattern at this intersection will change significantly. Most of the traffic currently using the service road will be diverted to the new extension. It is recommended that the northeast bound right turn lane should be re-stripped to a shared through/right turn to reduce weaving movements and increase the capacity of the through lane. A two way stop control for the southeast and northwest bound approach is also recommended. The intersection is expected to operate at an acceptable LOS C or better for both the 2008 and 2018 future conditions.

4.1.1.7 NW 121st Way & NW South River Drive

The intersection is expected to operate at acceptable LOS during the analysis period. However the arterial LOS significantly deteriorates to LOS F between 2008 and 2018. **A 3-lane section is recommended by 2018 and subsequently a four-lane section by 2028 for the NW South River Drive** between NW 107th Avenue and NW 121st Way. This concurs with the recommendations from the previous study.

Tables 4.1-A to 4.1-D show a summary of the recommended short term intersections improvements and level of service for the study area.



**TABLE 4.1-A
2008 INTERSECTIONS IMPROVEMENTS**

Intersection	Recommended Improvements				
	Movement	Approach			
		SE/EB	SW/SB	NW/WB	NE/NB
US 27 / SR-25 (Okeechobee Road) & NW 138th Street	Left	2	S	1	2
	Through	3	1	3	1
	Right	1	1	1	S
US 27 / SR-25 (Okeechobee Road) & NW 107th Avenue	Left	N/A	N/A	1	2
	Through	3	N/A	3	N/A
	Right	1	N/A	N/A	1
US 27 / SR-25 (Okeechobee Road) & NW 121st Way	Left	N/A	N/A	1	1
	Through	3	N/A	3	N/A
	Right	1	N/A	N/A	1
NW 121st Way & NW South River Drive	Left	S	S	S	S
	Through	1	2	1	2
	Right	S	S	S	S
NW 138th Street & NW 113rd Av Road	Left	1	1	1	1
	Through	1	1	1	1
	Right	S	S	S	S
NW 107th Avenue & NW 127th Street	Left	1	S	1	S
	Through	1	2	1	2
	Right	S	S	S	S
NW 138th Street & Service Road	Left	S	S	S	S
	Through	1	2	1	2
	Right	S	S	S	S
NW South River Drive & NW 122nd Way	Left	N/A	N/A	1	1
	Through	1	N/A	1	N/A
	Right	S	N/A	N/A	S



TABLE 4.1-B
2008 INTERSECTIONS LOS WITH SHORT TERM IMPROVEMENTS

Intersection		Approach	AM PEAK PERIOD		PM PEAK PERIOD	
			Approach LOS	Intersection LOS	Approach LOS	Intersection LOS
SIGNALIZED INTERSECTIONS	US 27 / SR-25 (Okeechobee Road) & NW 138th Street	SE	C	C	C	D
		NW	D		D	
		NE	D		D	
		SW	D		D	
	US 27 / SR-25 (Okeechobee Road) & NW 107th Avenue	SE	B	B	B	C
		NW	B		C	
		NB	C		C	
		SB	-		-	
	US 27 / SR-25 (Okeechobee Road) & NW 121st Way	SE	A	B	B	B
		NW	A		A	
		NE	D		C	
		SW	-		-	
	NW 121st Way & NW South River Drive	SE	C	B	C	B
		NW	C		C	
		NE	B		B	
		SW	A		B	
UNSIGNALIZED INTERSECTIONS	NW 138th Street & NW 115th Avenue	EB	C	A	B	A
		WB	C		A	
		NE	A		A	
		SW	A		A	
	NW 138th Street & NW 113rd Av Road	SE	A	B	B	B
		NW	A		B	
		NE	B		C	
		SW	B		B	
	NW 107th Avenue & NW 127th Street	EB	B	B	B	C
		WB	A		B	
		NB	B		C	
		SB	B		B	
	NW 138th Street & Service Road	SE	C	A	C	A
		NW	C		D	
		NE	A		A	
		SW	A		A	
	NW South River Drive & NW 122nd Way	EB	B	A	B	A
		WB	-		-	
		SE	A		A	
		NW	B		B	



TABLE 4.1-C
2018 INTERSECTIONS IMPROVEMENTS

Intersection	Recommended Improvements				
	Movement	Approach			
		SE/EB	SW/SB	NW/WB	NE/NB
US 27 / SR-25 (Okeechobee Road) & NW 138th Street	Left	2	S	1	2
	Through	3	1	3	1
	Right	1	1	1	1
US 27 / SR-25 (Okeechobee Road) & NW 107th Avenue	Left	N/A	N/A	1	2
	Through	3	N/A	3	N/A
	Right	1	N/A	N/A	1
US 27 / SR-25 (Okeechobee Road) & NW 121st Way	Left	N/A	N/A	2	2
	Through	3	N/A	3	N/A
	Right	1	N/A	N/A	1
NW 121st Way & NW South River Drive	Left	1	S	1	S
	Through	1	2	1	2
	Right	S	S	S	S
NW 138th Street & NW 113rd Av Road	Left	1	1	1	S
	Through	1	1	1	2
	Right	S	S	S	S
NW 107th Avenue & NW 127th Street	Left	1	S	1	S
	Through	1	2	1	2
	Right	S	S	S	S
NW 138th Street & Service Road	Left	1	S	1	S
	Through	1	2	1	2
	Right	S	S	S	S
NW South River Drive & NW 122nd Way	Left	N/A	N/A	1	1
	Through	1	N/A	1	N/A
	Right	S	N/A	N/A	S



TABLE 4.1-D
2018 INTERSECTIONS LOS WITH SHORT TERM IMPROVEMENTS

Intersection	Approach	AM PEAK PERIOD		PM PEAK PERIOD	
		Approach LOS	Intersection LOS	Approach LOS	Intersection LOS
SIGNALIZED INTERSECTIONS	US 27 / SR-25 (Okeechobee Road) & NW 138th Street	SE	D	D	D
		NW	C	E	
		NE	D	D	
		SW	B	A	
	US 27 / SR-25 (Okeechobee Road) & NW 107th Avenue	SE	B	B	B
		NW	B	B	
		NB	D	C	
		SB	-	-	
	US 27 / SR-25 (Okeechobee Road) & NW 121st Way	SE	A	C	B
		NW	B	A	
		NE	D	B	
		SW	-	-	
	NW 121st Way & NW South River Drive	SE	C	C	C
		NW	D	C	
		NE	C	C	
		SW	A	B	
UNSIGNALIZED INTERSECTIONS	NW 138th Street & NW 115th Avenue	EB	D	C	A
		WB	C	A	
		NE	A	A	
		SW	A	A	
	NW 138th Street & NW 113rd Av Road	SE	B	C	C
		NW	B	C	
		NE	B	C	
		SW	F	C	
	NW 107th Avenue & NW 127th Street	EB	B	C	D
		WB	B	B	
		NB	C	F	
		SB	D	C	
	NW 138th Street & Service Road	SE	E	D	A
		NW	D	E	
		NE	A	A	
		SW	A	A	
	NW South River Drive & NW 122nd Way	EB	B	B	B
		WB	-	-	
		SE	A	A	
		NW	B	B	



4.1.2 Long-term Improvements

The long term improvements refer to roadway improvements that can be implemented within 10 to 20 years. The LOS for the majority of the intersections will be unacceptable by the design year in 2028 if no major improvements are undertaken within the project area. This section highlights the major improvements required from the long term intersection capacity assessment. Detail analysis results are shown in **Appendix T and U**.

4.1.2.1 Intersection Signalization and Coordination

The NW 107th avenue and NW 138th Street serve as the main access arterial into the project area. Due to anticipated high traffic volumes along these routes, it is projected that if no improvements are undertaken after the recommended 2008 and 2018 improvements, the intersections of NW 113th Ave. Road with NW 138th Street; and NW 127th Street and NW 107th avenue will experience LOS F. Signalization of these intersections is proposed to improve the capacity of these intersections. The impact of signalization is improved LOS from LOS F to LOS C for both intersections. Coordination of these new signals with the adjacent signals on SR-25 (Okeechobee Road) will also be required to effectively manage the traffic along these roadways by ensuring smooth traffic progression between the signals.

4.1.2.2 Intersection Grade Separation

The SR-25 (Okeechobee Road) Final Action Plan identified the possibility of constructing a grade separation at NW 138th Street and SR-25 (Okeechobee Road). Major reconstruction of this intersection as a Single Point Urban Interchange (SPUI) is recommended for consideration by the Florida Department of Transportation. Both the northwest and southeast bound SR-25 (Okeechobee Road) through lanes should be grade separated from the intersection and operate under free flow conditions with entrance and exit ramps connecting the grade separated through lanes to the at-grade intersection at NW 138th Street. This improvement is planned as part of the Miami-Dade Long range Transportation Plan for 2030. Analysis of the major intersections improvement is beyond the scope of this study hence the intersection capacity analysis for this improvement is not included in this report.

4.1.2.3 Other Improvements

NW 107th Avenue is planned to be extended from 122nd Street to NW 106th Street based on the 2032 Miami Urban Area Transportation Model (MUATS). The construction of this extension is expected to transform this arterial to a major north-south connector within the project area. Miami-Dade County is in the process of developing a planning study for

potential improvements for NW 107th Avenue from NW 138th Street to NW 106th street. The expansion of the NW 107th Avenue corridor will require at least a four lane facility which will affect the two-lane grade separation at the FEC railroad adjacent to NW 122nd Avenue. In addition the elevated intersection of NW 122nd Street and NW 107th Avenue will need to be expanded to incorporate NW 122nd Way. This will require a new grade separation over the FEC railroad for NW 122nd Way. The widening of NW 107th Avenue to a four lane facility will also affect the service roads at NW 122nd Street currently accessing the adjacent properties. Access to these properties will need to be addressed. These concerns should be addressed within the contents of the Miami-Dade County planning studies. In addition, the MUATS model needs to be carefully reviewed and updated in this area to provide a better reflection of the area network and trip distribution. This is beyond the scope of this current study.

Table 4.1-B shows a summary of the intersections LOS after implementation of the recommended long term improvements for the study area.

TABLE 4.1-E 2028 INTERSECTIONS IMPROVEMENTS					
Intersection	Recommended Improvements				
	Movement	Approach			
		SE/EB	SW/SB	NW/WB	NE/NB
US 27 / SR-25 (Okeechobee Road) & NW 138th Street	Left	2	S	1	2
	Through	3	1	3	1
	Right	1	1	1	1
US 27 / SR-25 (Okeechobee Road) & NW 107th Avenue	Left	N/A	N/A	1	2
	Through	3	N/A	3	N/A
	Right	1	N/A	N/A	1
US 27 / SR-25 (Okeechobee Road) & NW 121st Way	Left	N/A	N/A	2	2
	Through	3	N/A	3	N/A
	Right	1	N/A	N/A	1
NW 121st Way & NW South River Drive	Left	1	S	1	S
	Through	2	2	2	2
	Right	S	S	S	S
NW 138th Street & NW 113rd Av Road	Left	1	1	1	1
	Through	1	2	1	2
	Right	S	S	S	S
NW 107th Avenue & NW 127th Street	Left	1	1	1	1
	Through	1	2	1	2
	Right	S	S	S	S
NW 138th Street & Service Road	Left	1	S	1	S
	Through	1	2	1	2
	Right	S	S	S	S
NW South River Drive & NW 122nd Way	Left	N/A	N/A	1	1
	Through	2	N/A	2	N/A
	Right	S	N/A	N/A	S



TABLE 4.1-F
2028 INTERSECTIONS LOS WITH LONG TERM IMPROVEMENTS

Intersection		Approach	AM PEAK PERIOD		PM PEAK PERIOD	
			Approach LOS	Intersection LOS	Approach LOS	Intersection LOS
SIGNALIZED INTERSECTIONS	US 27 / SR-25 (Okeechobee Road) & NW 138th Street	SE	D	E	E	E
		NW	C		F	
		NE	F		F	
		SW	C		B	
	US 27 / SR-25 (Okeechobee Road) & NW 107th Avenue	SE	C	C	C	C
		NW	B		C	
		NB	E		D	
		SB	-		-	
	US 27 / SR-25 (Okeechobee Road) & NW 121st Way	SE	D	C	C	B
		NW	B		A	
		NE	D		D	
		SW	-		-	
	NW 121st Way & NW South River Drive	SE	D	D	D	C
		NW	C		C	
		NE	B		C	
		SW	D		C	
UNSIGNALIZED INTERSECTIONS	NW 138th Street & NW 115th Avenue	EB	E	A	C	A
		WB	C		A	
		NE	A		A	
		SW	A		A	
	NW 138th Street & NW 113rd Av Road	SE	C	C	C	C
		NW	C		C	
		NE	D		C	
		SW	B		B	
	NW 107th Avenue & NW 127th Street	EB	C	B	D	C
		WB	C		C	
		NB	B		C	
		SB	B		B	
	NW 138th Street & Service Road	SE	F	A	F	A
		NW	F		F	
		NE	A		A	
		SW	A		A	
	NW South River Drive & NW 122nd Way	EB	B	B	B	B
		WB	-		-	
		SE	A		A	
		NW	B		B	



5.0 TRAFFIC RECOMMENDATIONS

The recommended improvements and benefits are based on the assumption that the signals along SR-25 (Okeechobee Rd.) and those within the town boundaries will be properly synchronized. Furthermore the existing restriction of certain truck turning movements at the intersections with connections to SR-25 (Okeechobee Road) needs to be immediately addressed. The actual operational restriction resulting from the combination of large WB-40 and WB-50 trucks turning at the short bridge crossings also leads to extensive vehicular queues. The provision of four (4) lanes along the following arterials: NW 107th Avenue, NW 138th Street and NW South River Drive would dramatically increase the capacity and operation of these facilities as well as that of the intersections within the study area. In addition, future signalization coordination of NW 113th Avenue Road with NW 138th Street and NW 127th Street with NW 107th avenue intersections will greatly improve traffic flow and operations within the study area. However, due to right-of-way constraints and the availability of funding, a phasing plan for the implementation of the improvements is recommended as follows.

✓ Immediate Needs

- Contact Miami-Dade County Public Works Department and have them modify their bridge design on NW 138th Street to accommodate future needs. Structure needs to be constructed at a higher elevation to accommodate future widening needs or widened now to meet future needs. Traffic lanes exiting the town should consist of a dual left and a shared through right. In the future a separate right turn lane exiting the town would be necessary along the bridge. See 2018 recommendations.
- The traffic signal at NW 107th Avenue and SR-25 (Okeechobee Road) meets signal warrants 1, 2, 3 and 6. It will need to remain beyond the construction period of the current Miami-Dade Public Works project along NW 138th street.
- Confirm the availability of road right of way within the Medley west Industrial Area. Develop base maps, obtain title information and refine right of way needs for implementation of proposed improvements.
- Develop roadway plans and obtain permits required to allow for implementation of the 2008 improvements.
- Commence planning for the implementation of the 2018 and 2028 improvements including supporting Miami-Dade County and FDOT plans for improvements to the area roadways, as well as the implementation of the NW South River Drive Corridor Study requirements.



✓ **Phase I (2008):**

- Construct a 5-lane bridge section over the Miami Canal on NW 107th Avenue.
- Construct a 3-lane section for NW 138th Street from NW 113th Avenue Road to the FEC Railroad.
- Construct a 4-lane section along NW 107th Avenue from SR-25 (Okeechobee Road) to NW 127th Street.
- Convert the intersections of NW 113th Avenue Road with NW 138th Street and NW 127th Street and NW 107th Avenue to 4-way stop control.
- Provide dual left turn lanes on the southeast bound approach at SR-25 (Okeechobee Road) and NW 138th Street Intersection.
- Coordinate the traffic signals along SR-25 (Okeechobee Road), at NW 138th Street and NW 107th Avenue.

✓ **Phase II (2018):**

- Construct a 3-Lane section for NW South River Dr. from NW 127th Street to NW 121st Way. Assumes that this connects to the 3-lane section constructed under the recommendations outlined in the first study for NW South River Drive.
- Widen the bridge at NW 138th Street and SR-25 (Okeechobee Road) intersection from a 5-lane section to a 6-lane section to enable the addition of an exclusive right turn lane on the northeast bound approach.
- Widen the bridge at the NW 121st Way and SR-25 (Okeechobee Road) intersection from a 5-lane section to a 6-lane section to enable the addition of an additional left turn lanes on the northeast bound approach.
- Provide channelization of the right turn lane on the southwest bound approach at SR-25 (Okeechobee Road) and NW 138th Street Intersection.

✓ **Phase III (2028):**

- Expand NW 138th Street to a 4-lane section from NW 113th Avenue Road to the FEC Railroad
- Widen NW South River Drive to a 4-Lane section from NW 107th Avenue to NW 121st Way. This is consistent with the previous study.
- Provide traffic signals at NW 113th Avenue Road with NW 138th Street and NW 127th Street with NW 107th Avenue intersections.
- Support FDOT efforts to provide a Grade separation of SR-25 (Okeechobee Road) over NW 138th street. The difference from the FDOT Action plan is elevating all the through lanes on SR-25 (Okeechobee Road) through the use



of a SPUI – Single Point Urban Interchange. This configuration allows for through movements and turning movements for NW 138th Street to occur beneath the structure thus accommodating more signal green time for these movements. The SR-25 Okeechobee Road through lanes would move traffic continuously above NW 138th Street. Access ramps would be provided on either side of SR-25 Okeechobee Road (similar to an interchange) to provide access to and from NW 138th Street onto SR-25 Okeechobee Road.

✓ **Other Issues**

- NW 107th Avenue is planned to be extended from 122nd Street to NW 106th Street based on the 2032 Miami Urban Area Transportation Model (MUATS). The construction of this extension is expected to transform this arterial to a major north-south connector within the project area. Miami-Dade County is in the process of developing a planning study for potential improvements for NW 107th Avenue from NW 138th Street to NW 106th street. The expansion of the NW 107th Avenue corridor will require at least a four lane facility which will affect the two-lane grade separation at the FEC railroad adjacent to NW 122nd Avenue. In addition the elevated intersection of NW 122nd Street and NW 107th Avenue will need to be expanded to incorporate NW 122nd Way. This will require a new grade separation over the FEC railroad for NW 122nd Way. The widening of NW 107th Avenue to a four lane facility will also affect the service roads at NW 122nd Street currently accessing the adjacent properties. Access to these properties will need to be addressed. These concerns should be addressed within the contents of the Miami-Dade County planning studies. In addition, the MUATS model needs to be carefully reviewed and updated in this area to provide a better reflection of the area network and trip distribution. This is beyond the scope of this current study.

Appendix (A)

EXISTING TRAFFIC CHARACTERISTICS

MINOR ARTERIALS AND COLLECTORS

Road Link	ADT	AM K	PM K	Daily D	Recommended K	Recommended D	SF	ACF	AADT	DDHV
Nw 121st Way Btwn 122nd Street & South River Drive	3584	0.086	0.084	0.5496	0.089	0.560	1.03	0.97	3581	178
Nw 115th Avenue South Of Nw 138th Street	1213	0.084	0.134	0.5037	0.089	0.560	1.03	0.97	1212	60
South River Drive South Of Nw 121st Way	2221	0.081	0.094	0.502	0.089	0.560	1.03	0.97	2219	110
Nw 122nd Street West Of Nw 107th Ave	2010	0.075	0.082	0.5024	0.089	0.560	1.03	0.97	2008	100
Nw 107th Avenue South Of Okeechobee Road	4738	0.082	0.084	0.5124	0.089	0.560	1.03	0.97	4734	236
Nw 122nd Street West Of South River Drive	1146	0.091	0.080	0.5803	0.089	0.560	1.03	0.97	1145	57
Nw 138th Street East Of Service Road	364	0.096	0.104	0.5247	0.089	0.560	1.03	0.97	364	18
Nw 113th Ct Btwn Nw 131st Street & Nw 128th Street	2195	0.104	0.090	0.5508	0.089	0.560	1.03	0.97	2193	109
Nw 107th Ct Btwn Nw 131st Street & Nw 128th Street	893	0.105	0.111	0.5409	0.089	0.560	1.03	0.97	892	44
Nw 138th Street South Of Okeechobee Road	4821	0.095	0.089	0.5081	0.089	0.560	1.03	0.97	4817	240
Nw 107th Avenue North Of Nw 122nd Street	3107	0.105	0.092	0.5179	0.089	0.560	1.03	0.97	3104	155
MIN		0.075	0.080	0.502						
AVERAGE		0.091	0.095	0.527						
MAX		0.105	0.134	0.580						

PRINCIPAL ARTERIAL

Road Link	ADT	AM K	PM K	Daily D	Recommended K	Recommended D	SF	ACF	AADT	DDHV
Okeechobee Road North Of 138th Street	28302	0.093	0.080	50.6%	0.090	0.533	1.03	0.97	28276	1359
Okeechobee Road North Of 107th Avenue	21455	0.093	0.077	50.5%	0.090	0.533	1.03	0.97	21436	1030
Okeechobee Road South Of 121st Way	22782	0.090	0.078	53.3%	0.090	0.533	1.03	0.97	22761	1094
MIN		0.090	0.077	50.5%						
AVERAGE		0.092	0.078	51.5%						
MAX		0.093	0.080	53.3%						

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COUNTY : MIAMI-DADE

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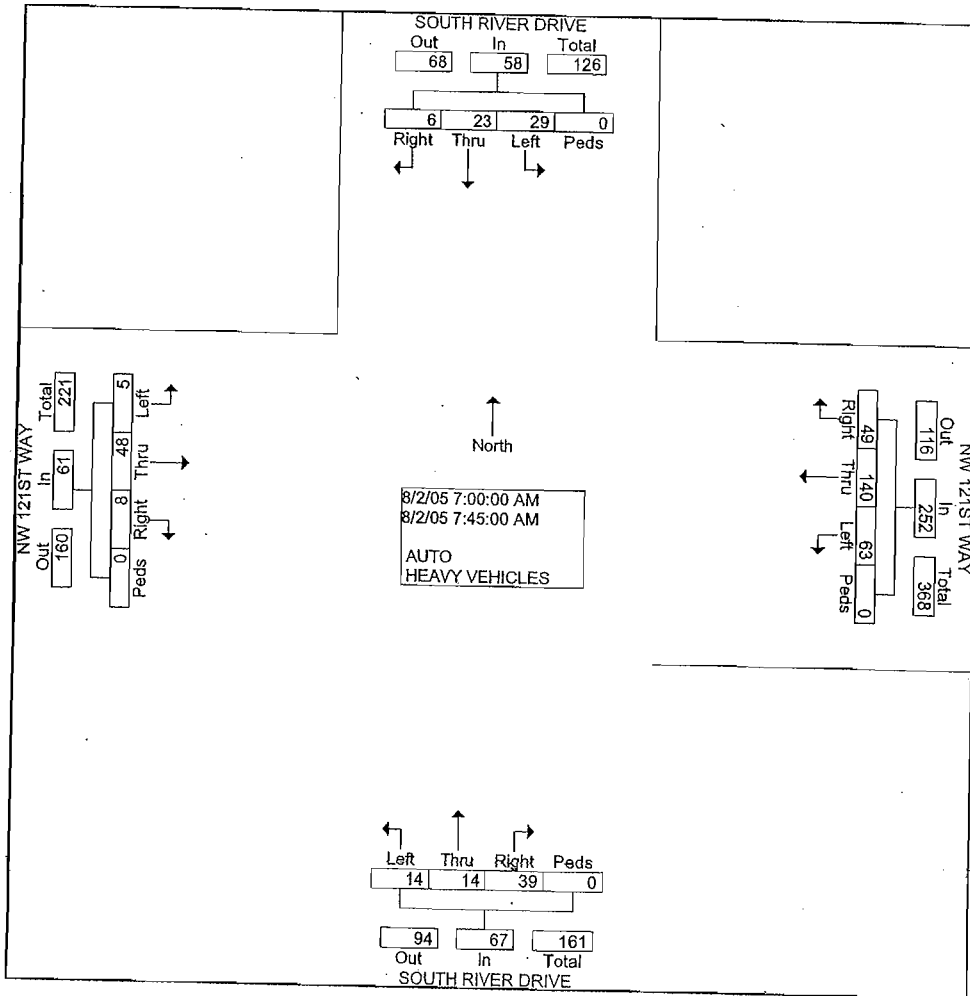
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Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	4	3	8	0	8	44	17	0	9	6	7	0	2	9	1	0	118
07:15 AM	2	7	7	0	8	31	17	0	5	4	3	0	2	13	1	0	100
07:30 AM	0	6	9	0	21	29	15	0	12	0	3	0	0	11	1	0	107
07:45 AM	0	7	5	0	12	36	14	0	13	4	1	0	4	15	2	0	113
Total	6	23	29	0	49	140	63	0	39	14	14	0	8	48	5	0	438
08:00 AM	1	5	4	0	11	29	15	0	7	6	6	0	1	12	0	0	97
08:15 AM	0	3	6	0	6	11	20	0	13	11	2	0	5	16	0	0	93
08:30 AM	0	5	8	0	13	20	18	0	12	6	6	0	2	13	1	0	104
08:45 AM	3	10	9	0	10	17	7	0	9	7	2	0	2	15	2	0	93
Total	4	23	27	0	40	77	60	0	41	30	16	0	10	56	3	0	387
04:00 PM	1	6	4	0	2	9	8	0	16	8	6	0	6	21	0	0	87
04:15 PM	1	7	8	0	10	7	8	0	18	1	0	0	8	49	1	0	118
04:30 PM	0	11	15	0	3	13	8	0	17	6	1	0	3	38	2	0	117
04:45 PM	0	4	13	0	6	13	8	0	15	3	1	0	5	41	2	0	111
Total	2	28	40	0	21	42	32	0	66	18	8	0	22	149	5	0	433
05:00 PM	0	2	20	0	10	9	5	0	21	3	0	0	11	64	2	0	147
05:15 PM	1	5	13	0	7	4	7	0	15	6	0	0	7	46	1	0	112
05:30 PM	0	3	15	0	7	10	5	0	23	1	0	0	0	20	1	0	85
05:45 PM	0	5	4	0	5	6	3	0	7	5	6	0	0	15	0	0	56
Total	1	15	52	0	29	29	20	0	66	15	6	0	18	145	4	0	400
Grand Total	13	89	148	0	139	288	175	0	212	77	44	0	58	398	17	0	1658
Approch %	5.2	35.6	59.2	0.0	23.1	47.8	29.1	0.0	63.7	23.1	13.2	0.0	12.3	84.1	3.6	0.0	
Total %	0.8	5.4	8.9	0.0	8.4	17.4	10.6	0.0	12.8	4.6	2.7	0.0	3.5	24.0	1.0	0.0	

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	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection 07:00 AM																					
Volume	6	23	29	0	58	49	140	63	0	252	39	14	14	0	67	8	48	5	0	61	438
Percent	10.3	39.7	50.0	0.0		19.4	55.6	25.0	0.0		58.2	20.9	20.9	0.0		13.1	78.7	8.2	0.0		
07:00																					
Volume	4	3	8	0	15	8	44	17	0	69	9	6	7	0	22	2	9	1	0	12	118
Peak Factor																					
High Int. 07:15 AM						07:00 AM					07:00 AM					07:45 AM					0.928
Volume	2	7	7	0	16	8	44	17	0	69	9	6	7	0	22	4	15	2	0	21	
Peak Factor					0.906					0.913					0.761					0.726	

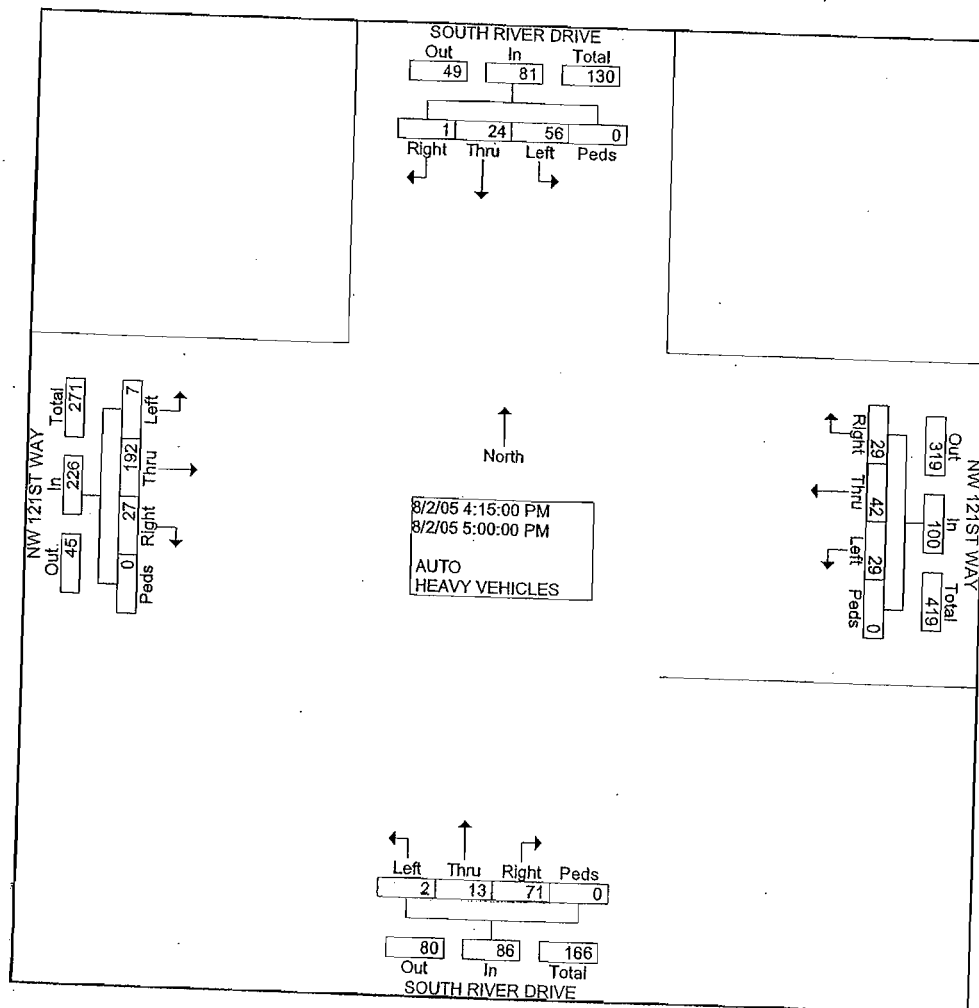


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	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 04:15 PM	1	24	56	0	81	29	42	29	0	100	71	13	2	0	86	27	192	7	0	226	493
Volume	1	24	56	0	81	29	42	29	0	100	71	13	2	0	86	27	192	7	0	226	
Percent	1.2	29.6	69.1	0.0		29.0	42.0	29.0	0.0		82.6	15.1	2.3	0.0		11.9	85.0	3.1	0.0		
05:00	0	2	20	0	22	10	9	5	0	24	21	3	0	0	24	11	64	2	0	77	147
Volume	0	2	20	0	22	10	9	5	0	24	21	3	0	0	24	11	64	2	0	77	
Peak Factor																					
High Int. 04:30 PM						04:45 PM					04:30 PM					05:00 PM					0.838
Volume	0	11	15	0	26	6	13	8	0	27	17	6	1	0	24	11	64	2	0	77	
Peak Factor					0.779					0.926					0.896					0.734	



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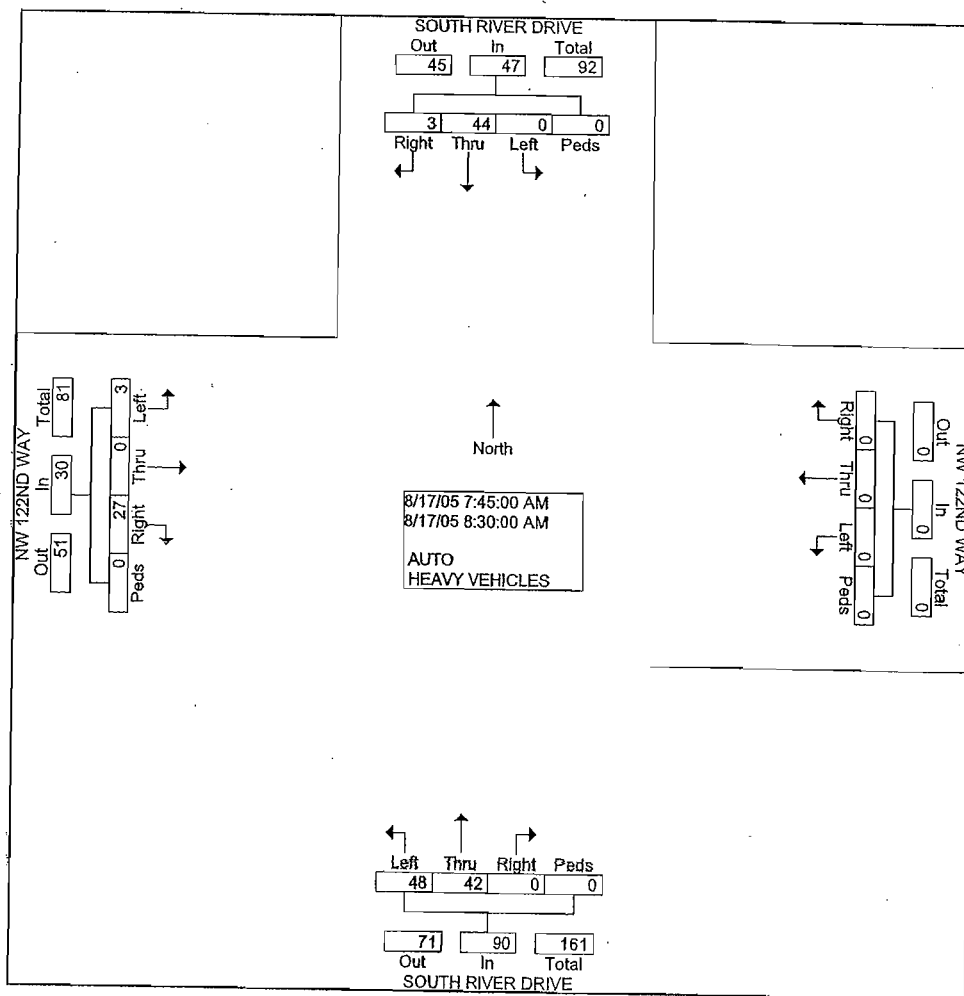
Start Time Factor	SOUTH RIVER DRIVE From North				NW 122ND WAY From East				SOUTH RIVER DRIVE From South				NW 122ND WAY From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	1	7	0	0	0	0	0	0	0	7	13	0	6	0	0	0	
07:15 AM	0	10	0	0	0	0	0	0	0	7	12	0	7	0	0	0	34
07:30 AM	0	12	0	0	0	0	0	0	0	10	13	0	4	0	1	0	36
07:45 AM	2	8	0	0	0	0	0	0	0	12	6	0	7	0	2	0	40
Total	3	37	0	0	0	0	0	0	0	36	44	0	24	0	3	0	37
08:00 AM	0	13	0	0	0	0	0	0	0	10	9	0	3	0	1	0	147
08:15 AM	1	14	0	0	0	0	0	0	0	9	17	0	9	0	0	0	36
08:30 AM	0	9	0	0	0	0	0	0	0	11	16	0	8	0	0	0	50
08:45 AM	1	10	0	0	0	0	0	0	0	5	18	0	3	0	0	0	44
Total	2	46	0	0	0	0	0	0	0	35	60	0	23	0	1	0	37
04:00 PM	0	13	0	0	0	0	0	0	0	7	7	0	6	0	2	0	
04:15 PM	1	11	0	0	0	0	0	0	0	7	10	0	5	0	0	0	35
04:30 PM	0	9	0	0	0	0	0	0	0	6	6	0	8	0	0	0	34
04:45 PM	1	14	0	0	0	0	0	0	0	10	7	0	6	0	1	0	29
Total	2	47	0	0	0	0	0	0	0	30	30	0	25	0	3	0	39
05:00 PM	0	14	0	0	0	0	0	0	0	3	13	0	11	0	2	0	137
05:15 PM	0	11	0	0	0	0	0	0	0	5	1	0	2	0	0	0	43
05:30 PM	0	11	0	0	0	0	0	0	0	8	11	0	7	0	0	0	19
05:45 PM	2	13	0	0	0	0	0	0	0	3	5	0	4	0	0	0	37
Total	2	49	0	0	0	0	0	0	0	19	30	0	24	0	2	0	27
Grand Total	9	179	0	0	0	0	0	0	0	120	164	0	96	0	9	0	126
Approch %	4.8	95.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.3	57.7	0.0	91.4	0.0	8.6	0.0	577
Total %	1.6	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.8	28.4	0.0	16.6	0.0	1.6	0.0	

CROSSROADS ENGINEERING DATA, INC.
13284 SW 120TH ST,
MIAMI, FLORIDA 33186
305-233-3997

CLIENT : C3TS
B NO : 2005-38 WO 2
PROJECT: TOWN OF MEDLEY
COUNTY : MIAMI-DADE

File Name : SRD&122ND
Site Code : 00000123
Start Date : 08/17/2005
Page No : 2

Start Time	SOUTH RIVER DRIVE From North					NW 122ND WAY From East					SOUTH RIVER DRIVE From South					NW 122ND WAY From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection 07:45 AM	3	44	0	0	47	0	0	0	0	0	0	42	48	0	90	27	0	3	0	30	167
Volume	3	44	0	0	47	0	0	0	0	0	0	42	48	0	90	27	0	3	0	30	167
Percent	6.4	93.6	0.0	0.0		0.0	0.0	0.0	0.0		0.0	46.7	53.3	0.0		90.0	0.0	10.0	0.0		
08:15	1	14	0	0	15	0	0	0	0	0	0	9	17	0	26	9	0	0	0	9	50
Volume	1	14	0	0	15	0	0	0	0	0	0	9	17	0	26	9	0	0	0	9	50
Peak Factor																					0.835
High Int. 08:15 AM						6:45:00 AM					08:30 AM					07:45 AM					
Volume	1	14	0	0	15	0	0	0	0	0	0	11	16	0	27	7	0	2	0	9	
Peak Factor					0.783										0.833					0.833	

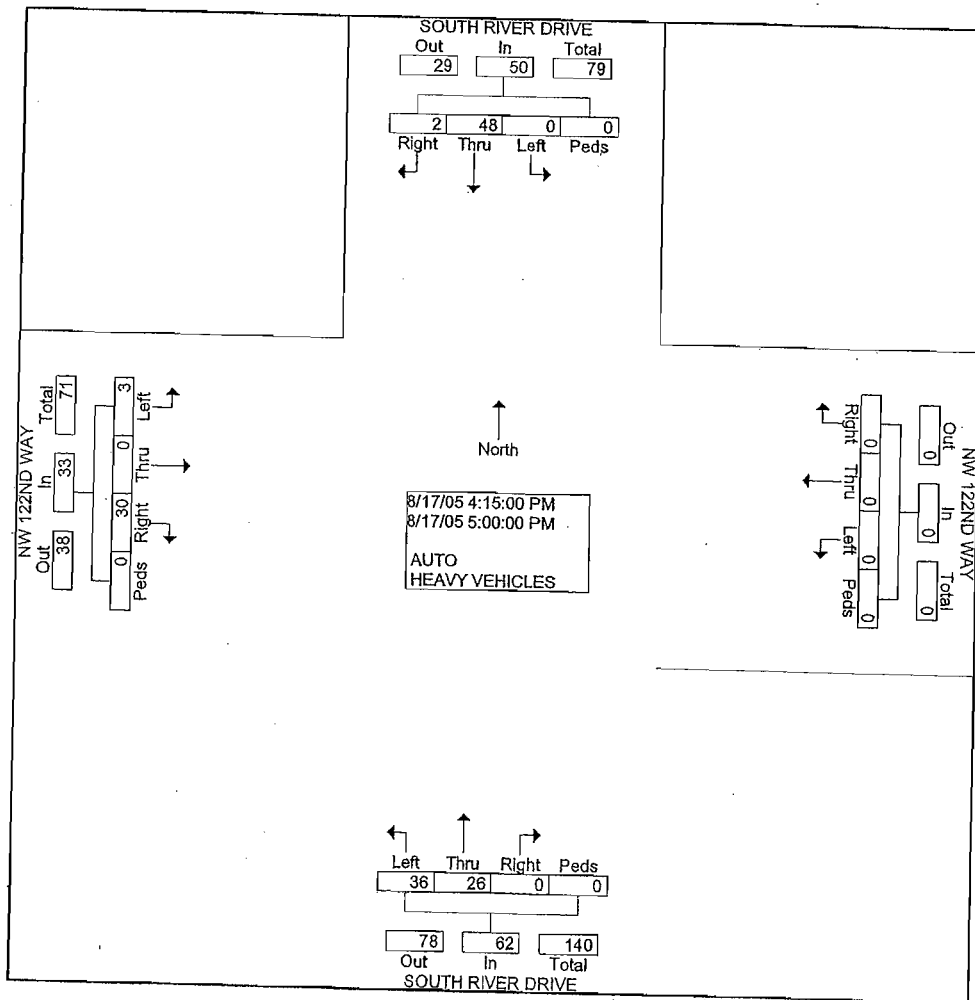


CROSSROADS ENGINEERING DATA, INC.
13284 SW 120TH ST,
MIAMI, FLORIDA 33186
305-233-3997

CLIENT : C3TS
JOB NO : 2005-38 WO 2
PROJECT: TOWN OF MEDLEY
COUNTY : MIAMI-DADE

File Name : SRD&122ND
Site Code : 00000123
Start Date : 08/17/2005
Page No : 3

Start Time	SOUTH RIVER DRIVE From North					NW 122ND WAY From East					SOUTH RIVER DRIVE From South					NW 122ND WAY From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 04:15 PM																					
Volume	2	48	0	0	50	0	0	0	0	0	0	26	36	0	62	30	0	3	0	33	145
Percent	4.0	96.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	41.9	58.1	0.0		90.9	0.0	9.1	0.0		
05:00																					
Volume	0	14	0	0	14	0	0	0	0	0	0	3	13	0	16	11	0	2	0	13	43
Peak Factor																					
High Int. 04:45 PM											04:15 PM										0.843
Volume	1	14	0	0	15	0	0	0	0	0	0	7	10	0	17	05:00 PM					
Peak Factor					0.833										0.912	11	0	2	0	13	0.635



CLIENT : C3TS

DB NO : 2005-38

PROJECT: NW SOUTH RIVER DRIVE CORRIDOR

COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING
13501 SW 128TH STREET SUITE 101
MIAMI, FLORIDA 33186
305-233-3997

File Name : NW107&OKEE

Site Code : 21222324

Start Date : 04/14/2005

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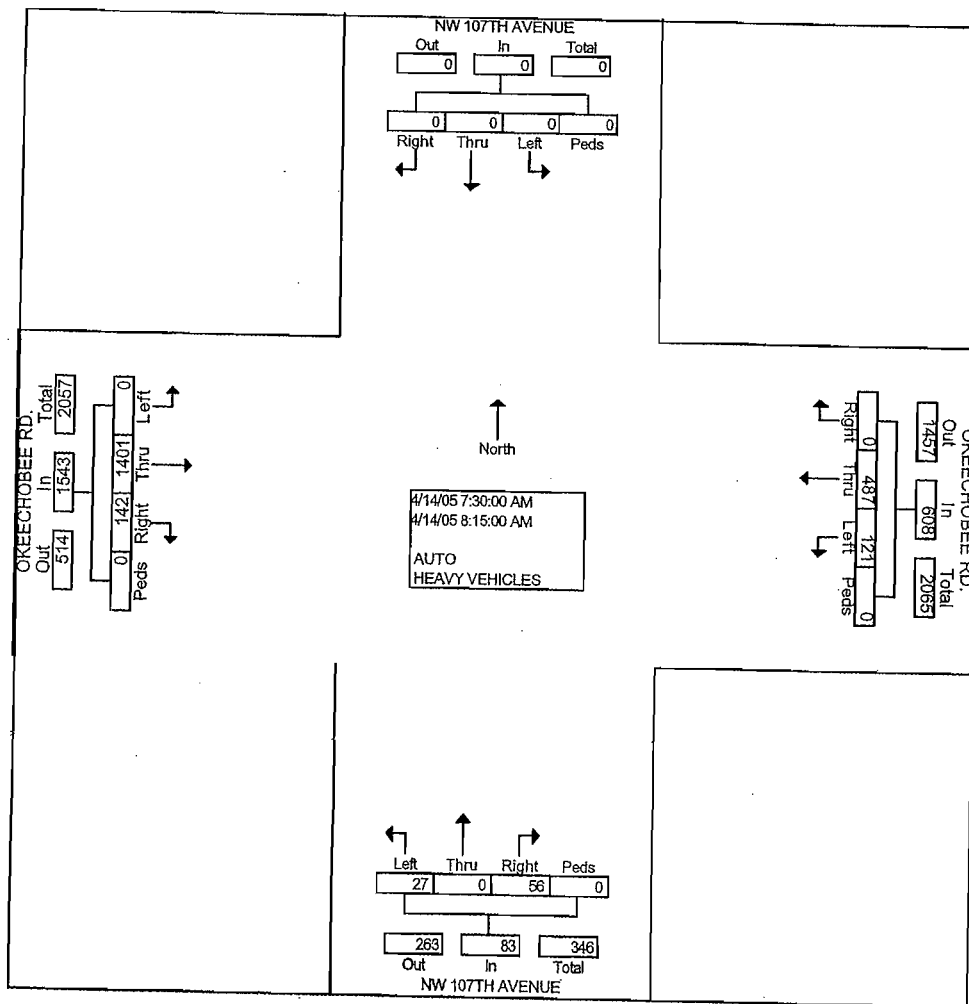
Groups Printed- AUTO - HEAVY VEHICLES

Start Time	NW 107TH AVENUE From North				OKEECHOBEE RD. From East				NW 107TH AVENUE From South				OKEECHOBEE RD. From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:00 AM	0	0	0	0	0	131	31	0	3	0	9	0	8	108	0	0	290
06:15 AM	0	0	0	0	0	146	22	0	0	0	8	0	13	142	0	0	331
06:30 AM	0	0	0	0	0	153	27	0	9	0	11	0	21	215	0	0	436
06:45 AM	0	0	0	0	0	120	39	0	5	0	5	0	37	230	1	0	437
Total	0	0	0	0	0	550	119	0	17	0	33	0	79	695	1	0	1494
07:00 AM	0	0	0	0	0	121	26	0	19	0	8	0	19	285	0	0	478
07:15 AM	0	0	0	0	0	113	27	0	17	0	1	0	21	317	0	0	496
07:30 AM	0	0	0	0	0	109	36	0	11	0	7	0	33	352	0	0	548
07:45 AM	0	0	0	0	0	140	31	0	14	0	6	0	42	365	0	0	598
Total	0	0	0	0	0	483	120	0	61	0	22	0	115	1319	0	0	2120
08:00 AM	0	0	0	0	0	117	28	0	19	0	9	0	32	354	0	0	559
08:15 AM	0	0	0	0	0	121	26	0	12	0	5	0	35	330	0	0	529
08:30 AM	0	0	0	0	0	110	21	0	19	0	8	0	23	310	0	0	491
08:45 AM	0	0	0	0	0	109	25	0	29	1	6	0	17	289	0	0	476
Total	0	0	0	0	0	457	100	0	79	1	28	0	107	1283	0	0	2055
*** BREAK ***																	
11:00 AM	0	0	0	0	0	119	24	0	33	0	8	0	10	153	0	0	347
11:15 AM	0	0	0	0	0	129	27	0	43	0	16	0	15	160	0	0	390
11:30 AM	0	0	0	0	0	119	20	0	27	0	12	0	9	142	0	0	329
11:45 AM	0	0	0	0	0	131	22	0	33	0	15	0	15	139	0	0	355
Total	0	0	0	0	0	498	93	0	136	0	51	0	49	594	0	0	1421
12:00 PM	0	0	0	0	0	140	21	0	62	0	11	0	13	145	0	0	392
12:15 PM	0	0	0	0	0	116	31	0	29	0	8	0	15	139	0	0	338
12:30 PM	0	0	0	0	0	146	39	0	18	0	9	0	7	139	0	0	358
12:45 PM	0	0	0	0	0	128	46	0	35	0	12	0	9	140	0	0	370
Total	0	0	0	0	0	530	137	0	144	0	40	0	44	563	0	0	1458
*** BREAK ***																	
03:30 PM	0	0	0	0	0	150	19	0	39	0	16	0	19	129	0	0	372
03:45 PM	0	0	0	0	0	157	18	0	21	0	22	0	10	175	0	0	403
Total	0	0	0	0	0	307	37	0	60	0	38	0	29	304	0	0	775
04:00 PM	0	0	0	0	0	186	16	0	36	0	19	0	11	197	0	0	465
04:15 PM	0	0	0	0	0	187	15	0	30	0	17	0	7	139	0	0	395
04:30 PM	0	0	0	0	0	188	8	0	34	0	14	0	12	171	0	0	427
04:45 PM	0	0	0	0	0	229	11	0	19	0	21	0	11	145	0	0	436
Total	0	0	0	0	0	790	50	0	119	0	71	0	41	652	0	0	1723
05:00 PM	0	0	0	0	0	273	11	0	34	0	40	0	7	179	0	0	544
05:15 PM	0	0	0	0	0	262	5	0	33	0	41	0	16	165	0	0	522
05:30 PM	0	0	0	0	0	217	10	0	25	0	26	0	6	188	0	0	472
05:45 PM	0	0	0	0	0	248	21	0	11	0	22	0	5	146	0	0	453
Total	0	0	0	0	0	1000	47	0	103	0	129	0	34	678	0	0	1991
06:00 PM	0	0	0	0	0	251	21	0	16	0	34	0	13	136	0	0	471
06:15 PM	0	0	0	0	0	178	20	0	11	0	19	0	11	129	0	0	368
Grand Total	0	0	0	0	0	5044	744	0	746	1	465	0	522	6353	1	0	13876
Approch %	0.0	0.0	0.0	0.0	0.0	87.1	12.9	0.0	61.6	0.1	38.4	0.0	7.6	92.4	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	36.4	5.4	0.0	5.4	0.0	3.4	0.0	3.8	45.8	0.0	0.0	

CROSSROADS ENGINEERING
13501 SW 128TH STREET SUITE 101
MIAMI, FLORIDA 33186
305-233-3997

File Name : NW107&OKEE
Site Code : 21222324
Start Date : 04/14/2005
Page No : 2

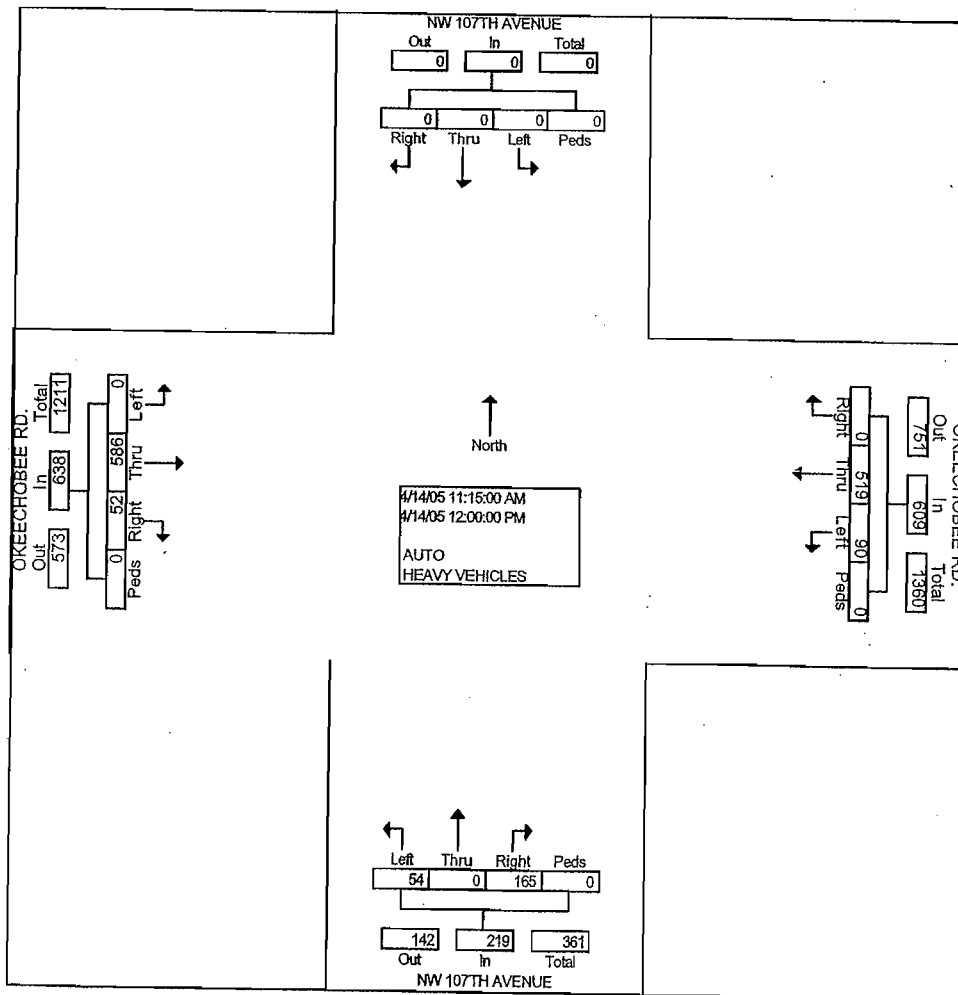
	NW 107TH AVENUE From North					OKEECHOBEE RD. From East					NW 107TH AVENUE From South					OKEECHOBEE RD. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection 07:30 AM																					
Volume	0	0	0	0	0	0	487	121	0	608	56	0	27	0	83	142	140	0	0	1543	2234
Percent	0.0	0.0	0.0	0.0		0.0	80.1	19.9	0.0		67.5	0.0	32.5	0.0		9.2	90.8	0.0	0.0		
07:45																					
Volume	0	0	0	0	0	0	140	31	0	171	14	0	6	0	20	42	365	0	0	407	598
Peak Factor																					0.934
High Int. 5:45:00 AM						07:45 AM					08:00 AM					07:45 AM					
Volume	0	0	0	0	0	0	140	31	0	171	19	0	9	0	28	42	365	0	0	407	
Peak Factor										0.889					0.741					0.948	



CROSSROADS ENGINEERING
13501 SW 128TH STREET SUITE 101
MIAMI, FLORIDA 33186
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File Name : NW107&OKEE
Site Code : 21222324
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Page No : 3

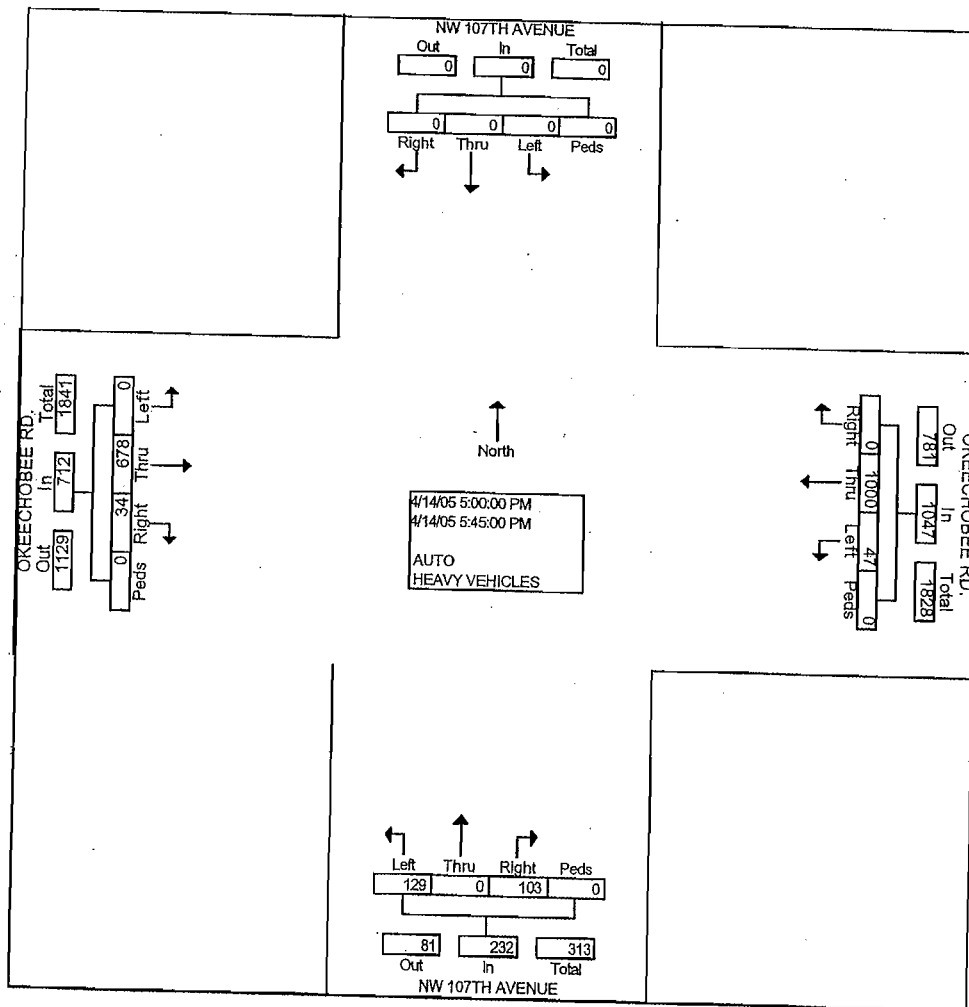
	NW 107TH AVENUE From North					OKEECHOBEE RD. From East					NW 107TH AVENUE From South					OKEECHOBEE RD. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Intersection 11:15 AM																					
Volume	0	0	0	0	0	0	519	90	0	609	165	0	54	0	219	52	586	0	0	638	1466
Percent	0.0	0.0	0.0	0.0		0.0	85.2	14.8	0.0		75.3	0.0	24.7	0.0		8.2	91.8	0.0	0.0		
12:00																					
Volume	0	0	0	0	0	0	140	21	0	161	62	0	11	0	73	13	145	0	0	158	392
Peak																					
Factor																					0.935
High Int.						12:00 PM					12:00 PM					11:15 AM					
Volume	0	0	0	0	0	0	140	21	0	161	62	0	11	0	73	15	160	0	0	175	
Peak																					
Factor										0.946					0.750					0.911	



CROSSROADS ENGINEERING
13501 SW 128TH STREET SUITE 101
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305-233-3997

File Name : NW107&OKEE
Site Code : 21222324
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Page No : 4

	NW 107TH AVENUE From North					OKEECHOBEE RD. From East					NW 107TH AVENUE From South					OKEECHOBEE RD. From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Intersection 05:00 PM																					
Volume	0	0	0	0	0	0	100	47	0	1047	103	0	129	0	232	34	678	0	0	712	1991
Percent	0.0	0.0	0.0	0.0		0.0	95.5	4.5	0.0		44.4	0.0	55.6	0.0		4.8	95.2	0.0	0.0		
05:00																					
Volume	0	0	0	0	0	0	273	11	0	284	34	0	40	0	74	7	179	0	0	186	544
Peak																					
Factor																					0.915
High Int.						05:00 PM					05:00 PM					05:30 PM					
Volume	0	0	0	0	0	0	273	11	0	284	34	0	40	0	74	6	188	0	0	194	
Peak																					
Factor										0.922					0.784						0.918



CROSSROADS ENGINEERING DATA, INC.
13284 SW 120TH ST,
MIAMI, FLORIDA 33186
305-233-3997

CLIENT : C3TS
PROJECT : TOWN OF MEDLEY
COUNTY : MIAMI-DADE

File Name : 115&138
Site Code : 08020512
Start Date : 07/28/2005
Page No : 1

Groups Printed- AUTO - HEAVY VEHICLES

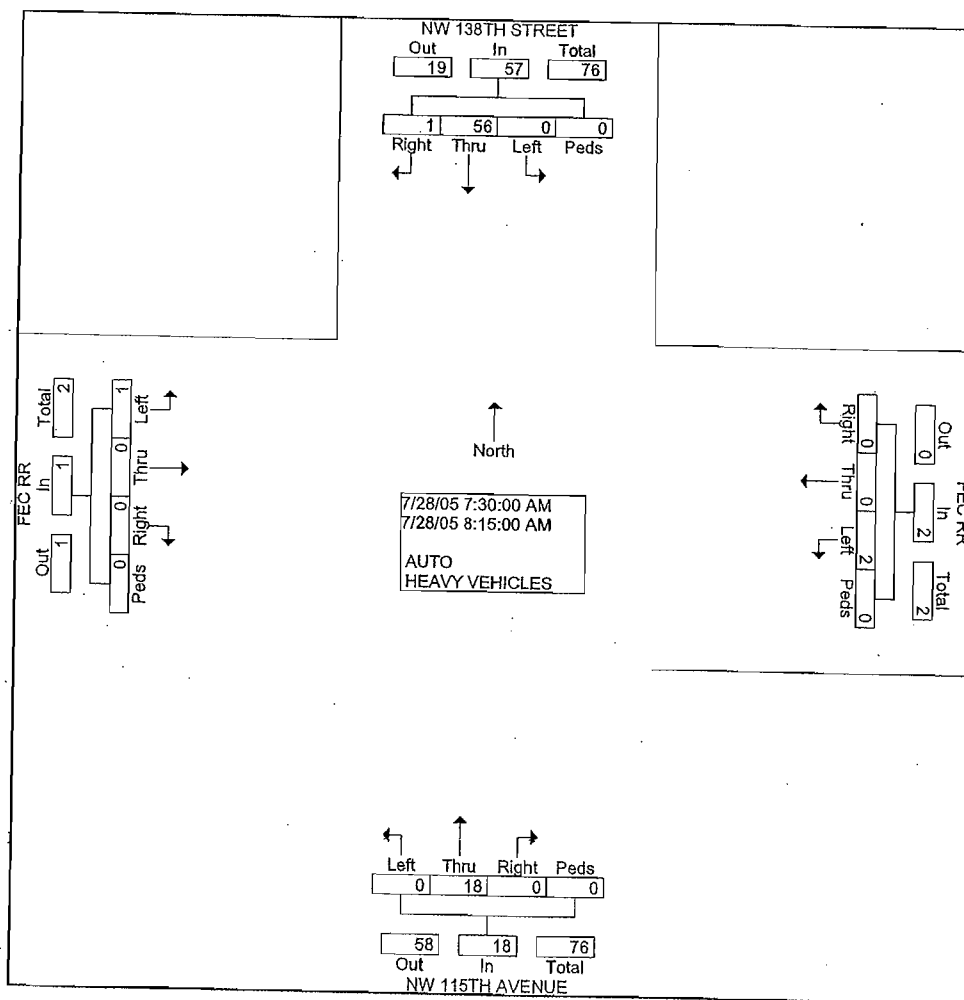
Start Time	NW 138TH STREET From North				FEC RR From East				NW 115TH AVENUE From South				FEC RR From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	13	0	0	0	0	0	0	0	3	1	0	1	0	0	0	
07:15 AM	0	10	0	0	0	0	0	0	0	2	0	0	0	0	0	0	18
07:30 AM	0	16	0	0	0	0	1	0	0	2	0	0	0	0	0	0	12
07:45 AM	0	20	0	0	0	0	0	0	0	4	0	0	0	0	0	0	19
Total	0	59	0	0	0	0	1	0	0	11	1	0	1	0	0	0	24
08:00 AM	1	14	0	0	0	0	1	0	0	5	0	0	0	0	0	0	73
08:15 AM	0	6	0	0	0	0	0	0	0	7	0	0	0	0	0	0	21
08:30 AM	0	11	0	0	0	0	0	0	0	8	0	0	0	0	1	0	14
08:45 AM	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	0	19
Total	1	37	0	0	0	0	1	0	0	21	0	0	0	0	1	0	61
04:00 PM	0	6	0	0	0	0	1	0	0	12	0	0	0	0	0	0	
04:15 PM	0	3	0	0	1	0	0	0	0	8	0	0	0	0	0	0	19
04:30 PM	0	3	0	0	0	0	0	0	0	11	0	0	0	0	0	0	12
04:45 PM	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0	0	14
Total	0	14	0	0	1	0	1	0	0	36	0	0	0	0	0	0	7
05:00 PM	0	2	0	0	1	0	0	0	0	18	0	0	0	0	0	0	52
05:15 PM	0	3	0	0	0	0	0	0	0	10	0	0	0	0	1	0	22
05:30 PM	0	2	0	0	0	0	0	0	0	10	0	0	0	0	0	0	14
05:45 PM	0	3	0	0	0	0	0	0	0	7	0	0	0	0	0	0	12
Total	0	10	0	0	1	0	0	0	0	45	0	0	0	0	2	0	12
Grand Total	1	120	0	0	2	0	3	0	0	113	1	0	1	0	5	0	
Apprch %	0.8	99.2	0.0	0.0	40.0	0.0	60.0	0.0	0.0	99.1	0.9	0.0	16.7	0.0	83.3	0.0	246
Total %	0.4	48.8	0.0	0.0	0.8	0.0	1.2	0.0	0.0	45.9	0.4	0.0	0.4	0.0	2.0	0.0	

CROSSROADS ENGINEERING DATA, INC.
13284 SW 120TH ST,
MIAMI, FLORIDA 33186
305-233-3997

CLIENT : C3TS
PROJECT : TOWN OF MEDLEY
COUNTY : MIAMI-DADE

File Name : 115&138
Site Code : 08020512
Start Date : 07/28/2005
Page No : 2

	NW 138TH STREET From North					FEC RR From East					NW 115TH AVENUE From South					FEC RR From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection 07:30 AM																					
Volume	1	56	0	0	57	0	0	2	0	2	0	18	0	0	18	0	0	1	0	1	78
Percent	1.8	98.2	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		
07:45																					
Volume	0	20	0	0	20	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	24
Peak Factor																					
High Int.	07:45 AM					07:30 AM					08:15 AM					08:15 AM					0.813
Volume	0	20	0	0	20	0	0	1	0	1	0	7	0	0	7	0	0	1	0	1	
Peak Factor					0.713					0.500					0.643					0.250	

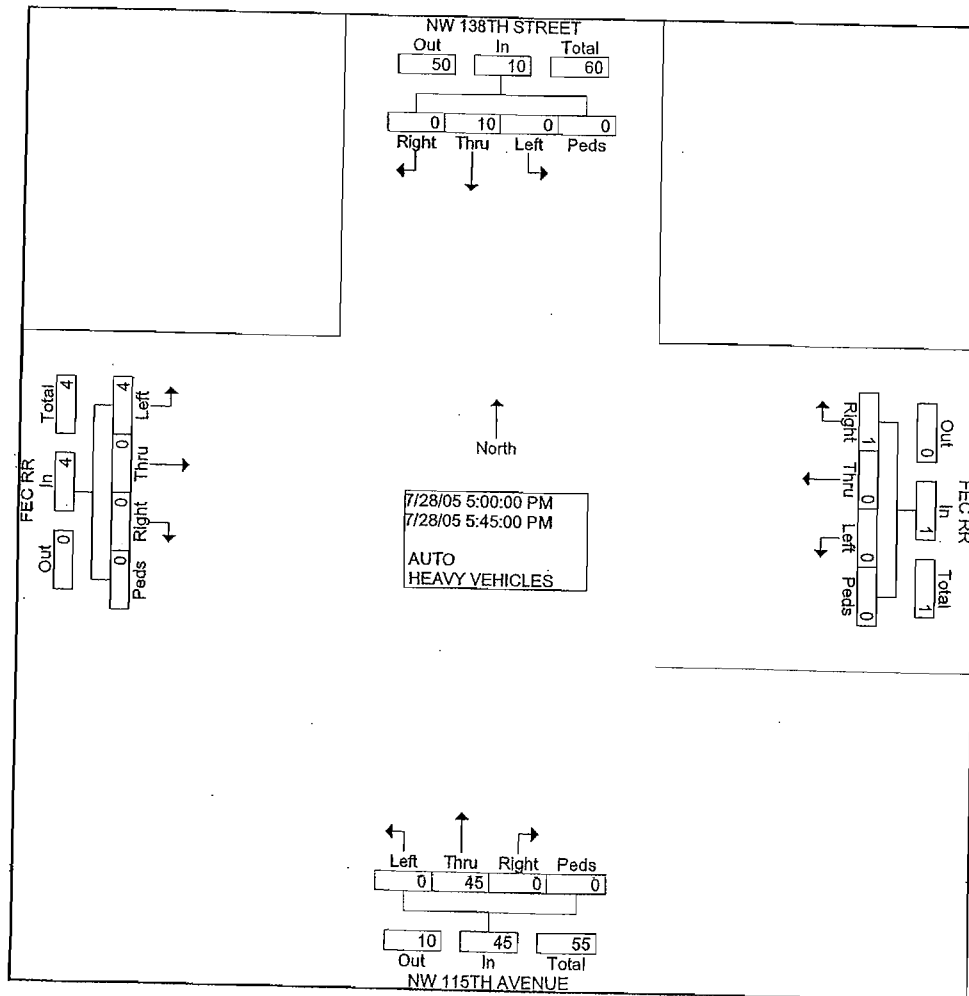


CROSSROADS ENGINEERING DATA, INC.
13284 SW 120TH ST,
MIAMI, FLORIDA 33186
305-233-3997

CLIENT : C3TS
JOB NO : 2005-38 WO 2
PROJECT: TOWN OF MEDLEY
COUNTY : MIAMI-DADE

File Name : 115&138
Site Code : 08020512
Start Date : 07/28/2005
Page No : 3

Start Time	NW 138TH STREET From North					FEC RR From East					NW 115TH AVENUE From South					FEC RR From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 05:00 PM	0	10	0	0	10	1	0	0	0	1	0	45	0	0	45	0	0	4	0	4	60
Volume	0	100	0	0	100	0	0	0	0	0	0	100	0	0	100	0	0	100	0	0	
Percent	0.0	0	0.0	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0	
05:00	0	2	0	0	2	1	0	0	0	1	0	18	0	0	18	0	0	1	0	1	22
Volume																					
Peak Factor																					
High Int. 05:15 PM	0	3	0	0	3	1	0	0	0	1	0	18	0	0	18	0	0	2	0	2	0.682
Volume																					
Peak Factor					0.833					0.250					0.625					0.500	



CROSSROADS ENGINEERING DATA, INC.
13284 SW 120TH ST,
MIAMI, FLORIDA 33186
305-233-3997

CLIENT : C3TS
B NO : 2005-38 WO 2
PROJECT: TOWN OF MEDLEY
COUNTY : MIAMI-DADE

File Name : 107&122
Site Code : 07280509
Start Date : 07/28/2005
Page No : 1

Groups Printed- AUTO - HEAVY VEHICLES

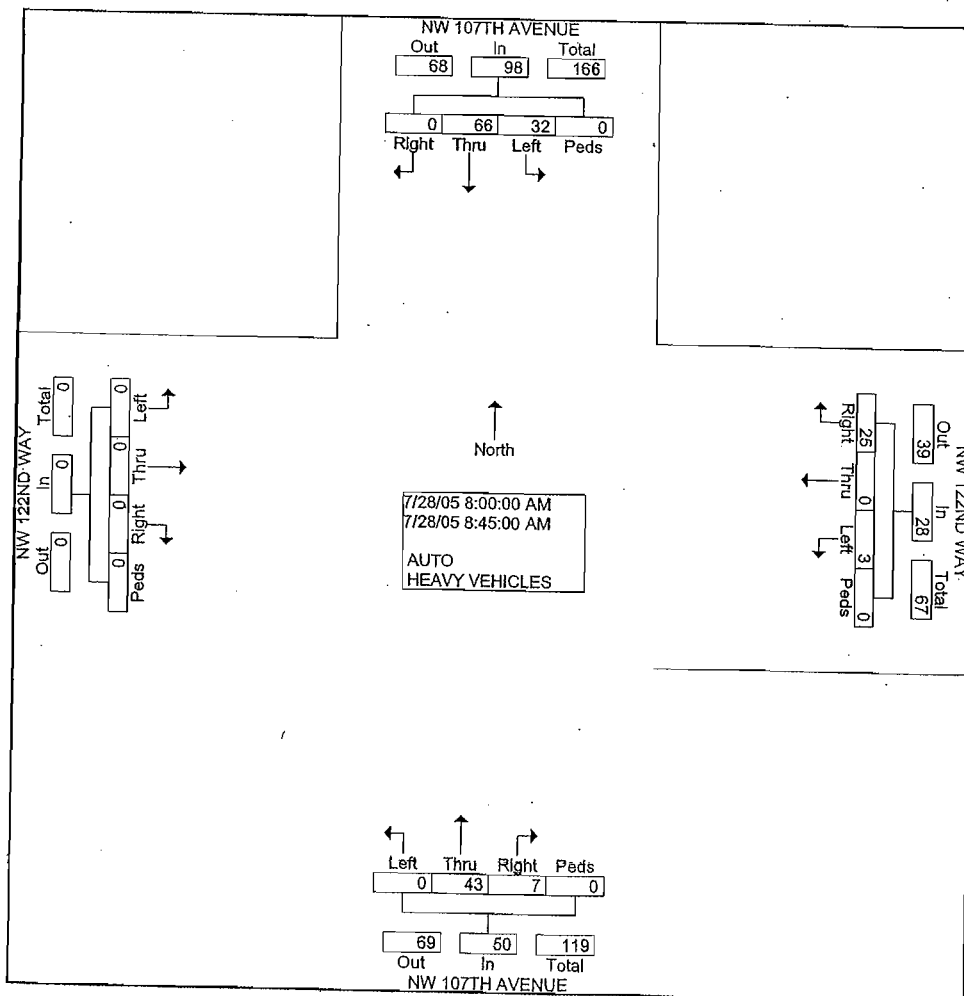
Start Time	NW 107TH AVENUE From North				NW 122ND WAY From East				NW 107TH AVENUE From South				NW 122ND WAY From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	15	11	0	7	0	3	0	0	7	0	0	1	0	0	0	
07:15 AM	0	18	11	0	6	0	1	0	2	5	0	0	0	0	0	0	44
07:30 AM	0	10	7	0	10	0	3	0	2	2	0	0	0	0	0	0	43
07:45 AM	0	23	6	0	11	0	7	0	0	2	0	0	0	0	0	0	34
Total	0	66	35	0	34	0	14	0	4	16	0	0	1	0	0	0	49
08:00 AM	0	25	7	0	5	0	0	0	1	7	0	0	0	0	0	0	170
08:15 AM	0	15	6	0	6	0	1	0	2	14	0	0	0	0	0	0	45
08:30 AM	0	9	11	0	6	0	0	0	1	8	0	0	0	0	0	0	44
08:45 AM	0	17	8	0	8	0	2	0	3	14	0	0	0	0	0	0	35
Total	0	66	32	0	25	0	3	0	7	43	0	0	0	0	0	0	52
																	176
04:00 PM	0	8	4	0	3	0	0	0	1	13	0	0	0	0	0	0	
04:15 PM	0	1	3	0	2	0	1	0	0	13	0	0	0	0	0	0	29
04:30 PM	0	7	1	0	2	0	1	0	4	11	0	0	0	0	0	0	20
04:45 PM	0	4	0	0	4	0	2	0	0	12	0	0	0	0	0	0	26
Total	0	20	8	0	11	0	4	0	5	49	0	0	0	0	0	0	22
05:00 PM	0	3	1	0	4	0	0	0	0	18	0	0	0	0	0	0	97
05:15 PM	0	5	2	0	5	0	1	0	0	14	0	0	0	0	0	0	26
05:30 PM	0	7	1	0	7	0	0	0	0	18	0	0	0	0	0	0	27
05:45 PM	0	8	1	0	4	0	0	0	0	18	0	0	0	0	0	0	33
Total	0	23	5	0	20	0	1	0	0	68	0	0	0	0	0	0	31
Grand Total	0	175	80	0	90	0	22	0	16	176	0	0	1	0	0	0	117
Apprch %	0.0	68.6	31.4	0.0	80.4	0.0	19.6	0.0	8.3	91.7	0.0	0.0	100.0	0.0	0.0	0.0	560
Total %	0.0	31.3	14.3	0.0	16.1	0.0	3.9	0.0	2.9	31.4	0.0	0.0	0.2	0.0	0.0	0.0	

CROSSROADS ENGINEERING DATA, INC.
13284 SW 120TH ST,
MIAMI, FLORIDA 33186
305-233-3997

CLIENT : C3TS
B NO : 2005-38 WO 2
PROJECT: TOWN OF MEDLEY
COUNTY : MIAMI-DADE

File Name : 107&122
Site Code : 07280509
Start Date : 07/28/2005
Page No : 2

Start Time	NW 107TH AVENUE From North					NW 122ND WAY From East					NW 107TH AVENUE From South					NW 122ND WAY From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection 08:00 AM	0	66	32	0	98	25	0	3	0	28	7	43	0	0	50	0	0	0	0	0	176
Volume	0	66	32	0	98	25	0	3	0	28	7	43	0	0	50	0	0	0	0	0	176
Percent	0.0	67.3	32.7	0.0		89.3	0.0	10.7	0.0		14.0	86.0	0.0	0.0		0.0	0.0	0.0	0.0		
08:45																					
Volume	0	17	8	0	25	8	0	2	0	10	3	14	0	0	17	0	0	0	0	0	52
Peak Factor																					
High Int. 08:00 AM						08:45 AM					08:45 AM					6:45:00 AM					0.846
Volume	0	25	7	0	32	8	0	2	0	10	3	14	0	0	17						
Peak Factor					0.766					0.700					0.735						

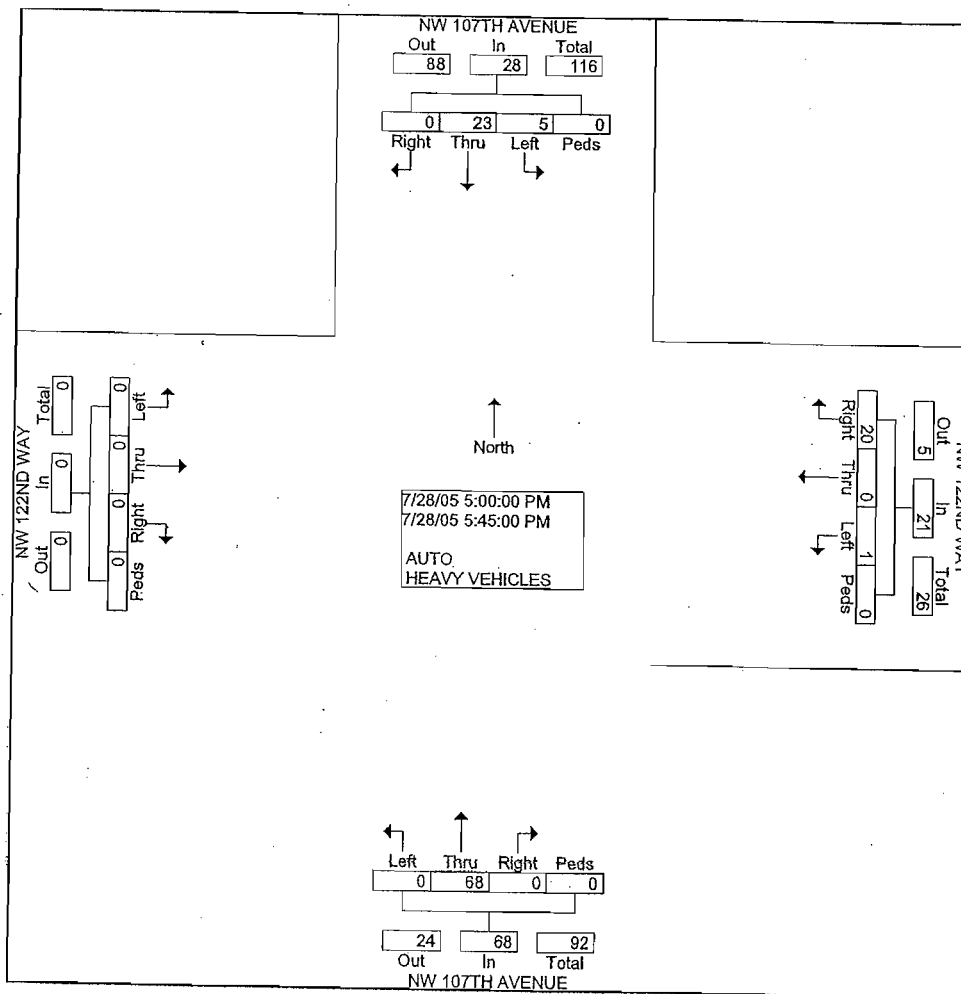


CROSSROADS ENGINEERING DATA, INC.
13284 SW 120TH ST,
MIAMI, FLORIDA 33186
305-233-3997

CLIENT : C3TS
B NO : 2005-38 WO 2
PROJECT: TOWN OF MEDLEY
COUNTY : MIAMI-DADE

File Name : 107&122
Site Code : 07280509
Start Date : 07/28/2005
Page No : 3

Start Time	NW 107TH AVENUE From North					NW 122ND WAY From East					NW 107TH AVENUE From South					NW 122ND WAY From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 05:00 PM	0	23	5	0	28	20	0	1	0	21	0	68	0	0	68	0	0	0	0	0	117
Volume	0	23	5	0	28	20	0	1	0	21	0	68	0	0	68	0	0	0	0	0	
Percent	0.0	82.1	17.9	0.0		95.2	0.0	4.8	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		
05:30 Volume	0	7	1	0	8	7	0	0	0	7	0	18	0	0	18	0	0	0	0	0	33
Peak Factor																					
High Int. 05:45 PM						05:30 PM					05:00 PM										0.886
Volume	0	8	1	0	9	7	0	0	0	7	0	18	0	0	18						
Peak Factor					0.778					0.750					0.944						



CROSSROADS ENGINEERING DATA, INC.
13284 SW 120TH ST,
MIAMI, FLORIDA 33186
305-233-3997

CLIENT : C3TS
B NO : 2005-38 WO 2
OBJECT: TOWN OF MEDLEY
COUNTY : MIAMI-DADE

File Name : 107&128
Site Code : 00802056
Start Date : 08/02/2005
Page No : 1

Groups Printed- AUTO - HEAVY VEHICLES

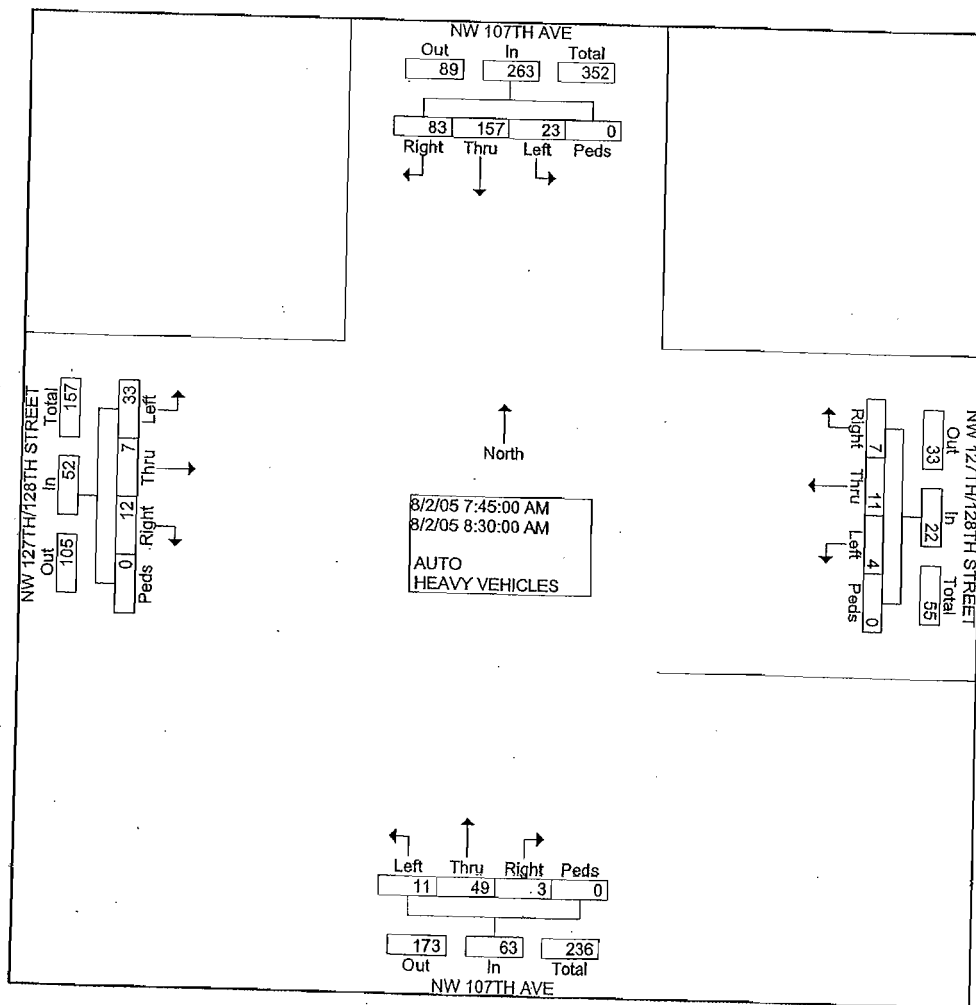
Start Time	NW 107TH AVE From North				NW 127TH/128TH STREET From East				NW 107TH AVE From South				NW 127TH/128TH STREET From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	11	24	7	0	4	3	1	0	1	11	8	0	5	1	9	0	85
07:15 AM	12	33	10	0	3	1	0	0	1	7	2	0	3	1	6	0	79
07:30 AM	16	30	6	0	3	0	2	0	1	15	7	0	3	1	7	0	91
07:45 AM	25	53	6	0	1	3	0	0	2	9	4	0	2	1	7	0	113
Total	64	140	29	0	11	7	3	0	5	42	21	0	13	4	29	0	368
08:00 AM	20	36	3	0	2	0	2	0	0	10	0	0	2	4	7	0	86
08:15 AM	21	35	6	0	2	2	1	0	1	17	4	0	1	0	4	0	94
08:30 AM	17	33	8	0	2	6	1	0	0	13	3	0	7	2	15	0	107
08:45 AM	21	17	6	0	2	3	1	0	3	14	3	0	3	2	18	0	93
Total	79	121	23	0	8	11	5	0	4	54	10	0	13	8	44	0	380
04:00 PM	7	9	6	0	10	2	0	0	0	21	5	0	2	1	17	0	80
04:15 PM	11	12	3	0	6	0	0	0	0	18	3	0	4	0	7	0	64
04:30 PM	6	21	5	0	7	1	0	1	5	15	1	0	2	1	19	0	84
04:45 PM	7	12	3	0	14	0	1	0	0	25	3	0	3	2	9	0	79
Total	31	54	17	0	37	3	1	1	5	79	12	0	11	4	52	0	307
05:00 PM	3	12	2	0	9	1	1	0	0	39	2	0	4	2	35	0	110
05:15 PM	9	12	3	0	6	0	1	0	1	27	1	0	5	0	16	0	81
05:30 PM	2	12	4	0	3	1	0	0	0	33	5	0	4	3	22	0	89
05:45 PM	1	14	1	0	7	2	0	0	0	20	3	0	3	0	11	0	62
Total	15	50	10	0	25	4	2	0	1	119	11	0	16	5	84	0	342
Grand Total	189	365	79	0	81	25	11	1	15	294	54	0	53	21	209	0	1397
Apprch %	29.9	57.7	12.5	0.0	68.6	21.2	9.3	0.8	4.1	81.0	14.9	0.0	18.7	7.4	73.9	0.0	
Total %	13.5	26.1	5.7	0.0	5.8	1.8	0.8	0.1	1.1	21.0	3.9	0.0	3.8	1.5	15.0	0.0	

CROSSROADS ENGINEERING DATA, INC.
13284 SW 120TH ST,
MIAMI, FLORIDA 33186
305-233-3997

CLIENT : C3TS
JOB NO : 2005-38 WO 2
PROJECT: TOWN OF MEDLEY
COUNTY : MIAMI-DADE

File Name : 107&128
Site Code : 00802056
Start Date : 08/02/2005
Page No : 2

Start Time	NW 107TH AVE From North					NW 127TH/128TH STREET From East					NW 107TH AVE From South					NW 127TH/128TH STREET From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection 07:45 AM	83	157	23	0	263	7	11	4	0	22	3	49	11	0	63	12	7	33	0	52	400
Volume	83	157	23	0	263	7	11	4	0	22	3	49	11	0	63	12	7	33	0	52	400
Percent	31.6	59.7	8.7	0.0		31.8	50.0	18.2	0.0		4.8	77.8	17.5	0.0		23.1	13.5	63.5	0.0		
07:45	25	53	6	0	84	1	3	0	0	4	2	9	4	0	15	2	1	7	0	10	113
Volume	25	53	6	0	84	1	3	0	0	4	2	9	4	0	15	2	1	7	0	10	113
Peak Factor																					
High Int. 07:45 AM						08:30 AM					08:15 AM					08:30 AM					0.885
Volume	25	53	6	0	84	2	6	1	0	9	1	17	4	0	22	7	2	15	0	24	
Peak Factor					0.783					0.611					0.716					0.542	

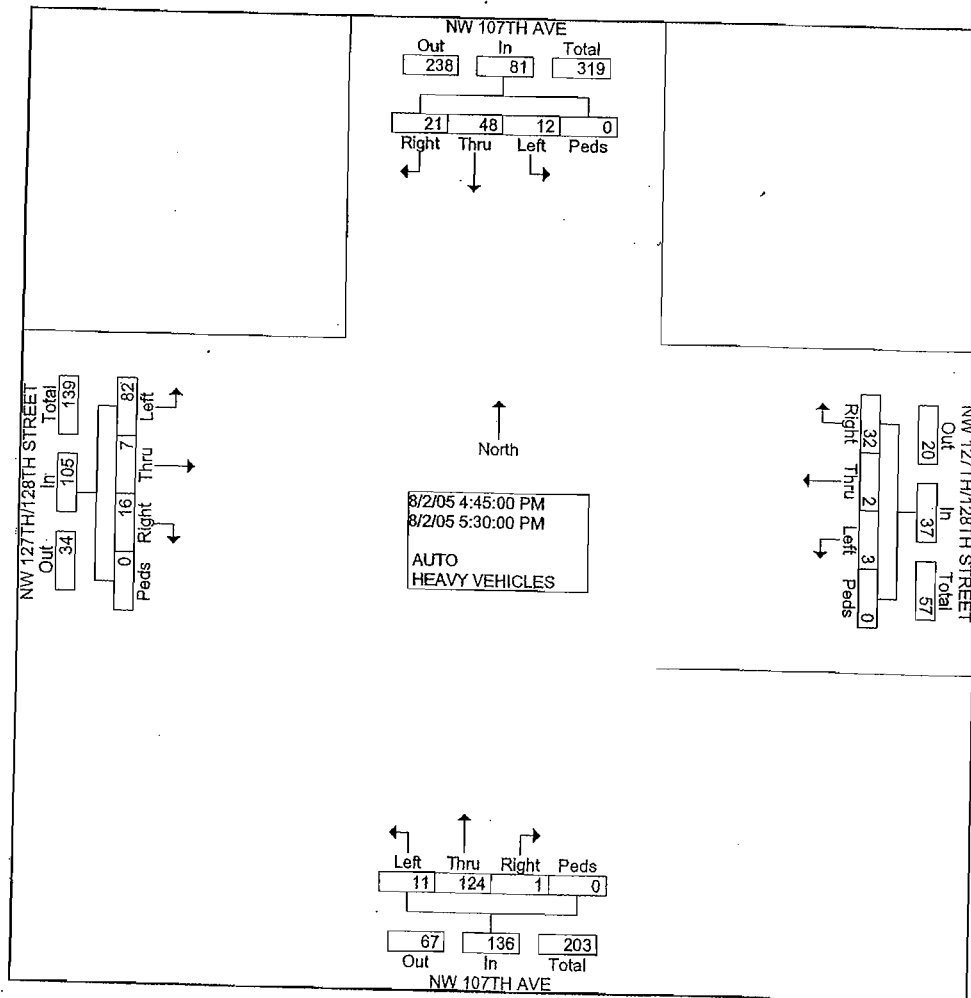


CROSSROADS ENGINEERING DATA, INC.
13284 SW 120TH ST,
MIAMI, FLORIDA 33186
305-233-3997

CLIENT : C3TS
B NO : 2005-38 WO 2
PROJECT: TOWN OF MEDLEY
COUNTY : MIAMI-DADE

File Name : 107&128
Site Code : 00802056
Start Date : 08/02/2005
Page No : 3

Start Time	NW 107TH AVE From North					NW 127TH/128TH STREET From East					NW 107TH AVE From South					NW 127TH/128TH STREET From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 04:45 PM	21	48	12	0	81	32	2	3	0	37	1	124	11	0	136	16	7	82	0	105	359
Volume	25.9	59.3	14.8	0.0		86.5	5.4	8.1	0.0		0.7	91.2	8.1	0.0		15.2	6.7	78.1	0.0		
Percent	3	12	2	0	17	9	1	1	0	11	0	39	2	0	41	4	2	35	0	41	110
Volume																					
Peak Factor																					
High Int. 05:15 PM						04:45 PM					05:00 PM					05:00 PM					0.816
Volume	9	12	3	0	24	14	0	1	0	15	0	39	2	0	41	4	2	35	0	41	
Peak Factor					0.844					0.617					0.829					0.640	



CROSSROADS ENGINEERING
13501 SW 128TH STREET SUITE 101
MIAMI, FLORIDA 33186
305-233-3997

PROJECT : C3TS
NO : 2005-38
SUBJECT : NW SOUTH RIVER DRIVE CORRIDOR
COUNTY : MIAMI-DADE

File Name : NW113&NW138
Site Code : 00419053
Start Date : 04/14/2005
Page No : 1

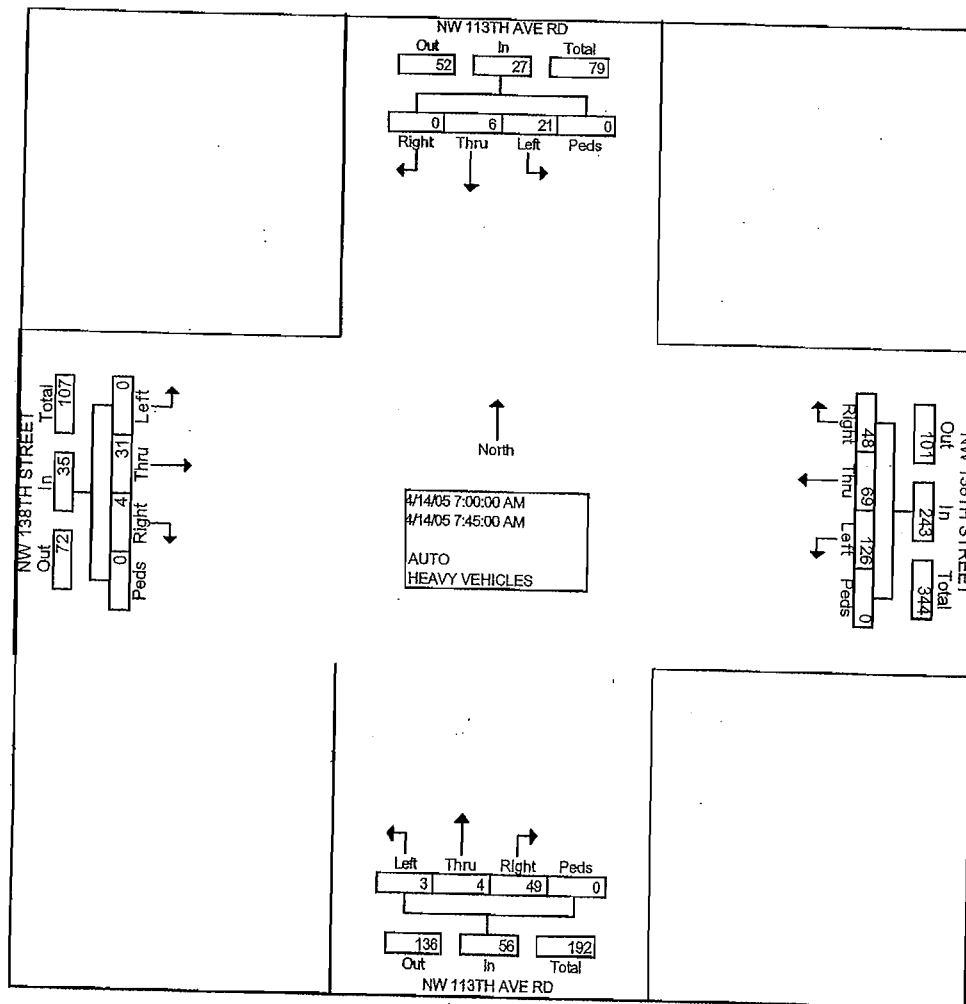
Groups Printed- AUTO - HEAVY VEHICLES

Start Time	NW 113TH AVE RD From North				NW 138TH STREET From East				NW 113TH AVE RD From South				NW 138TH STREET From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	2	8	0	8	20	25	0	15	1	1	0	1	7	0	0	88
07:15 AM	0	2	4	0	15	18	21	0	5	0	1	0	1	8	0	0	75
07:30 AM	0	1	8	0	13	13	39	0	13	3	0	0	2	12	0	0	104
07:45 AM	0	1	1	0	12	18	41	0	16	0	1	0	0	4	0	0	94
Total	0	6	21	0	48	69	126	0	49	4	3	0	4	31	0	0	361
08:00 AM	0	0	7	0	13	14	24	0	17	0	1	0	1	6	0	0	83
08:15 AM	1	0	5	0	12	16	17	0	10	0	2	0	2	5	0	0	70
08:30 AM	0	2	8	0	13	5	22	0	14	1	1	0	1	8	0	0	75
08:45 AM	0	0	7	0	12	9	26	0	9	0	1	0	2	4	2	0	72
Total	1	2	27	0	50	44	89	0	50	1	5	0	6	23	2	0	300
*** BREAK ***																	
04:00 PM	0	0	8	0	7	10	27	0	23	1	1	0	2	24	0	0	103
04:15 PM	1	1	12	0	4	11	14	0	27	1	0	0	1	13	0	0	85
04:30 PM	0	1	7	0	6	6	15	0	31	1	4	0	0	19	0	0	90
04:45 PM	0	0	19	0	14	5	9	0	39	0	1	0	2	24	0	0	113
Total	1	2	46	0	31	32	65	0	120	3	6	0	5	80	0	0	391
05:00 PM	0	5	21	0	4	7	12	0	38	0	2	0	0	47	0	0	136
05:15 PM	0	0	15	0	11	4	13	0	24	2	1	0	0	25	0	0	95
05:30 PM	0	2	13	0	6	2	9	0	23	1	0	0	0	40	0	0	96
05:45 PM	0	1	6	0	6	7	8	0	18	3	2	0	3	24	0	0	78
Total	0	8	55	0	27	20	42	0	103	6	5	0	3	136	0	0	405
Grand Total	2	18	149	0	156	165	322	0	322	14	19	0	18	270	2	0	1457
Apprch %	1.2	10.7	88.2	0.0	24.3	25.7	50.1	0.0	90.7	3.9	5.4	0.0	6.2	93.1	0.7	0.0	
Total %	0.1	1.2	10.2	0.0	10.7	11.3	22.1	0.0	22.1	1.0	1.3	0.0	1.2	18.5	0.1	0.0	

CROSSROADS ENGINEERING
13501 SW 128TH STREET SUITE 101
MIAMI, FLORIDA 33186
305-233-3997

File Name : NW113&NW138
 Site Code : 00419053
 Start Date : 04/14/2005
 Page No : 2

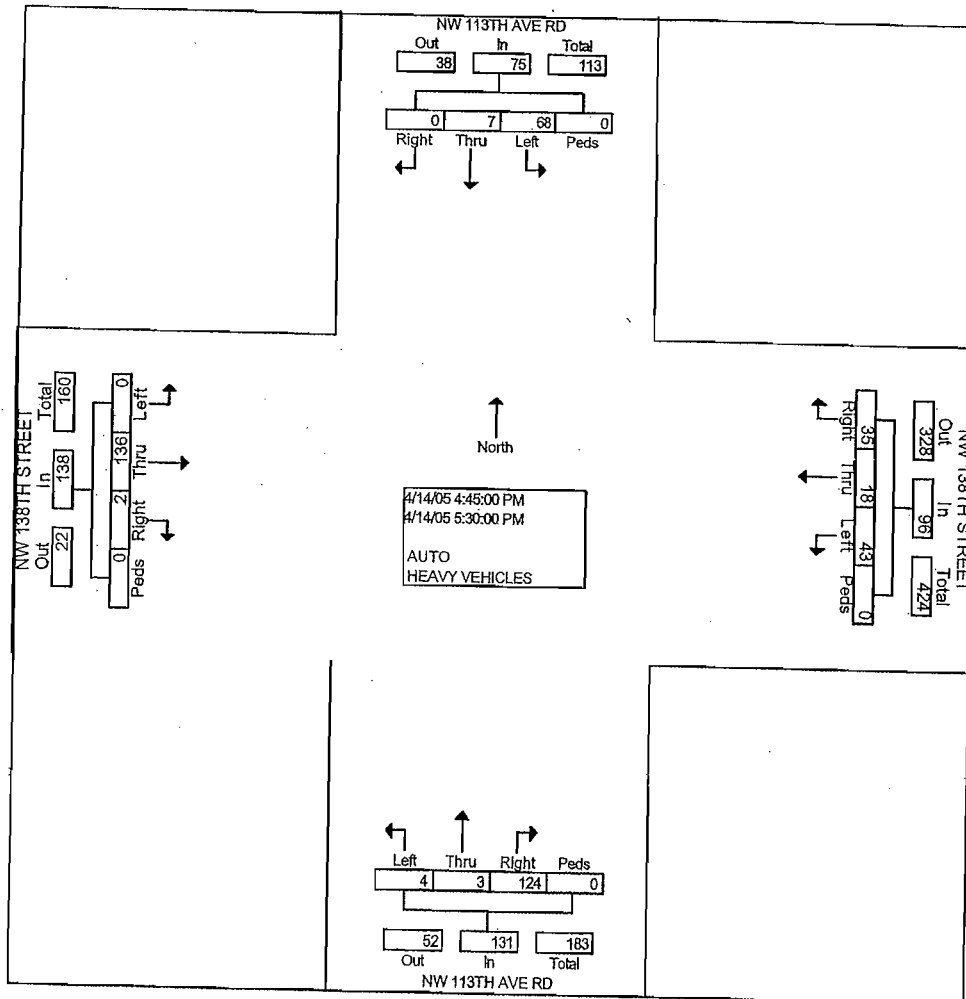
	NW 113TH AVE RD From North					NW 138TH STREET From East					NW 113TH AVE RD From South					NW 138TH STREET From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:00 AM																				
Volume	0	6	21	0	27	48	69	126	0	243	49	4	3	0	56	4	31	0	0	35	361
Percent	0.0	22.2	77.8	0.0		19.8	28.4	51.9	0.0		87.5	7.1	5.4	0.0		11.4	88.6	0.0	0.0		
07:30	0	1	8	0	9	13	13	39	0	65	13	3	0	0	16	2	12	0	0	14	104
Peak Factor																					0.868
High Int.	07:00 AM					07:45 AM					07:00 AM					07:30 AM					
Volume	0	2	8	0	10	12	18	41	0	71	15	1	1	0	17	2	12	0	0	14	
Peak Factor	0.675					0.856					0.824					0.625					



CROSSROADS ENGINEERING
13501 SW 128TH STREET SUITE 101
MIAMI, FLORIDA 33186
305-233-3997

File Name : NW113&NW138
 Site Code : 00419053
 Start Date : 04/14/2005
 Page No : 3

	NW 113TH AVE RD From North					NW 138TH STREET From East					NW 113TH AVE RD From South					NW 138TH STREET From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	0	7	68	0	75	35	18	43	0	96	124	3	4	0	131	2	136	0	0	138	440
Percent	0.0	9.3	90.7	0.0		36.5	18.8	44.8	0.0		94.7	2.3	3.1	0.0		1.4	98.6	0.0	0.0		
05:00																					
Volume	0	5	21	0	26	4	7	12	0	23	38	0	2	0	40	0	47	0	0	47	136
Peak Factor																					0.809
High Int.	05:00 PM					04:45 PM					04:45 PM					05:00 PM					
Volume	0	5	21	0	26	14	5	9	0	28	39	0	1	0	40	0	47	0	0	47	
Peak Factor						0.721					0.857					0.819					0.734



CROSSROADS ENGINEERING DATA, INC.
13284 SW 120TH ST,
MIAMI, FLORIDA 33186
305-233-3997

CLIENT : C3TS
PROJECT : TOWN OF MEDLEY
COUNTY : MIAMI-DADE

File Name : OKEE&138
Site Code : 07300509
Start Date : 07/31/2005
Page No : 1

Groups Printed- AUTO - HEAVY VEHICLES

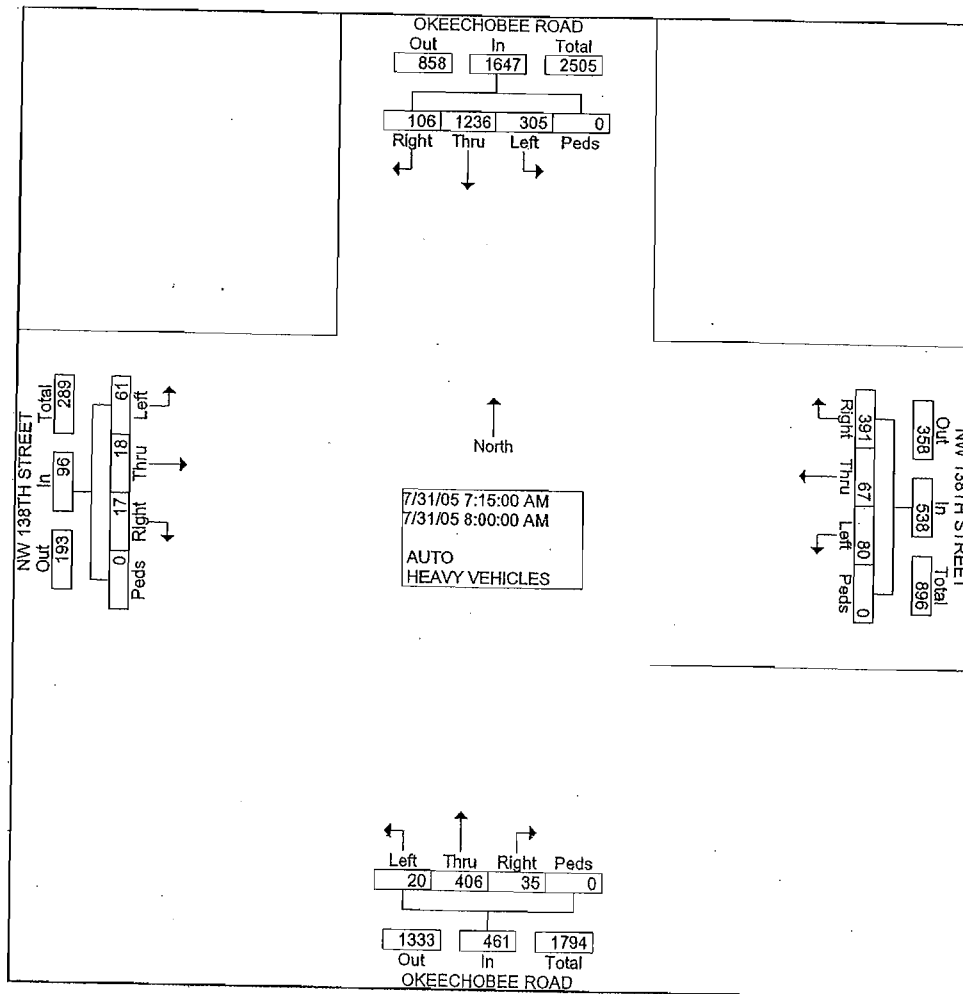
Start Time	OKEECHOBEE ROAD From North				NW 138TH STREET From East				OKEECHOBEE ROAD From South				NW 138TH STREET From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	23	277	60	0	84	9	13	0	8	80	5	0	3	5	15	0	
07:15 AM	25	309	78	0	99	13	21	0	11	99	4	0	6	4	8	0	582
07:30 AM	31	289	76	0	93	16	21	0	9	86	6	0	3	8	20	0	677
07:45 AM	33	342	84	0	90	22	20	0	11	105	5	0	1	4	12	0	658
Total	112	1217	298	0	366	60	75	0	39	370	20	0	13	21	55	0	729
08:00 AM	17	296	67	0	109	16	18	0	4	116	5	0	7	2	21	0	2646
08:15 AM	23	301	35	0	105	4	8	0	5	97	2	0	8	4	13	0	678
08:30 AM	11	337	66	0	105	6	8	0	5	97	5	0	11	10	18	0	605
08:45 AM	14	296	73	0	92	3	10	0	9	96	4	0	7	6	16	0	679
Total	65	1230	241	0	411	29	44	0	23	406	16	0	33	22	68	0	626
04:00 PM	15	127	73	0	76	7	11	0	24	155	10	0	8	18	40	0	2588
04:15 PM	13	126	96	0	102	9	7	0	19	164	3	0	10	18	20	0	564
04:30 PM	19	149	88	0	100	10	17	0	28	171	4	0	15	30	37	0	587
04:45 PM	14	132	79	0	93	14	10	0	16	192	4	0	14	23	33	0	668
Total	61	534	336	0	371	40	45	0	87	682	21	0	47	89	130	0	624
05:00 PM	13	148	77	0	115	8	12	0	20	274	3	0	14	42	43	0	2443
05:15 PM	16	131	79	0	117	8	7	0	12	225	2	0	10	32	37	0	769
05:30 PM	17	149	82	0	111	6	2	0	18	244	1	0	7	30	32	0	676
05:45 PM	16	129	91	0	96	5	2	0	14	202	7	0	5	25	28	0	699
Total	62	557	329	0	439	27	23	0	64	945	13	0	36	129	140	0	620
Grand Total	300	3538	1204	0	1587	156	187	0	213	2403	70	0	129	261	393	0	2764
Apprch %	6.0	70.2	23.9	0.0	82.2	8.1	9.7	0.0	7.9	89.5	2.6	0.0	16.5	33.3	50.2	0.0	10441
Total %	2.9	33.9	11.5	0.0	15.2	1.5	1.8	0.0	2.0	23.0	0.7	0.0	1.2	2.5	3.8	0.0	

CROSSROADS ENGINEERING DATA, INC.
13284 SW 120TH ST,
MIAMI, FLORIDA 33186
305-233-3997

CLIENT : C3TS
B NO : 2005-38 WO 2
PROJECT: TOWN OF MEDLEY
COUNTY : MIAMI-DADE

File Name : OKEE&138
Site Code : 07300509
Start Date : 07/31/2005
Page No : 2

Start Time	OKEECHOBEE ROAD From North					NW 138TH STREET From East					OKEECHOBEE ROAD From South					NW 138TH STREET From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection 07:15 AM																					
Volume	106	123	305	0	1647	391	67	80	0	538	35	406	20	0	461	17	18	61	0	96	2742
Percent	6.4	75.0	18.5	0.0		72.7	12.5	14.9	0.0		7.6	88.1	4.3	0.0		17.7	18.8	63.5	0.0		
07:45																					
Volume	33	342	84	0	459	90	22	20	0	132	11	105	5	0	121	1	4	12	0	17	729
Peak Factor																					
High Int. 07:45 AM						08:00 AM					08:00 AM					07:30 AM					0.940
Volume	33	342	84	0	459	109	16	18	0	143	4	116	5	0	125	3	8	20	0	31	
Peak Factor					0.897					0.941					0.922					0.774	

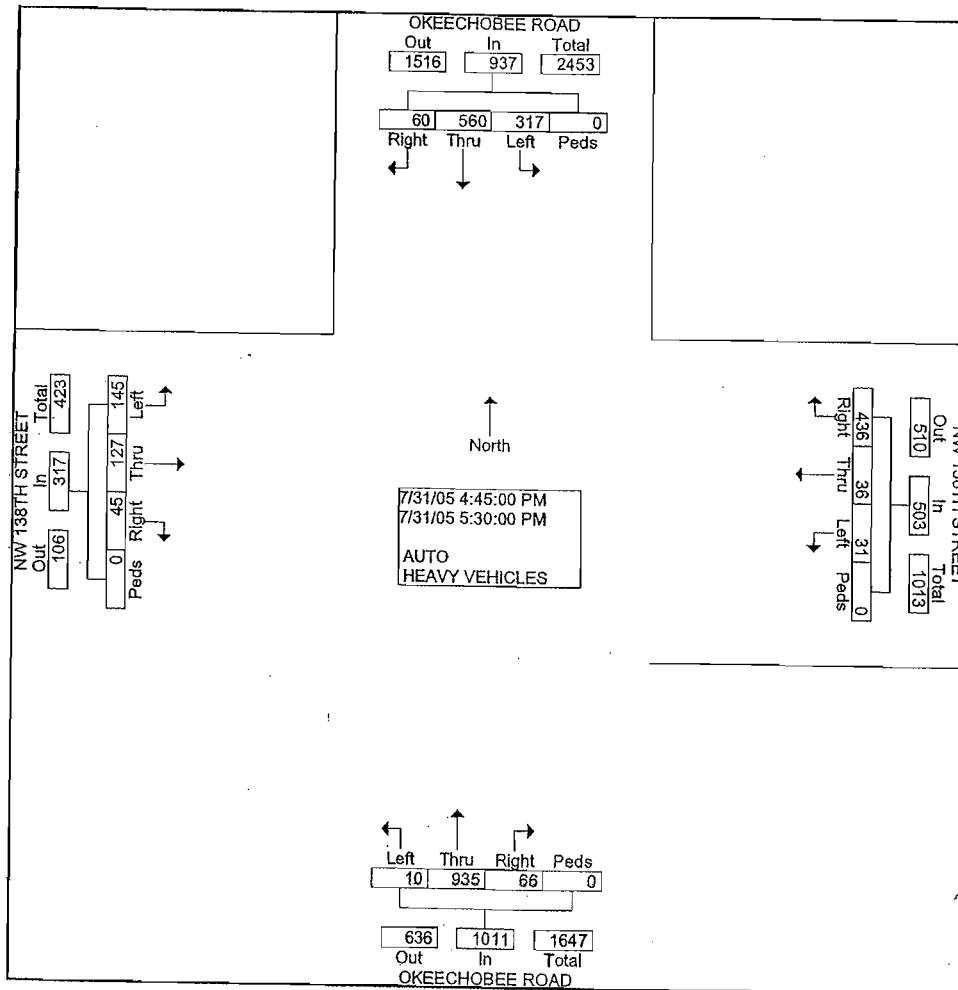


CROSSROADS ENGINEERING DATA, INC.
13284 SW 120TH ST,
MIAMI, FLORIDA 33186
305-233-3997

CLIENT : C3TS
PROJECT NO : 2005-38 WO 2
PROJECT : TOWN OF MEDLEY
COUNTY : MIAMI-DADE

File Name : OKEE&138
Site Code : 07300509
Start Date : 07/31/2005
Page No : 3

Start Time	OKEECHOBEE ROAD From North					NW 138TH STREET From East					OKEECHOBEE ROAD From South					NW 138TH STREET From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 04:45 PM																					
Volume	60	560	317	0	937	436	36	31	0	503	66	935	10	0	1011	45	127	145	0	317	2768
Percent	6.4	59.8	33.8	0.0		86.7	7.2	6.2	0.0		6.5	92.5	1.0	0.0		14.2	40.1	45.7	0.0		
05:00																					
Volume	13	148	77	0	238	115	8	12	0	135	20	274	3	0	297	14	42	43	0	99	769
Peak Factor																					0.900
High Int. 05:30 PM						05:00 PM					05:00 PM					05:00 PM					
Volume	17	149	82	0	248	115	8	12	0	135	20	274	3	0	297	14	42	43	0	99	
Peak Factor					0.945					0.931					0.851						0.801



CROSSROADS ENGINEERING DATA, INC.
13284 SW 120TH ST,
MIAMI, FLORIDA 33186
305-233-3997

CLIENT : C3TS
JOB NO : 2005-38 WO 2
PROJECT: TOWN OF MEDLEY
COUNTY : MIAMI-DADE

File Name : OKEE&121
Site Code : 07310509
Start Date : 08/01/2005
Page No : 1

Groups Printed- AUTO - HEAVY VEHICLES

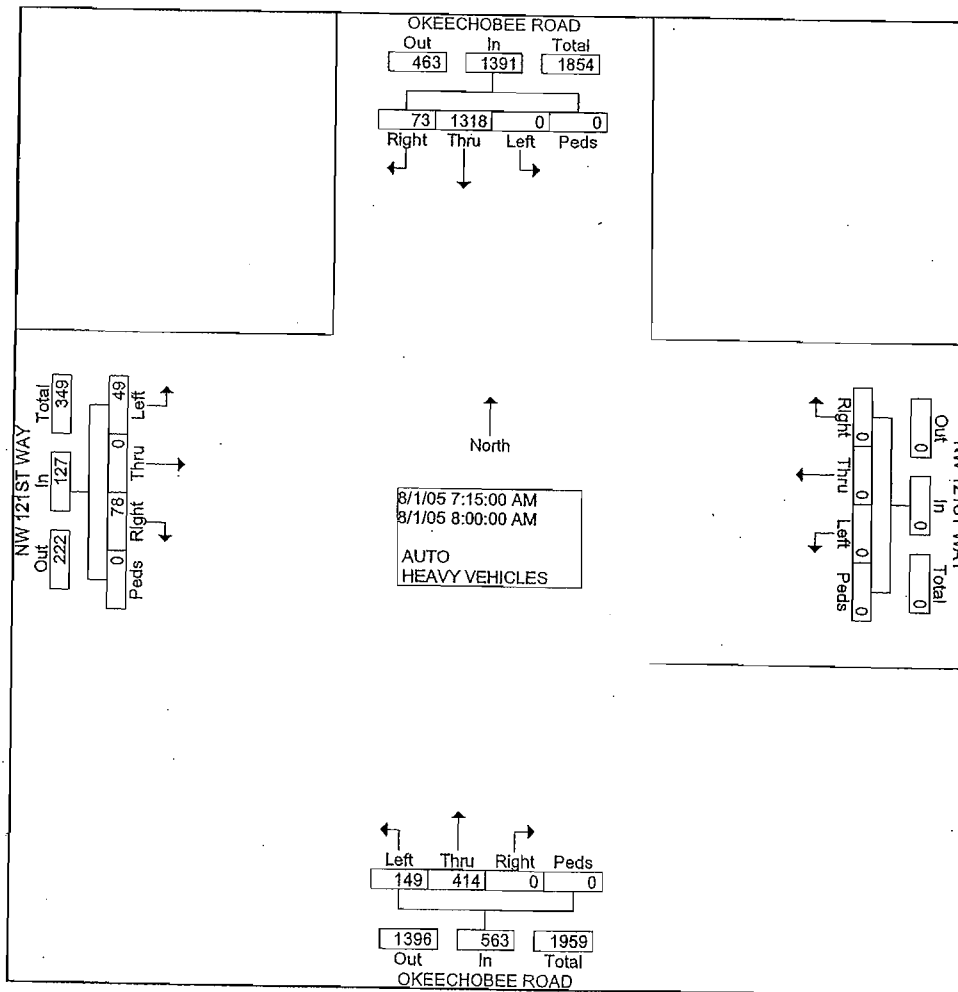
Start Time	OKEECHOBEE ROAD From North				NW 121ST WAY From East				OKEECHOBEE ROAD From South				NW 121ST WAY From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	25	240	0	0	0	0	0	0	0	116	36	0	14	0	8	0	439
07:15 AM	23	340	0	0	0	0	0	0	0	98	36	0	18	0	10	0	525
07:30 AM	20	347	0	0	0	0	0	0	0	107	45	0	20	0	13	0	552
07:45 AM	19	311	0	0	0	0	0	0	0	107	43	0	19	0	12	0	511
Total	87	1238	0	0	0	0	0	0	0	428	160	0	71	0	43	0	2027
08:00 AM	11	320	0	0	0	0	0	0	0	102	25	0	21	0	14	0	493
08:15 AM	13	329	0	0	0	0	0	0	0	89	32	0	23	0	13	0	499
08:30 AM	15	314	0	0	0	0	0	0	0	92	30	0	16	0	15	0	482
08:45 AM	17	284	0	0	0	0	0	0	0	111	33	0	15	0	11	0	471
Total	56	1247	0	0	0	0	0	0	0	394	120	0	75	0	53	0	1945
04:00 PM	8	177	0	0	0	0	0	0	0	155	6	0	11	0	27	0	384
04:15 PM	14	159	0	0	0	0	0	0	0	161	11	0	65	0	25	0	435
04:30 PM	13	160	0	0	0	0	0	0	0	169	17	0	40	0	26	0	425
04:45 PM	11	184	0	0	0	0	0	0	1	149	18	0	40	0	16	0	419
Total	46	680	0	0	0	0	0	0	1	634	52	0	156	0	94	0	1663
05:00 PM	12	211	0	0	0	0	0	0	0	226	12	0	71	0	31	0	563
05:15 PM	9	211	0	0	0	0	0	0	0	227	9	0	42	0	29	0	527
05:30 PM	7	188	0	0	0	0	0	0	0	226	13	0	26	0	30	0	490
05:45 PM	8	165	0	0	0	0	0	0	0	223	10	0	24	0	9	0	439
Total	36	775	0	0	0	0	0	0	0	902	44	0	163	0	99	0	2019
Grand Total	225	3940	0	0	0	0	0	0	1	2358	376	0	465	0	289	0	7654
Apprch %	5.4	94.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	86.2	13.7	0.0	61.7	0.0	38.3	0.0	
Total %	2.9	51.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.8	4.9	0.0	6.1	0.0	3.8	0.0	

CROSSROADS ENGINEERING DATA, INC.
13284 SW 120TH ST,
MIAMI, FLORIDA 33186
305-233-3997

CLIENT : C3TS
JOB NO : 2005-38 WO 2
PROJECT: TOWN OF MEDLEY
COUNTY : MIAMI-DADE

File Name : OKEE&121
Site Code : 07310509
Start Date : 08/01/2005
Page No : 2

Start Time	OKEECHOBEE ROAD From North					NW 121ST WAY From East					OKEECHOBEE ROAD From South					NW 121ST WAY From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection 07:15 AM																					
Volume	73	1318	0	0	1391	0	0	0	0	0	0	414	149	0	563	78	0	49	0	127	2081
Percent	5.2	94.8	0.0	0.0		0.0	0.0	0.0	0.0		0.0	73.5	26.5	0.0		61.4	0.0	38.6	0.0		
07:30																					
Volume	20	347	0	0	367	0	0	0	0	0	0	107	45	0	152	20	0	13	0	33	552
Peak Factor																					
High Int.	07:30 AM					6:45:00 AM					07:30 AM					08:00 AM					0.942
Volume	20	347	0	0	367	0	0	0	0	0	0	107	45	0	152	21	0	14	0	35	
Peak Factor					0.948										0.926					0.907	

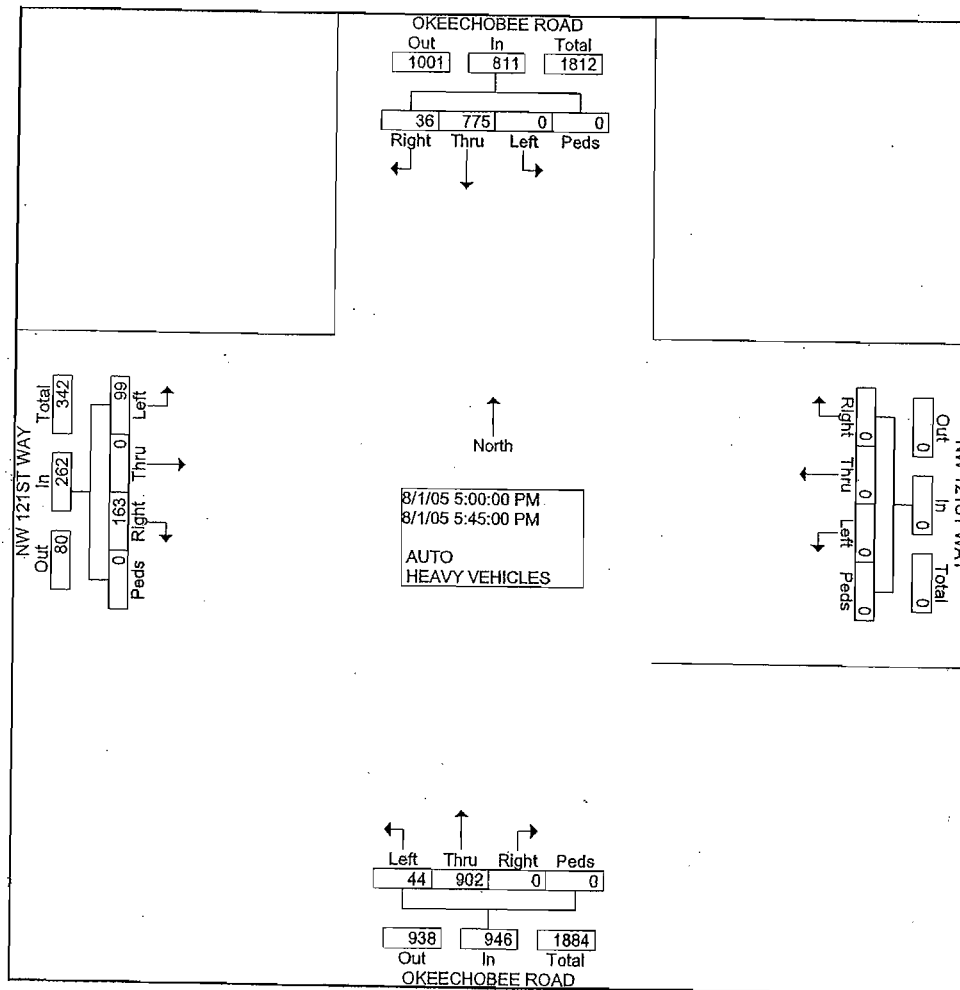


CROSSROADS ENGINEERING DATA, INC.
13284 SW 120TH ST,
MIAMI, FLORIDA 33186
305-233-3997

CLIENT : C3TS
PROJECT NO : 2005-38 WO 2
PROJECT : TOWN OF MEDLEY
COUNTY : MIAMI-DADE

File Name : OKEE&121
Site Code : 07310509
Start Date : 08/01/2005
Page No : 3

	OKEECHOBEE ROAD From North					NW 121ST WAY From East					OKEECHOBEE ROAD From South					NW 121ST WAY From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	36	775	0	0	811	0	0	0	0	0	0	902	44	0	946	163	0	99	0	262	2019
Percent	4.4	95.6	0.0	0.0		0.0	0.0	0.0	0.0		0.0	95.3	4.7	0.0		62.2	0.0	37.8	0.0		
05:00	12	211	0	0	223	0	0	0	0	0	0	226	12	0	238	71	0	31	0	102	563
Peak Factor																					0.897
High Int.	05:00 PM										05:30 PM					05:00 PM					
Volume	12	211	0	0	223	0	0	0	0	0	0	226	13	0	239	71	0	31	0	102	
Peak Factor																0.990					0.642



CROSSROADS ENGINEERING DATA, INC.
13284 SW 120TH ST,
MIAMI, FLORIDA 33186
305-233-3997

CLIENT : C3TS
JOB NO : 2005-38 WO 2
PROJECT: TOWN OF MEDLEY
COUNTY : MIAMI-DADE

File Name : SERV
Site Code : 08020510
Start Date : 08/02/2005
Page No : 1

Groups Printed- AUTO - HEAVY VEHICLES

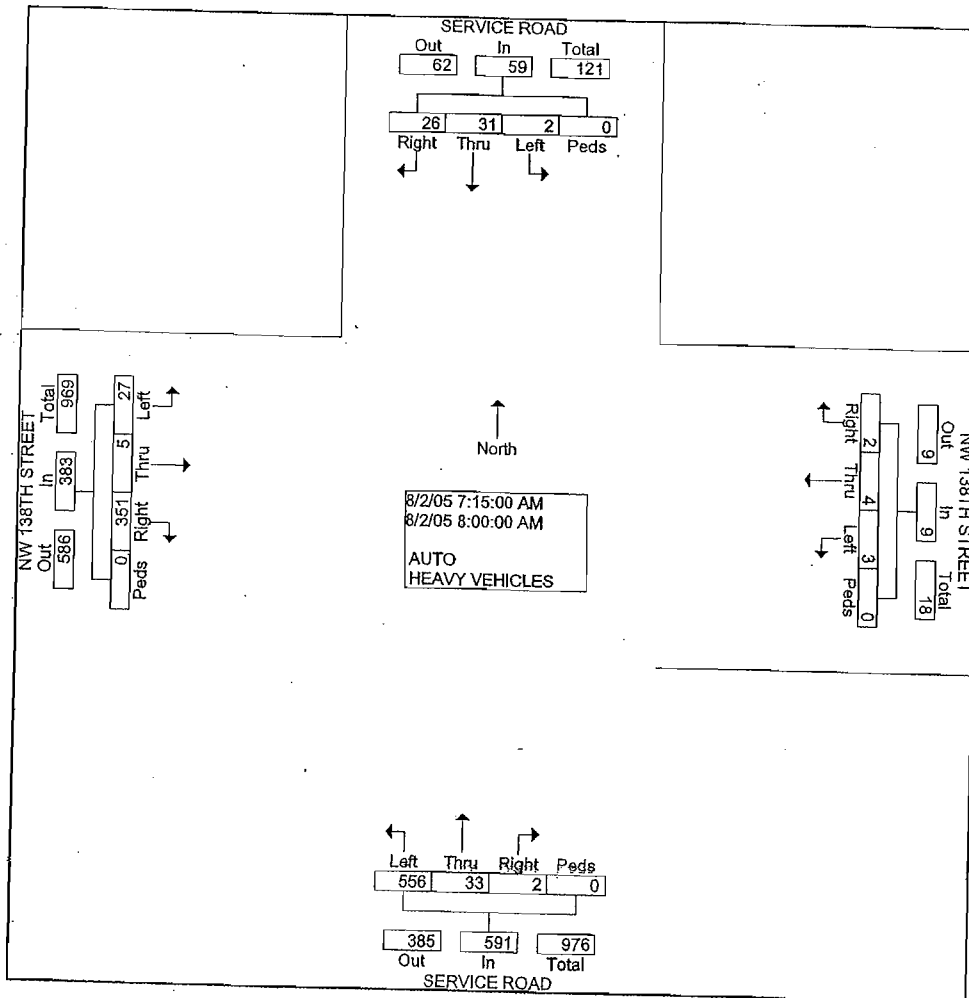
Start Time	SERVICE ROAD From North				NW 138TH STREET From East				SERVICE ROAD From South				NW 138TH STREET From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	6	8	0	0	0	2	0	0	0	13	97	0	79	0	8	0	
07:15 AM	8	6	1	0	1	2	1	0	2	8	141	0	90	0	4	0	213
07:30 AM	3	13	0	0	0	2	0	0	0	8	134	0	100	0	9	0	264
07:45 AM	8	4	1	0	1	0	2	0	0	2	109	0	57	2	7	0	269
Total	25	31	2	0	2	6	3	0	2	31	481	0	326	2	28	0	193
08:00 AM	7	8	0	0	0	0	0	0	0	15	172	0	104	3	7	0	939
08:15 AM	1	0	0	0	0	0	1	0	1	2	144	0	71	1	0	0	316
08:30 AM	1	1	0	0	0	2	0	0	4	4	81	0	52	0	2	0	221
08:45 AM	0	0	0	0	0	0	0	0	0	6	83	0	43	0	0	0	147
Total	9	9	0	0	0	2	1	0	5	27	480	0	270	4	9	0	132
04:00 PM	6	16	0	0	0	2	0	0	0	12	106	0	109	2	18	0	
04:15 PM	2	9	0	0	0	2	2	0	0	9	110	0	114	6	24	0	271
04:30 PM	2	21	0	0	0	4	1	0	2	4	130	0	122	2	19	0	278
04:45 PM	11	22	0	0	2	1	0	0	0	4	89	0	77	4	20	0	307
Total	21	68	0	0	2	9	3	0	2	29	435	0	422	14	81	0	230
05:00 PM	9	32	2	0	0	1	1	0	2	14	125	0	106	0	11	0	1086
05:15 PM	5	36	0	0	0	3	1	0	1	3	121	0	121	6	17	0	303
05:30 PM	1	29	1	0	0	2	1	0	1	6	106	0	110	2	15	0	314
05:45 PM	1	20	0	0	0	1	1	0	1	6	122	0	131	2	9	0	274
Total	16	117	3	0	0	7	4	0	5	29	474	0	468	10	52	0	294
Grand Total	71	225	5	0	4	24	11	0	14	116	1870	0	1486	30	170	0	1185
Approch %	23.6	74.8	1.7	0.0	10.3	61.5	28.2	0.0	0.7	5.8	93.5	0.0	88.1	1.8	10.1	0.0	4026
Total %	1.8	5.6	0.1	0.0	0.1	0.6	0.3	0.0	0.3	2.9	46.4	0.0	36.9	0.7	4.2	0.0	

CROSSROADS ENGINEERING DATA, INC.
13284 SW 120TH ST,
MIAMI, FLORIDA 33186
305-233-3997

CLIENT : C3TS
PROJECT NO : 2005-38 WO 2
PROJECT : TOWN OF MEDLEY
COUNTY : MIAMI-DADE

File Name : SERV
Site Code : 08020510
Start Date : 08/02/2005
Page No : 2

Start Time	SERVICE ROAD From North					NW 138TH STREET From East					SERVICE ROAD From South					NW 138TH STREET From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection 07:15 AM																					
Volume	26	31	2	0	59	2	4	3	0	9	2	33	556	0	591	351	5	27	0	383	1042
Percent	44.1	52.5	3.4	0.0		22.2	44.4	33.3	0.0		0.3	5.6	94.1	0.0		91.6	1.3	7.0	0.0		
08:00																					
Volume	7	8	0	0	15	0	0	0	0	0	0	15	172	0	187	104	3	7	0	114	316
Peak Factor																					
High Int. 07:30 AM						07:15 AM					08:00 AM					08:00 AM					0.824
Volume	3	13	0	0	16	1	2	1	0	4	0	15	172	0	187	104	3	7	0	114	
Peak Factor					0.922					0.563					0.790						0.840

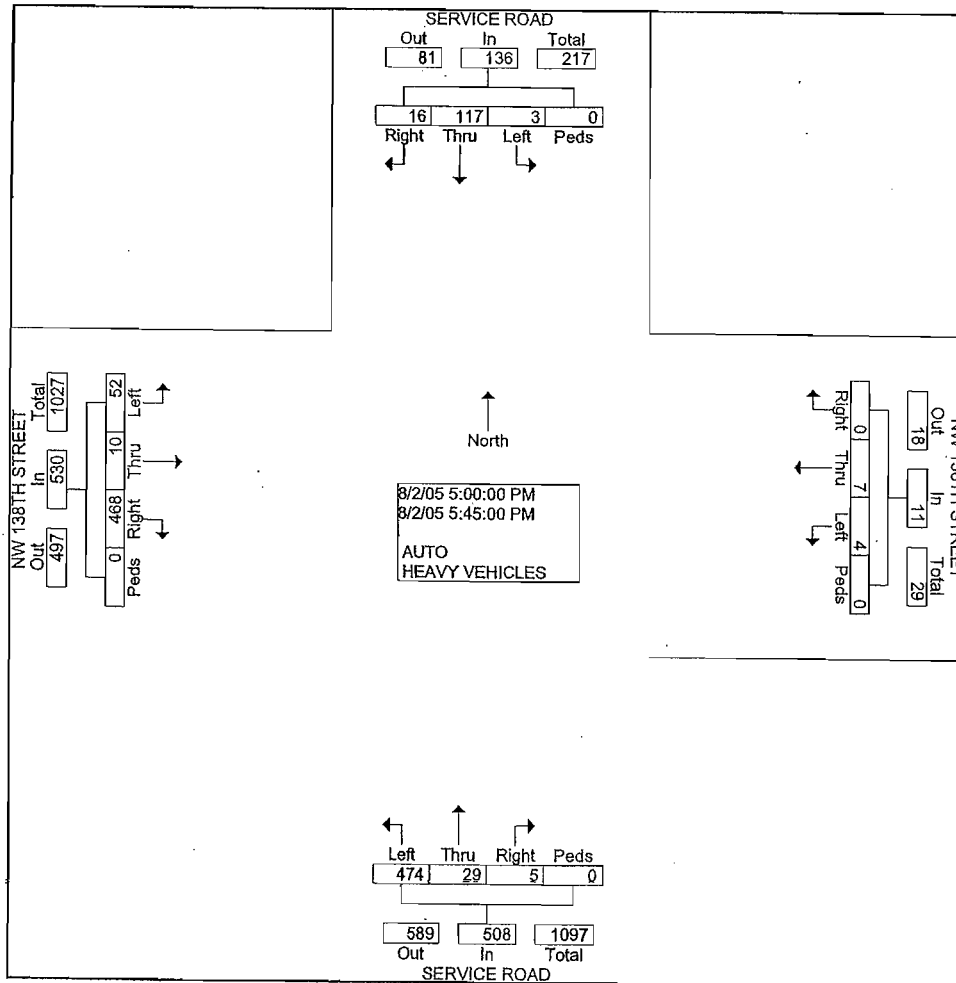


CROSSROADS ENGINEERING DATA, INC.
13284 SW 120TH ST,
MIAMI, FLORIDA 33186
305-233-3997

CLIENT : C3TS
NO : 2005-38 WO 2
PROJECT: TOWN OF MEDLEY
NTY : MIAMI-DADE

File Name : SERV
Site Code : 08020510
Start Date : 08/02/2005
Page No : 3

	SERVICE ROAD From North					NW 138TH STREET From East					SERVICE ROAD From South					NW 138TH STREET From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	16	117	3	0	136	0	7	4	0	11	5	29	474	0	508	468	10	52	0	530	1185
Percent	11.8	86.0	2.2	0.0		0.0	63.6	36.4	0.0		1.0	5.7	93.3	0.0		88.3	1.9	9.8	0.0		
05:15																					
Volume	5	36	0	0	41	0	3	1	0	4	1	3	121	0	125	121	6	17	0	144	314
Peak Factor																					0.943
High Int.	05:00 PM					05:15 PM					05:00 PM					05:15 PM					
Volume	9	32	2	0	43	0	3	1	0	4	2	14	125	0	141	121	6	17	0	144	
Peak Factor	0.791					0.688					0.901					0.920					



CLIENT : C3TS
 JOB NO : 2005-38
 PROJECT : S. RIVER DRIVE CORRIDOR
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870003511100
 Start Date: 04/14/2005
 File I.D. : 870003-2

Street name : NW 107TH AVENUE NORTH OF Cross street: NW 122ND STREET SOUTHBOUND

Page : 1

Begin Time	Bikes	Cars & 2 Trlrs	Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double	6 Axle Double	6 Axle Multi	6 Axle Multi	6 Axle Multi	Not Classified	Total
04/14	0	2	1	0	0	0	0	2	2	0	0	0	0	7
04:00	0	0	1	0	0	0	0	1	1	0	0	0	0	3
04:15	0	1	1	0	0	0	0	0	1	0	0	0	0	3
Hour Total	0	4	4	0	0	0	0	4	5	0	0	0	0	17
01:00 am	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30	0	1	0	0	1	0	0	2	1	0	0	0	0	5
01:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	3	2	0	1	0	0	2	1	0	0	0	0	9
02:00 am	0	1	0	0	1	0	0	1	0	0	0	0	0	3
02:15	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	1	1	0	0	0	0	1	1	0	0	0	0	4
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	1	5	1	0	1	0	0	2	1	0	0	0	0	11
03:00 am	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:30	0	3	0	0	0	0	0	1	1	0	0	0	0	5
03:45	0	3	3	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	8	4	0	1	0	0	1	1	0	0	0	0	15
04:00 am	0	4	3	0	0	0	0	0	2	0	0	0	0	9
04:15	0	7	1	0	0	0	0	0	1	0	0	0	0	9
04:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
04:45	1	18	4	0	0	0	0	0	1	0	0	0	0	24
Hour Total	1	37	9	0	0	0	0	0	4	0	0	0	0	51
05:00 am	0	13	4	0	0	0	0	0	0	0	0	0	0	17
05:15	0	13	4	0	0	0	0	1	1	0	0	0	0	19
05:30	0	11	4	1	2	1	0	4	3	0	0	0	0	26
05:45	1	17	3	1	1	0	0	1	3	0	0	0	0	27
Hour Total	1	54	15	2	3	1	0	6	7	0	0	0	0	89
06:00 am	0	14	7	0	0	0	0	0	1	0	0	0	0	22
06:15	0	14	5	0	0	0	0	0	2	0	0	0	0	21
06:30	0	5	9	0	1	0	0	0	1	0	1	0	0	17
06:45	1	21	15	0	0	0	0	2	1	0	0	0	0	40
Hour Total	1	54	36	0	1	0	0	2	5	0	1	0	0	100
07:00	0	17	14	0	2	0	0	1	1	0	0	0	0	35
07:15	0	25	7	0	0	0	0	2	1	0	0	0	0	35
07:30	0	31	8	0	0	0	0	2	2	0	0	0	0	43
07:45	0	35	14	1	0	0	0	0	4	0	0	0	0	54
Hour Total	0	108	43	1	2	0	0	5	8	0	0	0	0	167
08:00 am	0	29	7	0	1	0	0	1	1	0	0	0	0	39
08:15	0	16	15	0	2	0	1	2	1	0	0	0	0	37
08:30	0	19	12	0	1	0	0	1	2	0	1	0	0	36
08:45	0	17	4	0	1	1	0	2	0	0	0	0	0	25
Hour Total	0	81	38	0	5	1	1	6	4	0	1	0	0	137

CLIENT : C3TS
 JOB NO : 2005-38
 PROJECT : S. RIVER DRIVE CORRIDOR
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870003511100
 Start Date: 04/14/2005
 File I.D. : 870003-2

Street name : NW 107TH AVENUE NORTH OF Cross street: NW 122ND STREET SOUTHBOUND

Page : 2

Begin	Bikes	Cars & 2 Trlrs	Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double	6 Axle Double	6 Axle Double	Multi	Multi	Multi	Classed	Not	Total
09:00 am	0	10	4	1	1	0	0	5	4	0	1	0	0	0	0	26
09:15	0	15	0	1	2	0	0	0	3	0	0	0	0	0	0	21
09:30	0	13	5	0	2	0	0	4	2	0	0	0	0	0	0	26
09:45	1	16	6	0	2	0	0	1	2	0	0	0	0	0	0	28
Hour Total	1	54	15	2	7	0	0	10	11	0	1	0	0	0	0	101
10:00 am	2	10	11	1	3	0	0	6	5	0	0	0	0	0	1	39
10:15	0	10	6	1	2	1	0	1	4	0	0	0	0	0	0	25
10:30	1	6	3	0	2	0	0	1	0	0	1	0	0	0	0	14
10:45	0	7	4	0	1	1	0	2	1	0	0	0	0	0	0	16
Hour Total	3	33	24	2	8	2	0	10	10	0	1	0	0	0	1	94
11:00 am	1	12	6	1	2	0	0	3	4	0	0	0	0	0	1	30
11:15	1	15	3	0	4	0	0	0	1	0	1	0	0	0	1	30
11:30	1	8	7	0	0	1	0	0	1	0	1	0	0	0	0	19
11:45	0	12	4	0	2	2	0	3	2	0	0	0	0	0	1	26
Hour Total	3	47	20	1	8	3	0	10	8	0	2	0	0	0	3	105
12:00 pm	0	11	8	0	0	1	0	2	2	0	1	0	0	0	0	25
12:15	0	11	9	1	1	0	0	3	5	0	0	0	0	0	0	30
12:30	0	15	11	0	4	0	0	2	2	0	1	0	0	0	1	36
12:45	0	14	5	1	2	0	0	3	3	0	0	0	0	0	0	28
Hour Total	0	51	33	2	7	1	0	10	12	0	2	0	0	0	1	119
01:00 pm	0	11	14	2	1	0	0	2	6	0	0	0	0	0	0	36
01:15	0	6	8	0	4	4	0	3	2	0	1	0	0	0	1	29
01:30	0	11	7	0	0	1	0	2	2	0	0	0	0	0	0	23
01:45	0	14	9	0	2	1	0	0	1	0	0	0	0	0	1	28
Hour Total	0	42	38	2	7	6	0	7	11	0	1	0	0	0	2	116
02:00 pm	0	6	3	1	2	2	0	1	3	0	0	0	0	0	0	18
02:15	0	8	3	1	2	1	0	2	3	0	0	0	0	0	0	20
02:30	0	5	8	0	2	0	0	0	0	0	0	0	0	0	0	16
02:45	0	6	4	1	0	0	0	0	3	0	0	0	0	0	1	14
Hour Total	0	25	18	3	6	3	0	3	9	0	0	0	0	0	1	68
03:00 pm	1	8	1	1	2	2	0	2	3	0	1	0	0	0	0	21
03:15	0	6	3	0	2	1	0	0	2	0	1	0	0	0	0	15
03:30	0	11	5	0	4	0	0	2	0	0	0	0	0	0	1	23
03:45	0	6	5	0	1	1	0	1	2	0	0	0	0	0	0	16
Hour Total	1	31	14	1	9	4	0	5	7	0	2	0	0	0	1	75
04:00 pm	0	5	6	1	4	0	0	1	4	0	1	0	0	0	1	23
04:15	1	9	3	0	2	1	0	0	0	0	0	0	0	0	0	16
04:30	0	5	8	0	2	2	0	1	1	0	0	0	0	0	0	19
04:45	1	4	4	0	2	0	0	1	1	0	1	0	0	0	0	14
Hour Total	2	23	21	1	10	3	0	3	6	0	2	0	0	0	1	72
05:00 pm	1	8	6	0	1	1	0	0	0	0	0	0	0	0	0	17
05:15	0	11	7	0	2	0	0	0	0	0	0	0	0	0	0	22
05:30	0	9	3	0	0	3	0	1	1	0	0	0	0	0	0	20
05:45	1	5	2	0	1	3	0	0	2	0	0	0	0	0	0	14
Hour Total	2	33	18	0	4	7	0	4	5	0	0	0	0	0	0	73

CLIENT : C3TS
 JOB NO : 2005-38
 PROJECT: S. RIVER DRIVE CORRIDOR
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870003511100
 Start Date: 04/14/2005
 File I.D. : 870003-2

Street name : NW 107TH AVENUE NORTH OF Cross street: NW 122ND STREET SOUTHBOUND

Page : 3

Begin	Bikes	Cars 4 Trlrs	2 Axle Long	Buses 6	2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double	6 Axle Double	6 Axle Double	6 Axle Multi	6 Axle Multi	6 Axle Multi	Not Classed	Total
06:00 pm	0	15	8	0	2	1	0	0	1	0	0	0	0	0	27
06:15	0	17	5	0	1	0	0	1	2	0	0	0	0	0	26
06:30	0	18	5	0	2	0	0	4	2	0	0	0	0	0	31
Hour Total	1	56	21	0	6	2	0	5	6	0	0	0	0	0	13
07:00 pm	0	3	3	0	1	2	0	2	0	0	0	0	0	0	97
07:15	0	1	2	0	0	1	0	1	1	0	0	0	0	0	11
07:30	1	4	2	0	0	2	0	0	0	0	0	0	0	0	6
07:45	0	6	2	0	1	1	0	1	0	0	0	0	0	0	9
Hour Total	1	14	9	0	2	6	0	4	1	0	0	0	0	0	11
08:00 pm	0	2	2	0	0	1	0	1	0	0	0	0	0	0	37
08:15	0	0	2	0	1	0	0	1	0	0	0	0	0	0	6
08:30	0	1	1	0	0	0	0	0	1	0	0	0	0	0	4
08:45	0	2	1	0	0	1	0	1	1	0	0	0	0	0	5
Hour Total	0	5	6	0	1	2	0	3	2	0	0	0	0	0	4
09:00 pm	0	1	1	0	0	0	0	0	0	0	0	0	0	0	19
09:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
09:30	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1
09:45	0	6	2	0	0	0	0	1	0	0	0	0	0	0	4
Hour Total	0	8	5	0	2	0	0	1	0	0	0	0	0	0	9
10:00 pm	0	5	3	0	0	0	0	0	0	0	0	0	0	0	16
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
10:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	7	4	0	0	0	0	0	0	0	0	0	0	0	1
11:00 pm	0	1	4	0	0	0	0	2	1	0	0	0	0	0	11
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
11:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	4	0	0	0	0	2	1	0	0	0	0	0	1
Day Totals	18	786	402	17	91	41	1	105	125	*	13	*	*	10	1609
Totals	18	786	402	17	91	41	1	105	125	0	13	0	0	10	1609
Percent Spl	1.1%	48.8%	24.9%	1.0%	5.6%	2.5%	.0%	6.5%	7.7%	.0%	.8%	.0%	.0%	.6%	

CLIENT : C3TS

JOB NO : 2005-38

PROJECT: S. RIVER DRIVE CORRIDOR

COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA
13501 SW 128TH STREET SUITE 101
MIAMI, FLORIDA 33186

Site Code : 870001321100

Start Date: 04/14/2005

File I.D. : 870001-1

Street name : NW 113TH CT. BTWN NW 131ST STREET & Cross street: NW 128TH STREET ,

Page : 1

	EB				WB				Combined		Thursday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.			
11:14	2	12	1	17	3	29					
12:00	0	20	2	21	2	41					
12:30	0	28	0	23	0	51					
12:45	0	2	10	70	0	3	16	77	0	5	147
01:00	1	10	2	18	3	28					
01:15	0	15	0	15	0	30					
01:30	0	17	0	22	0	39					
01:45	0	1	9	51	0	2	10	65	0	3	116
02:00	6	16	3	26	9	42					
02:15	0	22	0	35	0	57					
02:30	0	13	2	26	2	39					
02:45	0	6	13	64	0	5	24	111	0	11	175
03:00	4	19	3	14	7	33					
03:15	10	8	6	16	16	24					
03:30	2	12	4	14	6	26					
03:45	2	18	10	49	3	16	20	64	5	34	113
04:00	6	13	7	23	13	36					
04:15	3	36	8	29	11	65					
04:30	1	17	1	48	2	65					
04:45	5	15	3	69	8	24	22	122	13	39	191
05:00	7	12	7	30	14	42					
05:15	7	5	5	13	12	18					
05:30	9	6	8	22	17	28					
05:45	20	43	6	29	14	34	21	86	34	77	115
06:00	14	4	6	23	20	27					
06:15	18	9	20	13	38	22					
06:30	33	13	18	20	51	33					
06:45	23	88	6	32	40	84	6	62	63	172	94
07:00	25	5	35	10	60	15					
07:15	11	4	7	11	18	15					
07:30	26	1	16	3	42	4					
07:45	18	80	2	12	18	76	2	26	36	156	4
08:00	15	2	22	1	37	3					
08:15	22	0	16	2	38	2					
08:30	5	4	9	0	14	4					
08:45	23	65	0	6	20	67	2	5	43	132	2
09:00	32	0	22	1	54	1					
09:15	38	0	34	0	72	0					
09:30	24	0	18	1	42	1					
09:45	31	125	0	*	18	92	1	3	49	217	1
10:00	36	0	30	2	66	2					
10:15	6	0	16	0	22	0					
10:30	20	6	26	5	46	11					
10:45	23	85	0	6	24	96	1	8	47	181	1
11:00	19	2	23	2	42	4					
11:15	24	0	18	0	42	0					
11:30	10	1	16	1	26	2					
11:45	14	67	0	3	21	78	0	3	35	145	0
Totals	595	391	577	632	1172	1023					
Day Totals	986		1209	2195							
Split %	50.7%	38.2%	49.2%	61.7%							

Peak Hour	09:15	03:45	06:15	04:15	09:15	04:15
Volume	129	76	113	129	229	197
P.H.F.	.84	.52	.70	.67	.79	.75

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870007121100
 Start Date: 07/26/2005
 File I.D. : 870007-1
 Page : 1

Street name : NW 107TH AVENUE SOUTH OF Cross street: OKEECHOBEE ROAD

Begin	1				2				Combined				Tuesday
	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		
07/26	1		59		2		40		3		99		
	7		37		1		40		8		77		
	5		39		3		47		8		86		
12:00	1	14	24	159	4	10	68	195	5	24	92	354	
01:00	1		63		1		52		2		115		
01:15	0		43		0		63		0		106		
01:30	5		31		2		41		7		72		
01:45	2	8	46	183	3	6	52	208	5	14	98	391	
02:00	8		32		5		24		13		56		
02:15	5		36		1		24		6		60		
02:30	6		57		7		43		13		100		
02:45	3	22	30	155	0	13	24	115	3	35	54	270	
03:00	1		49		2		35		3		84		
03:15	8		51		2		34		10		85		
03:30	8		47		8		24		16		71		
03:45	12	29	38	185	8	20	38	131	20	49	76	316	
04:00	7		31		7		38		14		69		
04:15	16		56		12		34		28		90		
04:30	18		38		16		23		34		61		
04:45	20	61	46	171	24	59	19	114	44	120	65	285	
05:00	14		83		20		22		34		105		
05:15	26		57		20		24		46		81		
05:30	29		65		25		24		54		89		
05:45	24	93	48	253	33	98	37	107	57	191	85	360	
06:00	27		42		31		29		58		71		
06:15	27		28		41		26		68		54		
06:30	20		37		37		27		57		64		
06:45	17	91	29	136	36	145	13	95	53	236	42	231	
07:00	20		18		40		16		60		34		
07:15	21		13		58		10		79		23		
07:30	24		14		62		21		86		35		
07:45	23	88	12	57	81	241	10	57	104	329	22	114	
08:00	26		14		64		2		90		16		
08:15	36		11		64		3		100		14		
08:30	28		3		59		9		87		12		
08:45	55	145	3	31	58	245	0	14	113	390	3	45	
09:00	27		10		55		3		82		13		
09:15	27		3		48		6		75		9		
09:30	22		1		27		1		49		2		
09:45	34	110	1	15	47	177	7	17	81	287	8	32	
10:00	31		7		36		10		67		17		
	29		3		35		3		64		6		
	29		10		54		1		83		11		
	40	129	6	26	51	176	2	16	91	305	8	42	
11:00	45		0		55		1		100		1		
11:15	43		2		38		1		81		3		
11:30	38		2		45		1		83		3		
11:45	30	156	5	9	41	179	3	6	71	335	8	15	
Totals	946		1380		1369		1075		2315		2455		
Day Totals		2326				2444				4770			
Split %	40.8%		56.2%		59.1%		43.7%						
Peak Hour	10:45		05:00		07:30		12:30		08:00		12:30		
Volume	166		253		271		230		390		399		
P.H.F.	.92		.76		.83		.84		.86		.86		

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870007121100
 Start Date: 07/26/2005
 File I.D. : 870007-1
 Page : 2

Street name : NW 107TH AVENUE SOUTH OF Cross street: OKEECHOBEE ROAD

Begin	1		2		Combined		Wednesday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
07/27	3	52	0	36	3	88	
	3	45	6	48	9	93	
	3	38	0	43	3	81	
10:00	1	52	8	37	9	89	351
01:00	0	50	1	37	1	87	
01:15	3	38	1	61	4	99	
01:30	3	46	7	67	10	113	
01:45	1	47	1	38	2	85	384
02:00	8	31	8	33	16	64	
02:15	9	23	1	51	10	74	
02:30	3	43	1	34	4	77	
02:45	3	39	6	39	9	78	293
03:00	8	49	0	31	8	80	
03:15	10	53	6	43	16	96	
03:30	7	52	13	22	20	74	
03:45	8	34	9	37	17	71	321
04:00	10	40	6	24	16	64	
04:15	6	29	5	36	11	65	
04:30	15	30	19	36	34	66	
04:45	7	38	17	29	24	67	262
05:00	9	68	22	20	31	88	
05:15	29	44	28	25	57	69	
05:30	22	43	24	15	46	58	
05:45	17	35	30	16	47	51	266
06:00	34	41	30	31	64	72	
06:15	13	32	27	20	40	52	
06:30	16	28	43	17	59	45	
06:45	14	20	41	17	55	37	206
07:00	15	31	44	22	59	53	
07:15	29	14	39	16	68	30	
07:30	14	15	57	20	71	35	
07:45	26	17	81	8	107	25	143
08:00	38	17	75	9	113	26	
08:15	20	15	69	9	89	24	
08:30	28	6	60	3	88	9	
08:45	28	4	50	3	78	7	66
09:00	36	7	38	3	74	10	
09:15	39	1	31	6	70	7	
09:30	41	13	59	3	100	16	
09:45	31	4	37	5	68	9	42
10:00	33	7	31	16	64	23	
10:15	38	3	45	8	83	11	
10:30	48	8	29	3	77	11	
10:45	49	6	52	5	101	11	56
11:00	34	4	44	7	78	11	
11:15	38	8	39	1	77	9	
11:30	29	6	32	0	61	6	
11:45	51	152	3	2	101	317	31
Totals	930	1329	1322	1092	2252	2421	
Day Totals	2259		2414		4673		
Split %	41.3%	54.8%	58.7%	45.1%			
Peak Hour	10:15	02:45	07:45	01:00	07:45	12:45	
Volume	169	193	285	203	397	388	
P.H.F.	.86	.91	.87	.75	.87	.85	

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT : TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870007121100
 Start Date: 07/26/2005
 File I.D. : 870007-1

Street name : NW 107TH AVENUE SOUTH OF Cross street: OKEECHOBEE ROAD

Page : 3

Begin	1		2		Combined		Thursday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
7/28	3	41	3	26	6	67	
	9	57	6	39	15	96	
	3	36	1	65	4	101	
12:00	3	41	1	62	4	103	367
01:00	4	54	3	39	7	93	
01:15	1	51	1	57	2	108	
01:30	1	31	3	61	4	92	
01:45	3	24	6	38	9	62	355
02:00	7	42	1	42	8	84	
02:15	1	42	8	39	9	81	
02:30	3	42	1	69	4	111	
02:45	5	37	6	37	11	74	350
03:00	16	36	10	38	26	74	
03:15	13	45	2	41	15	86	
03:30	7	48	14	21	21	69	
03:45	6	50	12	42	18	92	321
04:00	11	49	7	50	18	99	
04:15	6	41	7	24	13	65	
04:30	10	32	17	23	27	55	
04:45	12	43	31	20	43	63	282
05:00	22	61	21	10	43	71	
05:15	27	29	18	13	45	42	
05:30	17	36	25	21	42	57	
05:45	23	48	36	24	59	72	242
06:00	25	52	31	29	56	81	
06:15	19	38	29	37	48	75	
06:30	41	38	34	36	75	74	
06:45	18	16	63	24	81	40	270
07:00	20	27	55	13	75	40	
07:15	26	21	56	27	82	48	
07:30	24	19	50	29	74	48	
07:45	21	13	80	13	101	26	162
08:00	25	13	58	6	83	19	
08:15	24	10	69	9	93	19	
08:30	34	13	61	9	95	22	
08:45	54	4	59	3	113	7	67
09:00	29	6	47	2	76	8	
09:15	34	1	41	1	75	2	
09:30	35	2	43	2	78	4	
09:45	22	4	22	7	44	11	25
10:00	34	2	35	3	69	5	
10:15	24	3	43	9	67	12	
10:30	43	4	32	3	75	7	
10:45	37	6	24	8	61	14	38
11:00	44	1	26	1	70	2	
11:15	37	1	57	3	94	4	
11:30	30	2	36	2	66	4	
11:45	29	6	43	1	72	7	17
Totals	942	1318	1334	1178	2276	2496	
Day Totals		2260		2512	4772		
Split %	41.3%	52.8%	58.6%	47.2%			
Peak Hour	10:30	03:15	07:45	12:30	08:00	12:30	
Volume	161	192	268	223	384	405	
P.H.F.	.91	.96	.83	.85	.84	.93	

CLIENT : C3TS

JOB NO : 2005-38

PROJECT: NW S. RIVER DRIVE CORRIDOR

COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA

13501 SW 128TH STREET SUITE 101

MIAMI, FLORIDA 33186

Site Code : 870002321100

Start Date: 04/14/2005

File I.D. : 860002-1

Street name : NW 107TH CT. BTWN NW 131ST STREET & Cross street: NW 128TH STREET

Page : 1

	<-----EB----->		<-----WB----->		<-----Combined----->		Thursday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
1/14	1	18	0	3	1	21	
12:00	1	8	0	11	1	19	
12:30	1	9	0	7	1	16	
12:45	0	3	11	46	0	3	82
01:00	0	5	0	6	0	11	
01:15	0	16	0	9	0	25	
01:30	0	2	0	4	0	6	
01:45	0	*	7	30	1	1	54
02:00	0	10	0	13	0	23	
02:15	0	15	0	17	0	32	
02:30	2	11	2	10	4	21	
02:45	0	2	12	48	0	4	99
03:00	2	11	3	9	5	20	
03:15	0	7	0	10	0	17	
03:30	0	10	0	12	0	22	
03:45	0	2	11	39	0	5	73
04:00	1	21	1	13	2	34	
04:15	0	8	0	4	0	12	
04:30	0	4	0	2	0	6	
04:45	0	1	7	40	0	2	62
05:00	2	24	2	8	4	32	
05:15	0	10	0	1	0	11	
05:30	1	9	1	1	2	10	
05:45	2	5	6	49	5	8	63
06:00	2	8	4	2	6	10	
06:15	0	4	2	1	2	5	
06:30	2	1	2	0	4	1	
06:45	2	6	0	13	10	18	22
07:00	2	1	6	0	8	1	
07:15	3	1	7	2	10	3	
07:30	8	3	12	1	20	4	
07:45	7	20	0	5	18	43	8
08:00	6	0	6	1	12	1	
	3	0	4	1	7	1	
	7	0	3	0	10	0	
09:00	10	26	0	*	4	17	2
09:15	13	0	6	2	14	43	
09:30	11	5	12	0	23	5	
09:45	12	0	10	1	22	1	
10:00	5	41	3	8	6	34	13
10:15	23	3	15	0	38	3	
10:30	11	0	6	0	17	0	
10:45	6	1	7	1	13	2	
11:00	6	46	0	4	6	34	6
11:15	9	0	14	2	23	2	
11:30	23	0	13	0	36	0	
11:45	9	0	6	0	15	0	
Totals	8	49	0	*	12	45	2
Day Totals	201	483	206	410	407	893	
Split %	49.3%	58.0%	50.6%	41.9%			

Peak Hour	09:15	03:30	11:00	02:00	09:15	02:00
Volume	51	50	45	51	94	99
P.H.F.	.55	.59	.80	.75	.61	.77

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870122321100
 Start Date: 08/17/2005
 File I.D. : 870122-1

Street name : NW 122ND STREET WEST OF Cross street: SOUTH RIVER DRIVE EB/WB

Page : 1

Begin	EB		WB		Combined		Wednesday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
08/17	1	10	3	11	4	21	
	5	9	2	18	7	27	
	2	7	3	12	5	19	
12:45	2	4	2	9	4	13	80
01:00	1	5	3	3	4	8	
01:15	0	8	0	7	0	15	
01:30	0	9	0	9	0	18	
01:45	2	9	0	13	2	22	63
02:00	1	7	2	8	3	15	
02:15	1	10	2	13	3	23	
02:30	1	11	0	17	1	28	
02:45	2	7	2	11	4	18	84
03:00	1	11	2	12	3	23	
03:15	2	10	6	8	8	18	
03:30	1	10	3	16	4	26	
03:45	2	10	2	15	4	25	92
04:00	3	7	2	9	5	16	
04:15	1	10	2	12	3	22	
04:30	2	4	4	6	6	10	
04:45	0	7	1	9	1	16	64
05:00	2	14	1	14	3	28	
05:15	3	2	6	2	9	4	
05:30	1	6	2	8	3	14	
05:45	2	5	7	16	8	24	59
06:00	6	4	3	3	9	7	
06:15	1	7	3	10	4	17	
06:30	7	5	4	6	11	11	
06:45	6	10	26	13	23	12	31
07:00	8	2	14	4	22	6	57
07:15	4	5	4	1	8	6	
07:30	4	6	17	6	21	12	
07:45	11	4	17	11	9	22	73
08:00	6	5	11	6	17	11	37
08:15	8	2	18	4	26	6	
08:30	8	4	13	8	21	12	
08:45	6	4	15	19	4	22	89
09:00	9	1	10	61	0	19	8
09:15	9	2	12	0	21	2	37
09:30	11	1	7	2	18	3	
09:45	11	3	7	11	40	1	3
10:00	5	1	9	40	1	22	80
10:15	2	0	4	3	14	4	4
10:30	7	0	8	2	6	2	10
10:45	11	0	7	4	15	4	
11:00	7	0	12	1	18	1	11
11:15	7	3	17	1	19	1	
11:30	9	4	20	4	24	4	
11:45	14	1	18	67	1	29	8
Totals	215	266	322	343	537	609	15
Day Totals	481		665		1146		
Split %	40.0%	43.6%	59.9%	56.3%			
Peak Hour	09:00	03:00	11:00	02:15	11:00	02:15	
Volume	40	41	67	53	104	92	
P.H.F.	.90	.93	.83	.77	.81	.82	

CLIENT : C3TS
 JOB NO : 2005-38
 PROJECT : S. RIVER DRIVE CORRIDOR
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA
 13501 SW 128TH STREET SUITE 101
 MIAMI, FLORIDA 33186

Site Code : 870003122100
 Start Date: 04/14/2005
 File I.D. : 870003-1
 Page : 1

Street name : NW 107TH AVENUE NORTH OF Cross street: NW 122ND STREET NORTH 1, NORTH 2

	Cars & 2 Axle			2 Axle 3 Axle 4 Axle 5 Axle 6 Axle 6 Axle 6 Axle 6 Axle 6 Axle 6 Axle										Not	
	Bikes	Trlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Classed	Total
12:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
12:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	7
12:45	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1
Hour Total	0	9	1	0	0	2	0	0	0	0	1	0	0	0	4
01:00 am	0	3	0	0	0	0	0	0	0	0	0	0	0	0	15
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	6	0	0	0	0	0	0	0	0	1	0	0	0	4
02:00 am	0	4	0	0	0	0	0	0	0	0	0	0	0	0	7
02:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
02:30	0	4	0	0	0	1	0	0	0	0	0	0	0	0	2
02:45	0	5	1	0	1	0	0	0	0	0	0	0	0	0	5
Hour Total	0	13	1	0	1	3	0	0	0	0	0	0	0	0	7
03:00 am	1	3	0	0	0	0	0	0	1	0	0	0	0	0	18
03:15	0	1	0	0	1	0	0	1	0	0	0	0	0	0	5
03:30	0	8	0	0	0	0	0	1	0	0	0	0	0	0	3
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	1	15	0	0	1	0	0	2	1	0	0	0	0	0	3
04:00 am	0	5	2	0	0	0	0	0	1	0	0	0	0	0	20
04:15	0	6	1	0	1	1	0	0	0	0	0	0	0	0	8
04:30	0	6	0	0	1	0	0	5	0	0	0	0	0	0	9
04:45	0	6	1	2	0	0	0	1	1	0	1	0	0	0	12
Hour Total	0	23	4	2	2	1	0	6	2	0	1	0	0	0	41
05:00 am	0	6	0	0	0	0	0	5	0	0	1	0	0	0	12
05:15	0	9	0	0	2	0	0	5	1	0	0	0	0	0	12
05:30	0	3	1	0	0	0	0	6	0	0	1	0	0	0	17
05:45	0	5	1	0	0	0	0	8	1	0	2	0	0	0	11
Hour Total	0	23	2	0	2	0	0	24	2	0	4	0	0	0	57
06:00 am	0	6	1	0	1	0	0	3	0	0	0	0	1	0	12
06:15	0	5	2	0	1	1	0	0	2	1	0	0	0	0	12
06:30	0	9	0	0	0	1	0	2	1	0	2	0	0	0	12
06:45	0	13	2	0	2	0	0	0	0	0	0	0	0	0	15
Hour Total	0	33	5	0	4	2	0	5	3	1	2	0	1	0	56
07:00 am	1	16	2	0	0	1	0	8	2	0	0	0	0	0	30
07:15	0	8	2	0	0	1	0	1	0	0	0	0	0	0	12
07:30	0	6	1	1	0	1	0	5	1	0	0	0	0	0	15
07:45	0	11	1	0	2	0	0	1	3	0	0	0	0	0	18
Hour Total	1	41	6	1	2	3	0	15	6	0	0	0	0	0	75
08:00 am	0	8	2	0	2	0	0	4	2	0	1	0	0	1	20
08:15	0	10	3	2	2	0	0	3	1	0	0	0	0	0	21
08:30	0	5	1	1	2	5	0	4	2	0	0	0	0	0	20
08:45	0	12	2	0	2	0	1	3	0	0	0	0	0	0	20
Hour Total	0	35	8	3	8	5	1	14	5	0	1	0	0	1	81

CLIENT : C3TS

JOB NO : 2005-38

PROJECT: S. RIVER DRIVE CORRIDOR

COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA
13501 SW 128TH STREET SUITE 101
MIAMI, FLORIDA 33186

Site Code : 870003122100

Start Date: 04/14/2005

File I.D. : 870003-1

Street name : NW 107TH AVENUE NORTH OF Cross street: NW 122ND STREET NORTH 1, NORTH 2

Page : 2

	Cars & 2 Axle														Not Classed	Total
	Bikes	Trlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Multi		
09:00	0	6	1	0	1	0	1	5	5	0	0	0	0	0	0	19
09:30	1	12	0	1	0	3	1	3	3	0	0	0	0	0	0	24
09:45	0	8	3	0	0	1	0	2	0	0	0	0	0	0	0	14
Hour Total	0	6	1	3	0	0	0	1	3	0	2	0	0	0	0	16
10:00 am	1	32	5	4	1	4	2	11	11	0	2	0	0	0	0	73
10:15	1	11	6	0	3	0	0	1	1	1	0	0	0	0	0	24
10:30	0	9	3	1	0	0	0	1	3	0	0	0	0	0	0	17
10:45	0	6	2	0	0	0	0	3	1	0	0	0	0	0	0	12
Hour Total	0	12	4	2	2	0	0	1	0	0	0	0	0	0	0	21
11:00 am	1	38	15	3	5	0	0	6	5	1	0	0	0	0	0	74
11:15	0	13	1	2	0	0	0	0	5	0	0	0	0	0	0	21
11:30	0	22	6	0	2	2	0	1	5	0	0	0	0	0	0	38
11:45	0	11	2	1	2	1	0	2	2	0	0	0	0	0	0	21
Hour Total	0	18	5	1	0	1	0	2	2	0	0	0	0	0	0	29
12:00 pm	0	64	14	4	4	4	0	5	14	0	0	0	0	0	0	109
12:15	0	20	7	2	2	3	0	1	1	0	0	0	0	0	0	36
12:30	0	20	5	0	1	0	0	1	3	0	0	0	0	0	0	30
12:45	0	10	10	0	2	1	0	1	3	0	0	0	0	0	0	27
Hour Total	0	16	7	2	2	0	0	5	2	0	0	0	0	0	0	34
01:00 pm	0	66	29	4	7	4	0	8	9	0	0	0	0	0	0	127
01:15	0	19	2	0	8	2	0	4	2	0	0	0	0	0	0	37
01:30	0	17	1	0	3	0	0	2	1	0	0	0	0	0	0	24
01:45	0	14	5	1	2	1	0	4	5	0	0	0	0	0	0	32
Hour Total	1	10	4	1	0	2	0	0	0	0	0	0	0	0	0	18
02:00 pm	1	60	12	2	13	5	0	10	8	0	0	0	0	0	0	111
02:15	1	13	3	1	1	0	0	1	2	0	0	0	0	0	0	22
02:30	0	16	5	3	0	2	0	1	3	0	0	0	0	0	0	30
02:45	0	13	4	0	0	0	0	0	4	0	0	0	0	0	0	21
Hour Total	1	8	4	2	2	1	0	2	0	0	0	0	0	0	0	20
03:00 pm	2	50	16	6	3	3	0	4	9	0	0	0	0	0	0	93
03:15	0	15	5	1	4	2	0	1	3	0	0	0	0	0	0	31
03:30	0	16	9	0	2	1	0	1	4	1	0	0	0	0	0	34
03:45	1	22	4	0	3	2	0	2	3	1	0	0	0	0	0	38
Hour Total	0	10	3	0	1	0	0	0	1	0	0	0	0	0	0	15
04:00 pm	1	63	21	1	10	5	0	4	11	2	0	0	0	0	0	118
04:15	0	13	5	0	1	2	0	0	1	0	0	0	0	0	0	22
04:30	0	12	1	1	0	1	0	0	2	0	0	0	0	0	0	17
04:45	0	16	1	2	1	0	0	0	2	1	0	0	0	0	0	23
Hour Total	2	20	0	1	2	0	0	0	1	0	0	0	0	0	1	27
05:00 pm	2	61	7	4	4	3	0	0	6	1	0	0	0	0	1	89
05:15	0	33	4	0	0	0	0	1	3	0	0	0	0	0	0	41
05:30	0	34	1	0	1	0	0	0	0	0	0	0	0	0	0	36
05:45	0	11	1	0	1	0	0	2	0	0	0	0	0	0	0	15
Hour Total	1	11	2	0	2	0	0	1	1	0	1	0	0	0	0	19
	1	89	8	0	4	0	0	4	4	0	1	0	0	0	0	111

CLIENT : C3TS

JOB NO : 2005-38

PROJECT: S. RIVER DRIVE CORRIDOR

COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA
13501 SW 128TH STREET SUITE 101
MIAMI, FLORIDA 33186

Site Code : 870003122100

Start Date: 04/14/2005

File I.D. : 870003-1

Street name : NW 107TH AVENUE NORTH OF Cross street: NW 122ND STREET NORTH 1, NORTH 2

Page : 3

	Cars & 2 Axle			2 Axle 3 Axle 4 Axle 5 Axle 6 Axle 7 Axle 8 Axle 9 Axle 10 Axle 11 Axle 12 Axle										Not	Total
	Bikes	Trlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Classed	
06:00	0	31	6	1	1	0	0	0	0	0	0	0	0	0	39
06:30	0	21	1	0	0	0	0	1	0	0	0	0	0	0	23
06:45	1	14	6	0	3	0	0	1	0	1	0	0	0	0	26
Hour Total	0	17	1	0	1	0	0	0	0	0	1	0	0	0	20
Hour Total	1	83	14	1	5	0	0	2	0	1	1	0	0	0	108
07:00 pm	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
07:15	0	9	1	1	0	1	0	1	0	0	0	0	0	0	13
07:30	0	9	4	0	0	0	0	0	1	0	0	0	0	0	14
07:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	35	6	1	0	1	0	1	1	0	0	0	0	0	45
08:00 pm	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
08:15	1	16	1	0	0	0	0	0	0	0	0	0	0	0	18
08:30	1	1	1	0	0	0	0	0	2	0	0	0	0	0	5
08:45	0	3	0	0	0	0	0	1	0	0	0	0	0	0	4
Hour Total	2	21	4	0	0	0	0	1	2	0	0	0	0	0	30
09:00 pm	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
09:15	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
09:30	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
09:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	11	1	0	1	0	0	0	1	0	0	0	0	0	14
10:00 pm	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
10:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
10:30	0	1	1	0	0	0	0	0	0	0	1	0	0	0	3
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	11	1	0	0	0	0	0	0	0	1	0	0	0	13
11:00 pm	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2
11:30	0	7	0	0	0	0	0	0	1	0	0	0	0	0	8
11:45	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2
Hour Total	0	9	1	0	0	0	0	0	1	0	2	0	0	0	13
Day Totals	14	891	181	36	77	45	3	122	101	6	19	*	1	2	1498
Totals	14	891	181	36	77	45	3	122	101	6	19	0	1	2	1498
Percent Spl	.9%	59.4%	12.0%	2.4%	5.1%	3.0%	.2%	8.1%	6.7%	.4%	1.2%	.0%	.0%	.1%	

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC.
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870003321100
 Start Date: 07/28/2005
 File I.D. : 870003-1
 Page : 1

Street name : NW 121ST WAY/SMITHS CROSSING BTWN Cross street: NW 122ND ST AND S. RIVER DRIVE ,

	EB		WB		Combined		Thursday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
7/28	2	47	1	42	3	89	
	4	35	1	55	5	90	
	2	20	3	44	5	64	
12:45	0	24	0	34	0	58	301
01:00	2	33	3	39	5	72	
01:15	0	35	0	44	0	79	
01:30	1	31	1	45	2	76	
01:45	1	24	2	38	3	62	289
02:00	1	22	1	44	2	66	
02:15	1	21	2	30	3	51	
02:30	0	24	4	32	4	56	
02:45	2	26	5	28	7	54	227
03:00	4	29	4	25	8	54	
03:15	1	35	1	34	2	69	
03:30	3	43	4	21	7	64	
03:45	1	22	5	31	6	53	240
04:00	1	56	6	22	7	78	
04:15	0	58	9	27	9	85	
04:30	2	31	10	12	12	43	
04:45	3	39	14	12	17	51	257
05:00	8	59	14	19	22	78	
05:15	7	42	27	6	34	48	
05:30	8	33	28	5	36	38	
05:45	7	28	45	6	52	34	198
06:00	12	14	36	5	48	19	
06:15	22	20	50	6	72	26	
06:30	11	10	58	8	69	18	
06:45	21	11	68	6	89	17	80
07:00	21	25	58	16	79	41	
07:15	15	11	37	12	52	23	
07:30	13	5	33	8	46	13	
07:45	33	12	49	12	82	24	101
08:00	17	7	49	14	66	21	
08:15	19	3	12	6	31	9	
08:30	25	4	30	3	55	7	
08:45	26	2	34	3	60	5	42
09:00	25	5	21	5	46	10	
09:15	24	15	29	2	53	17	
09:30	28	4	47	8	75	12	
09:45	31	4	36	5	67	9	48
	25	2	29	1	54	3	
	9	3	40	1	49	4	
	31	8	28	3	59	11	
11:00	27	4	41	8	68	12	30
11:15	29	4	53	1	82	5	
11:30	34	2	32	1	66	3	
11:45	30	2	27	1	57	3	
	29	122	10	45	74	10	21
Totals	618	996	1132	838	1750	1834	
Day Totals		1614		1970		3584	
Split %	35.3%	54.3%	64.6%	45.6%			
Peak Hour	11:00	04:15	06:15	12:00	06:15	12:00	
Volume	122	187	234	175	309	301	
P.H.F.	.89	.79	.86	.79	.86	.83	

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870002121100
 Start Date: 07/28/2005
 File I.D. : 870002-1
 Page : 1

Street name : NW 115TH AVENUE SOUTH OF Cross street: NW 138TH STREET

	NB		SB		Combined		Thursday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
07/28	0	6	0	7	0	13	
	2	5		5	2	10	
	1	12	1	27	2	39	
12:45	0	8	0	17	0	25	87
01:00	1	10	0	6	4	16	
01:15	0	17	0	13	0	30	
01:30	0	13	0	15	0	28	
01:45	4	20	6	11	10	31	105
02:00	0	25	0	10	0	35	
02:15	2	12	0	13	2	25	
02:30	0	19	0	18	0	37	
02:45	1	22	0	17	1	39	136
03:00	2	20	0	16	3	36	
03:15	1	25	1	15	2	40	
03:30	1	29	1	18	2	47	
03:45	1	10	3	1	4	11	134
04:00	9	25	2	5	10	30	
04:15	10	11	3	2	13	13	
04:30	1	12	1	8	2	20	
04:45	1	8	1	4	2	12	75
05:00	1	16	5	4	6	20	
05:15	1	16	3	5	4	21	
05:30	0	7	3	3	3	10	
05:45	3	9	11	22	14	27	61
06:00	7	9	6	9	13	18	
06:15	0	7	11	2	11	9	
06:30	4	4	11	5	15	9	
06:45	3	0	27	55	30	0	36
07:00	7	1	19	1	26	2	
07:15	2	2	14	1	16	3	
07:30	5	5	15	3	20	8	
07:45	3	1	27	75	30	3	16
08:00	9	0	21	0	30	0	
08:15	10	4	10	1	20	5	
08:30	11	0	11	0	22	0	
08:45	6	0	10	52	1	0	5
09:00	5	1	7	0	16	88	
09:15	11	0	20	0	12	1	
09:30	4	0	8	0	31	0	
09:45	5	0	8	43	13	0	1
10:00	9	0	16	0	25	0	
10:15	18	1	8	1	13	1	
10:30	2	3	1	3	19	4	
10:45	14	2	4	29	6	2	7
11:00	14	3	16	0	30	3	
11:15	14	0	9	2	23	2	
11:30	6	0	5	0	11	0	
11:45	12	0	6	0	18	0	5
Totals	214	397	331	271	545	668	
Day Totals	611	602	1213				
Split %	39.2%	59.4%	60.7%	40.5%			
Peak Hour	10:30	02:45	07:15	02:30	07:45	02:45	
Volume	48	96	77	66	102	162	
P.H.F.	.66	.82	.71	.91	.85	.86	

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT : TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870009321100
 Start Date: 07/26/2005
 File I.D. : 870009-1
 Page : 1

Street name : OKEECHOBEE ROAD SOUTH OF Cross street: NW 121ST WAY ,

	NB				SB				Combined				Tuesday
	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		
07/26	25		141		22		186		47		327		
	20		156		25		130		45		286		
	22		142		26		162		48		304		
12:45	20	87	152	591	20	93	153	631	40	180	305	1222	
01:00	9		151		20		168		29		319		
01:15	25		170		9		162		34		332		
01:30	15		122		17		167		32		289		
01:45	22	71	153	596	9	55	145	642	31	126	298	1238	
02:00	35		127		28		155		63		282		
02:15	29		163		8		144		37		307		
02:30	38		164		21		173		59		337		
02:45	29	131	131	585	5	62	168	640	34	193	299	1225	
03:00	33		186		9		150		42		336		
03:15	28		140		18		193		46		333		
03:30	35		136		25		198		60		334		
03:45	47	143	132	594	29	81	183	724	76	224	315	1318	
04:00	55		153		25		172		80		325		
04:15	50		178		30		234		80		412		
04:30	89		179		45		215		134		394		
04:45	82	276	232	742	40	140	197	818	122	416	429	1560	
05:00	81		213		37		230		118		443		
05:15	137		234		63		212		200		446		
05:30	162		229		84		206		246		435		
05:45	167	547	225	901	87	271	175	823	254	818	400	1724	
06:00	181		244		86		156		267		400		
06:15	175		178		136		172		311		350		
06:30	193		151		144		120		337		271		
06:45	162	711	133	706	210	576	151	599	372	1287	284	1305	
07:00	160		140		268		108		428		248		
07:15	144		103		360		88		504		191		
07:30	154		98		367		76		521		174		
07:45	153	611	68	409	350	1345	62	334	503	1956	130	743	
08:00	140		50		372		59		512		109		
08:15	144		61		380		57		524		118		
08:30	118		53		365		62		483		115		
08:45	129	531	41	205	323	1440	42	220	452	1971	83	425	
09:00	130		40		265		36		395		76		
09:15	153		43		223		51		376		94		
09:30	151		42		178		36		329		78		
09:45	135	569	38	163	187	853	37	160	322	1422	75	323	
10:00	138		41		156		47		294		88		
	135		44		139		33		274		77		
	146		27		166		44		312		71		
	142	561	28	140	162	623	36	160	304	1184	64	300	
11:00	147		31		153		40		300		71		
11:15	137		23		174		41		311		64		
11:30	160		28		166		28		326		56		
11:45	151	595	20	102	154	647	25	134	305	1242	45	236	
Totals	4833		5734		6186		5885		11019		11619		
Day Totals		10567				12071				22638			
Split %	43.8%		49.3%		56.1%		50.6%						
Peak Hour	05:45		05:15		07:30		04:15		07:30		04:45		
Volume	716		932		1469		876		2060		1753		
P.H.F.	.92		.95		.96		.93		.98		.98		

CLIENT : C3TS
 JOB No : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870009321100
 Start Date: 07/26/2005
 File I.D. : 870009-1

Street name : OKEECHOBEE ROAD SOUTH OF Cross street: NW 121ST WAY

Begin	NB		SB		Combined		Wednesday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
7/27	19	149	26	185	45	334	
	23	149	32	159	55	308	
12:45	23	136	18	144	41	280	
01:00	15	132	23	151	46	283	1205
01:15	12	162	21	144	36	306	
01:30	21	161	14	129	26	290	
01:45	27	159	25	170	46	329	
02:00	19	124	25	148	591	272	1197
02:15	10	151	25	159	52	310	
02:30	31	152	18	154	44	306	
02:45	37	131	16	181	28	312	
03:00	31	132	15	164	52	296	1224
03:15	28	137	16	159	47	296	
03:30	43	146	18	199	46	345	
03:45	43	156	19	197	62	353	
04:00	42	140	25	170	725	310	1304
04:15	38	149	22	187	68	336	
04:30	71	179	25	186	64	365	
04:45	105	181	42	167	63	348	
05:00	90	200	45	200	113	400	1449
05:15	135	222	46	250	150	472	
05:30	159	249	69	203	136	452	
05:45	197	203	76	171	204	374	
06:00	150	204	84	154	235	358	1656
06:15	201	204	96	163	281	367	
06:30	181	173	138	151	246	324	
06:45	197	140	149	146	339	286	
07:00	144	156	202	106	330	262	1239
07:15	168	116	274	137	399	253	
07:30	162	102	359	98	418	200	
07:45	166	85	363	94	527	179	
08:00	153	96	384	82	525	178	810
08:15	166	55	360	78	550	133	
08:30	145	58	336	63	513	121	
08:45	152	63	346	48	502	111	
09:00	125	48	322	57	491	105	470
09:15	120	52	271	41	474	93	
09:30	133	50	208	58	396	108	
09:45	103	42	175	57	328	99	
10	142	44	205	49	308	93	393
	120	34	163	38	308	72	
	149	28	146	32	305	60	
	136	46	183	45	266	91	
11:00	131	32	162	50	332	82	305
11:15	139	33	154	40	298	73	
11:30	144	20	173	28	285	48	
11:45	162	25	166	50	312	75	
Totals	4831	576	105	134	627	23	246
Day Totals	4831	5633	6214	5865	11045	11498	
Split %	43.7%	48.9%	56.2%	51.0%	22543		
Peak Hour	05:45	05:00	07:15	04:45	07:15	04:45	
Volume	729	878	1466	824	2115	1698	
P.H.F.	.90	.88	.95	.82	.96	.89	

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870009321100
 Start Date: 07/26/2005
 File I.D. : 870009-1

Street name : OKEECHOBEE ROAD SOUTH OF Cross street: NW 121ST WAY ,

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Be	NB		SB		Combined		Thursday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
07/28	19	141	24	184	43	325	
	21	159	28	164	49	323	
	24	176	17	159	41	335	
12:45	12	155	18	173	30	328	1311
01:00	22	160	14	188	36	348	
01:15	10	154	12	146	22	300	
01:30	23	138	15	177	38	315	
01:45	23	157	20	179	43	336	1299
02:00	19	164	20	136	39	300	
02:15	20	177	20	133	40	310	
02:30	29	171	12	162	41	333	
02:45	38	162	18	160	56	322	1265
03:00	34	127	31	173	65	300	
03:15	33	161	23	189	56	350	
03:30	47	168	23	212	70	380	
03:45	55	162	21	175	749	337	1367
04:00	51	167	27	191	78	358	
04:15	55	164	28	224	83	388	
04:30	69	215	42	197	111	412	
04:45	99	216	40	193	805	409	1567
05:00	103	256	53	271	156	527	
05:15	109	246	58	189	167	435	
05:30	183	234	62	239	245	473	
05:45	166	226	76	200	899	426	1861
06:00	161	197	96	188	257	385	
06:15	167	164	127	188	294	352	
06:30	197	178	173	146	370	324	
06:45	205	135	226	107	629	431	1352
07:00	151	130	278	127	429	257	1303
07:15	126	108	353	106	479	214	
07:30	148	92	351	63	499	155	
07:45	165	96	365	75	371	530	1937
08:00	141	66	342	55	483	171	797
08:15	127	62	357	75	484	121	
08:30	132	41	333	69	465	137	
08:45	148	49	303	71	451	110	
09:00	133	42	231	43	364	120	488
09:15	156	45	181	61	337	85	
09:30	134	58	193	52	327	106	
09:45	125	49	149	49	274	110	
10:00	127	71	178	38	305	98	399
	137	69	134	31	271	109	
	147	72	178	49	325	100	
	135	51	166	43	301	121	
11:00	139	33	177	33	316	94	424
11:15	137	49	154	25	291	66	
11:30	130	23	137	24	267	74	
11:45	151	21	171	38	322	47	
Totals	4783	6157	6055	6170	10838	12327	246
Day Totals		10940		12225		23165	
Split %	44.1%	49.9%	55.8%	50.0%			
Peak Hour	06:00	05:00	07:30	05:00	07:30	05:00	
Volume	730	962	1415	899	1996	1861	
P.H.F.	.89	.93	.96	.82	.94	.88	

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT : TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870011321100
 Start Date: 07/26/2005
 File I.D. : 870011-2

Street name : NW 138TH STREET SOUTH OF Cross street: OKEECHOBEE ROAD EB

Page : 1

	Bikes	Cars & 2 Axle	Trlrs	Long	Buses	6 Tire	2 Axle 3 Axle	4 Axle	5 Axle	6 Axle	7 Axle	8 Axle	9 Axle	10 Axle	Multi	Multi	Multi	Classed	Not	Total
07/26	0	7	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	11
12:45	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	6
Hour Total	0	12	5	1	0	0	0	0	0	3	5	0	1	0	0	0	0	0	0	28
01:00 am	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
01:15	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
01:30	0	6	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	9
01:45	0	1	1	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	4
Hour Total	0	11	2	0	0	0	0	0	4	2	0	2	0	0	0	0	0	0	0	21
02:00 am	0	9	1	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	13
02:15	0	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4
02:30	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	14	3	0	0	1	0	1	2	0	1	0	0	0	0	0	0	0	0	22
03:00 am	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:30	0	3	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	6
03:45	0	4	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	7
Hour Total	0	10	1	2	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	18
04:00 am	0	6	1	1	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	12
04:15	0	3	0	0	1	0	0	0	2	3	0	0	0	0	0	0	0	0	0	9
04:30	0	2	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	6
04:45	0	1	3	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	7
Hour Total	0	12	6	1	4	1	0	4	6	0	0	0	0	0	0	0	0	0	0	34
05:00 am	0	2	1	0	1	0	0	0	2	3	0	0	0	0	0	0	0	0	0	9
05:15	0	3	3	0	0	3	0	3	2	0	0	0	0	0	0	0	0	0	0	15
05:30	0	2	0	1	0	3	0	3	3	0	0	0	0	0	0	0	0	0	0	12
05:45	0	5	1	0	1	1	0	4	5	0	1	0	0	0	0	0	0	0	0	18
Hour Total	0	12	5	1	2	7	0	12	13	0	1	0	1	0	1	0	0	0	0	54
06:00 am	0	2	2	1	0	1	1	7	4	0	0	0	0	0	0	0	0	0	0	18
06:15	0	5	3	3	3	6	0	2	3	3	0	0	0	0	0	0	0	0	0	28
06:30	0	7	5	0	6	5	0	3	3	0	2	0	0	0	0	0	0	0	0	31
06:45	0	5	6	3	9	2	1	5	0	1	1	0	1	0	1	0	0	0	0	34
Hour Total	0	19	16	7	18	14	2	17	10	4	3	0	1	0	1	0	0	0	0	111
07:00 am	0	5	3	2	3	7	0	2	3	0	1	0	0	0	0	0	0	0	0	26
07:15	0	6	2	3	3	4	1	2	6	1	0	0	0	0	0	0	0	0	0	29
07:30	0	1	1	1	1	3	0	4	5	0	0	0	0	0	0	0	0	0	0	17
07:45	0	7	1	3	1	4	0	6	3	0	0	0	0	0	0	0	0	0	0	25
Hour Total	0	19	7	9	8	18	1	14	17	1	1	0	2	0	0	0	0	0	0	97
08:00 am	0	10	3	3	1	6	0	3	4	0	0	0	0	0	0	0	0	0	0	31
08:15	0	5	5	2	2	7	1	5	6	0	0	0	0	0	0	0	0	0	0	33
08:30	0	15	3	2	3	6	0	3	7	0	1	0	0	0	0	0	0	0	0	40
08:45	1	8	3	0	2	6	0	6	4	0	1	0	1	0	1	0	0	0	0	32
Hour Total	1	38	14	7	8	25	1	17	21	0	2	0	2	0	2	0	0	0	0	136

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870011321100
 Start Date: 07/26/2005
 File I.D. : 870011-2

Street name :NW 138TH STREET SOUTH OF Cross street:OKEECHOBEE ROAD EB																	Page : 2
	Cars & 2 Axle			2 Axle 3 Axle 4 Axle<5 Axle 5 Axle>6 Axle<6 Axle 6 Axle>6 Axle Not											Total		
	Bikes	Trlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Classed			
09:00 am	0	7	5	1	2	2	0	5	2	0	1	0	0	0	0	25	
09:05	0	8	4	1	0	3	1	4	6	2	1	0	0	0	0	30	
09:10	0	2	6	5	3	4	0	5	7	5	0	0	0	0	0	37	
09:45	0	10	7	2	2	5	0	8	5	0	1	0	0	0	0	40	
Hour Total	0	27	22	9	7	14	1	22	20	7	3	0	0	0	0	132	
10:00 am	0	4	5	4	3	5	1	3	5	1	0	0	0	0	0	31	
10:15	1	5	7	0	2	3	2	5	2	0	0	0	0	0	0	27	
10:30	0	9	3	1	1	4	0	2	6	0	0	0	0	0	0	26	
10:45	0	10	5	2	4	2	0	6	7	0	0	0	0	0	0	36	
Hour Total	1	28	20	7	10	14	3	16	20	1	0	0	0	0	0	120	
11:00 am	0	9	5	2	1	6	0	3	2	0	0	0	0	0	0	28	
11:15	0	12	9	2	0	4	1	3	8	1	0	0	0	0	0	40	
11:30	0	15	6	0	1	7	1	4	9	0	0	0	0	0	0	43	
11:45	0	20	6	1	0	1	0	4	2	0	0	0	0	0	0	34	
Hour Total	0	56	26	5	2	18	2	14	21	1	0	0	0	0	0	145	
12:00 pm	0	22	11	1	2	3	0	3	1	0	0	0	0	0	0	43	
12:15	0	14	5	6	2	5	1	1	3	0	0	0	0	1	0	38	
12:30	0	20	9	6	1	5	1	8	1	0	1	0	0	0	0	52	
12:45	0	15	9	2	3	3	1	6	3	0	1	0	0	0	0	43	
Hour Total	0	71	34	15	8	16	3	18	8	0	2	0	0	1	0	176	
01:00 pm	0	16	5	3	2	3	0	5	7	0	0	0	0	2	0	43	
01:15	0	9	6	3	7	3	0	2	6	0	0	0	0	0	0	36	
01:30	0	19	6	1	5	4	1	1	6	0	0	0	0	0	0	43	
01:45	0	13	7	2	5	3	0	5	4	0	0	0	0	1	0	40	
Hour Total	0	57	24	9	19	13	1	13	23	0	0	0	0	3	0	162	
02:00 pm	0	13	13	2	1	7	1	7	5	2	0	0	0	0	0	51	
02:15	0	10	5	3	3	7	0	2	1	0	0	0	0	0	0	31	
02:30	0	22	4	2	1	4	3	4	5	0	0	0	0	0	0	45	
02:45	0	13	13	3	2	2	2	5	3	0	0	0	0	0	0	43	
Hour Total	0	58	35	10	7	20	6	18	14	2	0	0	0	0	0	170	
03:00 pm	0	12	6	0	2	6	0	1	3	0	0	0	0	0	0	30	
03:15	0	20	3	2	1	8	1	2	3	0	0	0	0	0	0	40	
03:30	5	40	7	3	0	5	0	6	5	1	0	0	0	0	0	72	
03:45	1	32	8	1	3	2	0	4	6	1	0	0	0	0	0	58	
Hour Total	6	104	24	6	6	21	1	13	17	2	0	0	0	0	0	200	
04:00 pm	0	55	8	2	0	3	0	4	1	0	0	0	0	0	0	73	
04:15	0	29	13	0	1	4	0	0	2	0	0	0	0	1	0	50	
04:30	1	50	13	0	3	0	0	1	8	1	0	0	0	0	0	77	
04:45	0	48	13	1	4	5	0	3	1	1	0	0	0	0	0	76	
Hour Total	1	182	47	3	8	12	0	8	12	2	0	0	0	1	0	276	
05:00 pm	0	58	11	1	3	5	0	5	2	0	0	0	0	0	0	85	
05:15	0	49	6	1	2	7	0	6	4	3	0	0	0	1	0	79	
05:30	0	31	6	0	0	1	0	2	1	0	0	0	0	0	0	41	
05:45	0	40	5	1	1	2	0	1	3	0	0	0	0	0	0	53	
Hour Total	0	178	28	3	6	15	0	14	10	3	0	0	0	1	0	258	

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870011321100
 Start Date: 07/26/2005
 File I.D. : 870011-2

Street name :NW 138TH STREET SOUTH OF Cross street:OKEECHOBEE ROAD EB

Page : 3

	Bikes	Cars & 2 Axle	Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double	6 Axle Double	6 Axle Double	Multi	Multi	Multi	Classed	Not	Total
06:00 pm	0	36	9	0	0	0	0	1	0	0	0	0	0	0	0	46
06:15	0	21	3	0	0	2	0	1	0	0	0	0	0	0	0	27
06:30	0	21	3	1	0	0	0	1	1	0	0	0	0	0	0	27
06:45	0	18	5	1	0	0	0	0	1	0	0	0	0	0	0	25
Hour Total	0	96	20	2	0	2	0	3	2	0	0	0	0	0	0	125
07:00 pm	0	17	3	0	0	0	0	2	0	0	0	0	0	1	0	23
07:15	0	10	4	0	1	0	0	0	0	0	0	0	0	0	0	15
07:30	0	5	4	0	0	0	0	1	2	0	1	0	0	0	0	13
07:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	38	12	0	1	0	0	3	2	0	1	0	1	0	0	58
08:00 pm	0	9	5	0	0	0	0	1	1	1	0	0	0	0	0	17
08:15	0	5	1	0	0	0	0	0	0	0	1	0	0	0	0	7
08:30	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
08:45	0	2	1	0	0	0	0	0	1	0	1	0	0	0	0	5
Hour Total	0	17	7	0	0	1	0	1	2	1	2	0	0	0	0	31
09:00 pm	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
09:15	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
09:30	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	5
09:45	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	4
Hour Total	0	16	5	0	0	1	0	1	1	1	0	1	0	0	0	26
10:00 pm	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	4
10:15	0	2	1	0	0	1	0	0	2	0	0	1	0	0	0	7
10:30	0	2	4	0	0	1	0	0	0	0	0	1	0	0	0	8
10:45	0	6	0	0	1	0	0	1	1	0	0	0	0	0	0	9
Hour Total	0	12	5	0	1	2	0	1	3	2	0	2	0	0	0	28
11:00 pm	0	2	0	0	0	1	0	0	1	0	1	0	0	0	0	5
11:15	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2
11:30	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	3
11:45	0	7	2	0	0	0	0	1	0	0	0	0	0	0	0	10
Hour Total	0	11	3	0	0	1	0	1	1	0	1	0	2	0	0	20
Day Totals	9	1098	371	97	115	216	21	220	235	27	20	4	15	*		2448
12:00 07/27	0	2	1	0	0	0	0	1	2	0	0	0	0	0	0	6
12:15	0	1	1	0	0	0	0	2	2	0	1	0	0	0	0	7
12:30	0	3	0	0	0	0	0	2	2	0	0	0	0	0	0	7
12:45	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	3
Hour Total	0	6	3	0	0	1	0	5	6	0	1	1	0	0	0	23
01:00 pm	0	2	0	0	0	0	0	0	1	0	1	0	0	0	0	4
01:15	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	3
01:30	0	8	0	0	0	0	0	0	0	1	2	0	0	0	0	11
01:45	0	4	3	0	0	0	0	0	1	0	0	0	0	0	0	8
Hour Total	0	16	3	0	0	0	0	0	2	1	4	0	0	0	0	26
02:00 am	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
02:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	2	0	0	0	0	0	2	0	1	0	0	0	0	8

CLIENT : C3TS

JOB NO : 2005-38 WO 2

PROJECT : TOWN OF MEDLEY

COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
13284 SW 120TH ST, MIAMI, FL 33186
TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870011321100

Start Date: 07/26/2005

File I.D. : 870011-2

Street name : NW 138TH STREET SOUTH OF Cross street: OKEECHOBEE ROAD EB

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Begin	Cars & 2 Axle			2 Axle 3 Axle 4 Axle 5 Axle 6 Axle 6 Axle 6 Axle 6 Axle 6 Axle 6 Axle										Not	
	Bikes	Trlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Classed	Total
03:00 am	0	6	1	0	0	0	0	0	1	0	0	0	0	0	9
03:15	0	2	0	1	0	0	0	1	0	0	0	0	0	0	4
03:30	0	1	1	2	0	0	0	1	1	1	0	0	0	0	7
03:45	0	0	1	1	0	0	0	0	1	0	0	0	0	0	3
Hour Total	0	9	3	4	0	0	0	2	3	1	1	0	0	0	23
04:00 am	0	4	1	0	0	0	0	1	0	0	1	0	0	0	7
04:15	0	4	1	0	0	0	0	0	1	0	0	0	0	0	6
04:30	0	3	0	0	0	1	0	1	3	0	0	0	0	0	8
04:45	0	1	1	2	0	0	1	1	2	0	0	0	0	0	8
Hour Total	0	12	3	2	0	1	1	3	6	0	1	0	0	0	29
05:00 am	0	3	3	0	0	1	0	3	4	1	0	0	0	0	15
05:15	0	4	2	0	0	2	0	1	1	1	0	0	0	0	11
05:30	0	4	1	1	1	3	0	2	4	0	0	0	0	0	16
05:45	0	3	0	0	0	3	0	4	4	0	0	0	0	0	14
Hour Total	0	14	6	1	1	9	0	10	13	2	0	0	0	0	56
06:00 am	0	4	1	0	1	3	1	1	3	1	0	0	0	0	15
06:15	0	1	4	6	2	10	2	5	5	1	0	0	0	0	36
06:30	0	5	3	0	1	3	0	6	2	1	0	0	0	0	21
06:45	0	5	3	0	3	6	0	0	3	0	0	0	0	0	20
Hour Total	0	15	11	6	7	22	3	12	13	3	0	0	0	0	92
07:00 am	0	9	4	0	4	1	0	4	2	1	2	0	0	0	27
07:15	0	1	10	3	6	6	1	5	2	0	0	0	0	0	34
07:30	0	10	7	2	4	3	1	5	3	0	0	0	0	0	35
07:45	0	3	4	3	2	7	1	6	5	0	0	0	0	0	31
Hour Total	0	23	25	8	16	17	3	20	12	1	2	0	0	0	127
08:00 am	0	4	1	4	2	6	0	2	3	0	0	0	0	0	22
08:15	0	5	6	0	2	7	1	3	6	0	0	0	0	0	30
08:30	0	6	3	5	0	5	0	1	11	0	0	0	0	0	31
08:45	0	6	5	3	1	4	0	5	5	0	0	0	1	0	30
Hour Total	0	21	15	12	5	22	1	11	25	0	0	0	1	0	113
09:00 am	0	9	5	5	5	2	1	9	1	0	2	0	1	0	40
09:15	0	7	4	5	1	7	2	6	3	2	0	0	0	0	37
09:30	0	5	5	1	2	6	1	6	10	0	0	0	1	0	37
09:45	0	5	4	1	3	11	1	3	10	0	0	0	0	0	38
Hour Total	0	26	18	12	11	26	5	24	24	2	2	0	2	0	152
10:00 am	0	11	6	4	1	4	1	2	11	0	1	0	0	0	41
10:15	0	8	11	0	1	14	0	2	4	0	0	0	0	0	40
10:30	0	10	2	3	2	3	1	5	4	0	0	0	0	0	30
10:45	0	11	7	1	3	6	0	3	2	0	0	0	0	0	33
Hour Total	0	40	26	8	7	27	2	12	21	0	1	0	0	0	144
11:00 am	0	14	7	0	1	5	1	3	5	0	0	0	0	0	36
11:15	0	9	5	0	3	4	0	3	6	1	0	0	0	0	32
11:30	0	17	4	2	1	8	1	5	2	0	0	0	1	0	40
11:45	0	17	3	1	1	3	2	2	7	0	0	0	0	0	36
Hour Total	0	57	19	3	6	20	4	13	20	1	0	0	1	0	144

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870011321100
 Start Date: 07/26/2005
 File I.D. : 870011-2

Street name : NW 138TH STREET SOUTH OF Cross street: OKEECHOBEE ROAD EB

Page : 5

	Bikes	Cars & 2 Axle	Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double	6 Axle Double	6 Axle Double	6 Axle Multi	6 Axle Multi	6 Axle Multi	Not Classed	Total
12:00 pm	0	24	2	4	4	2	0	3	6	1	0	0	0	0	46
12:05	0	12	9	4	3	3	2	2	3	0	0	0	0	0	38
12:10	0	16	3	4	4	2	0	1	2	0	0	0	0	0	32
12:15	0	13	4	2	3	6	2	4	10	0	0	0	0	0	44
Hour Total	0	65	18	14	14	13	4	10	21	1	0	0	0	0	160
01:00 pm	0	17	7	2	0	8	0	2	5	0	0	0	0	0	41
01:05	0	15	11	2	4	1	0	5	6	0	0	0	0	0	44
01:10	0	9	8	4	2	1	1	3	3	0	0	0	0	0	31
01:15	0	8	4	2	2	3	0	3	4	1	0	0	0	0	27
Hour Total	0	49	30	10	8	13	1	13	18	1	0	0	0	0	143
02:00 pm	0	18	7	2	2	4	0	2	5	0	0	0	1	0	41
02:05	0	11	8	0	4	3	0	3	2	1	0	0	0	0	32
02:10	0	23	8	1	3	3	0	1	4	0	0	0	0	0	43
02:15	0	17	7	4	2	5	0	0	1	1	0	0	0	0	37
Hour Total	0	69	30	7	11	15	0	6	12	2	0	0	1	0	153
03:00 pm	0	20	6	2	1	0	0	4	4	0	0	0	0	0	37
03:05	0	15	7	0	0	4	1	3	7	0	0	0	0	0	37
03:10	0	39	17	3	2	6	0	0	2	0	0	0	1	0	70
03:15	0	43	8	1	0	0	0	3	0	0	0	0	0	0	55
Hour Total	0	117	38	6	3	10	1	10	13	0	0	0	1	0	199
04:00 pm	0	43	12	1	2	2	0	4	4	0	0	0	0	0	68
04:05	0	26	7	2	1	2	0	2	4	0	0	0	0	0	44
04:10	0	44	17	0	5	3	0	0	0	0	0	0	0	0	69
04:15	0	40	10	1	2	4	0	3	2	1	0	0	0	0	63
Hour Total	0	153	46	4	10	11	0	9	10	1	0	0	0	0	244
05:00 pm	0	65	7	0	4	4	0	5	4	1	0	0	0	0	90
05:05	0	41	15	0	3	3	0	5	1	0	0	0	0	0	68
05:10	0	45	7	1	2	2	0	1	2	0	0	0	0	0	60
05:15	0	36	8	0	0	1	0	1	1	0	0	0	0	0	47
Hour Total	0	187	37	1	9	10	0	12	8	1	0	0	0	0	265
06:00 pm	0	22	9	1	1	2	0	1	3	0	0	0	0	0	39
06:05	0	26	3	1	1	3	0	2	0	0	0	0	0	0	36
06:10	0	32	5	0	0	1	0	0	3	0	0	0	0	0	41
06:15	0	10	5	1	0	0	0	0	1	0	0	0	0	0	17
Hour Total	0	90	22	3	2	6	0	3	7	0	0	0	0	0	133
07:00 pm	0	7	2	0	1	0	0	1	1	0	0	0	0	0	12
07:05	0	15	2	1	0	1	0	1	0	0	0	0	0	0	20
07:10	0	18	5	0	0	0	0	1	3	0	0	0	0	0	27
07:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	48	10	1	1	1	0	3	4	0	0	0	0	0	68
08:00 pm	0	5	3	0	0	0	0	1	0	0	1	0	0	0	10
08:05	0	9	3	0	0	0	0	1	0	0	0	0	0	0	13
08:10	0	4	2	0	0	0	0	1	0	1	0	0	0	0	8
08:15	0	6	1	0	0	0	0	0	0	0	1	0	0	0	8
Hour Total	0	24	9	0	0	0	0	3	0	1	2	0	0	0	39

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870011321100
 Start Date: 07/26/2005
 File I.D. : 870011-2

Street name : NW 138TH STREET SOUTH OF Cross street: OKEECHOBEE ROAD EB

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Begin	Bikes	Cars & 2 Axle Trlrs	Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double	6 Axle Double	6 Axle Double	6 Axle Multi	6 Axle Multi	6 Axle Multi	Not Classed	Total
09:00	0	3	5	2	0	0	0	0	1	0	0	0	0	0	11
09:15	0	2	1	0	0	0	0	1	1	0	0	0	0	0	5
09:30	0	4	1	0	0	0	0	0	1	0	0	0	0	0	6
09:45	0	1	0	0	0	0	0	1	1	0	0	0	0	0	3
Hour Total	0	10	7	2	0	0	0	2	4	0	0	0	0	0	25
10:00 pm	0	3	2	0	0	0	0	1	0	0	0	2	0	0	8
10:15	0	1	1	0	0	1	0	0	1	0	0	1	0	0	5
10:30	0	4	0	0	0	0	0	0	2	0	1	1	0	0	8
10:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	14	4	0	0	1	0	1	3	0	1	4	0	0	28
11:00 pm	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
11:15	0	4	0	0	0	0	0	0	1	0	0	0	0	0	5
11:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	3
11:45	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8
Hour Total	0	21	2	0	1	0	0	1	2	0	0	0	0	0	27
Day Totals	*	1089	387	104	112	225	25	185	249	18	16	5	6	*	2421
12:00 07/28	0	5	3	0	1	0	0	0	4	0	1	0	0	0	14
12:15	0	3	2	0	0	0	0	0	2	0	0	0	0	0	7
12:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
12:45	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Hour Total	0	10	6	0	1	0	0	1	7	0	1	0	0	0	26
01:00 am	0	0	1	0	0	0	0	1	0	0	1	0	0	0	3
01:15	0	2	0	0	0	0	0	1	0	0	1	0	0	0	4
01:30	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2
01:45	0	6	1	0	0	1	0	0	0	0	1	0	0	0	9
Hour Total	0	9	2	0	0	1	0	2	0	0	4	0	0	0	18
02:00 am	0	8	2	0	0	0	0	0	2	0	0	0	0	0	12
02:15	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
02:30	0	2	1	0	0	0	0	0	0	0	1	0	0	0	4
02:45	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
Hour Total	0	13	3	0	0	0	0	0	4	0	1	0	0	0	21
03:00 am	0	9	2	0	0	0	0	0	1	0	0	0	0	0	12
03:15	0	2	0	2	0	0	0	0	1	0	1	0	0	0	6
03:30	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
03:45	0	1	0	0	0	0	0	0	1	0	0	1	0	0	3
Hour Total	0	14	3	3	0	0	0	0	3	0	1	1	0	0	25
04:00	0	9	1	0	0	0	0	1	2	0	0	0	0	0	13
04:15	0	1	1	0	0	1	0	3	3	0	0	0	0	0	9
04:30	0	4	1	1	2	1	0	1	2	0	0	0	0	0	12
04:45	1	4	3	0	1	0	0	1	4	0	1	0	0	0	15
Hour Total	1	18	6	1	3	2	0	6	11	0	1	0	0	0	49
05:00 am	0	1	0	0	2	1	0	0	2	0	0	0	0	0	6
05:15	0	1	0	0	1	1	0	3	6	0	1	0	0	0	13
05:30	0	3	1	0	0	3	0	4	3	0	0	0	1	0	15
05:45	0	2	2	2	2	4	0	6	1	0	0	0	0	0	19
Hour Total	0	7	3	2	5	9	0	13	12	0	1	0	1	0	53

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870011321100
 Start Date: 07/26/2005
 File I.D. : 870011-2

Street name : NW 138TH STREET SOUTH OF Cross street: OKEECHOBEE ROAD EB

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	Cars & 2 Axle			2 Axle 3 Axle 4 Axle 5 Axle 6 Axle 6 Axle 6 Axle 6 Axle 6 Axle 6 Axle										Not	
	Bikes	Trlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Classed	Total
06:45	0	5	2	0	2	6	0	2	2	0	0	0	0	0	19
	0	3	3	2	2	7	1	3	2	2	0	0	0	0	25
	0	7	6	1	4	7	0	4	4	1	0	0	0	0	34
Hour Total	0	2	7	0	7	6	1	2	0	0	0	0	0	0	25
07:00 am	0	5	2	0	7	2	1	1	5	0	1	0	0	0	24
07:15	0	3	5	1	3	2	0	5	2	1	0	0	1	0	23
07:30	0	7	5	1	2	7	1	3	6	0	0	0	1	0	33
07:45	0	9	1	2	4	5	0	0	5	1	0	0	0	0	27
Hour Total	0	24	13	4	16	16	2	9	18	2	1	0	2	0	107
08:00 am	0	6	7	1	2	5	2	11	1	0	1	0	0	0	36
08:15	1	3	7	1	3	5	1	3	6	1	0	0	0	0	31
08:30	0	7	3	4	4	7	1	7	10	0	0	0	0	0	43
08:45	0	7	4	1	2	4	0	4	8	1	0	0	0	0	31
Hour Total	1	23	21	7	11	21	4	25	25	2	1	0	0	0	141
09:00 am	3	9	9	4	1	1	1	5	2	0	0	0	1	0	36
09:15	0	5	8	2	5	6	0	6	8	1	1	0	1	0	43
09:30	0	7	2	2	0	6	0	5	4	1	1	0	0	0	28
09:45	1	3	6	3	1	7	0	4	3	0	1	0	0	0	29
Hour Total	4	24	25	11	7	20	1	20	17	2	3	0	2	0	136
10:00 am	0	8	5	1	0	8	2	2	7	0	0	0	0	0	33
10:15	0	8	8	3	3	2	0	3	7	0	0	0	0	0	34
10:30	0	10	7	1	3	5	0	2	13	1	0	0	0	0	42
10:45	0	10	10	1	0	6	0	3	7	0	0	0	0	0	37
Hour Total	0	36	30	6	6	21	2	10	34	1	0	0	0	0	146
11:00 am	0	12	7	3	4	6	2	6	9	0	0	0	0	0	49
11:15	0	16	5	0	0	5	0	7	3	1	1	0	0	0	38
11:30	0	13	6	2	3	7	0	3	7	1	0	0	0	0	42
11:45	0	14	4	1	1	4	0	1	1	0	0	0	0	0	26
Hour Total	0	55	22	6	8	22	2	17	20	2	1	0	0	0	155
12:00 pm	0	18	9	3	3	2	0	2	3	0	0	0	1	0	41
12:15	0	13	10	1	4	3	0	2	3	0	0	0	0	0	36
12:30	0	14	6	0	2	4	2	4	7	0	0	0	1	0	40
12:45	0	9	10	1	2	3	0	2	4	0	0	0	0	0	31
Hour Total	0	54	35	5	11	12	2	10	17	0	0	0	2	0	148
01:00 pm	0	15	6	1	2	8	1	1	3	1	0	0	0	0	38
01:15	0	15	6	1	2	5	0	1	2	0	0	0	0	0	32
01:30	0	14	3	3	3	8	1	2	4	0	0	0	0	0	38
01:45	0	24	3	4	3	3	0	3	5	1	0	0	0	0	46
Hour Total	0	68	18	9	10	24	2	7	14	2	0	0	0	0	154
02:00 pm	0	12	8	0	4	5	0	2	3	0	0	0	1	0	35
02:15	0	15	6	0	3	5	2	2	6	0	0	0	0	0	39
02:30	0	30	6	2	3	2	0	4	0	0	0	0	0	0	47
02:45	0	29	5	0	2	1	0	0	5	0	0	0	0	0	42
Hour Total	0	86	25	2	12	13	2	8	14	0	0	0	1	0	163

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870011321100
 Start Date: 07/26/2005
 File I.D. : 870011-2

Street name : NW 138TH STREET SOUTH OF Cross street: OKEECHOBEE ROAD EB

Page : 8

	Bikes	Cars & 2 Axle Trlrs	Long Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double	6 Axle Double	6 Axle Double	6 Axle Multi	6 Axle Multi	6 Axle Multi	Not Classed	Total
03:00 pm	0	9	11	3	2	2	0	3	3	0	0	0	0	33
03:15	0	23	10	4	1	4	0	3	3	0	0	0	1	49
03:30	1	36	13	2	1	5	0	1	5	2	0	0	1	67
03:45	0	36	8	1	3	3	0	2	5	0	0	0	0	58
Hour Total	1	104	42	10	7	14	0	9	16	2	0	0	2	207
04:00 pm	0	38	11	1	1	5	0	3	1	0	0	0	0	60
04:15	1	32	10	1	1	2	0	2	6	2	0	0	0	57
04:30	0	61	13	1	3	5	0	2	1	2	0	0	1	89
04:45	0	47	8	2	1	5	1	1	4	0	0	0	1	70
Hour Total	1	178	42	5	6	17	1	8	12	4	0	0	2	276
05:00 pm	0	67	13	2	3	6	0	6	0	1	0	0	2	100
05:15	2	32	8	2	1	5	1	3	1	1	0	0	2	58
05:30	0	27	4	0	0	4	0	1	0	1	0	0	1	38
05:45	0	23	3	1	0	3	0	5	3	1	0	0	1	40
Hour Total	2	149	28	5	4	18	1	15	4	4	0	0	6	236
06:00 pm	0	25	7	0	1	3	0	4	0	1	0	0	0	41
06:15	0	13	4	0	4	3	0	3	2	1	0	0	0	30
06:30	0	31	4	0	1	2	0	3	1	0	0	0	0	42
06:45	0	14	3	0	2	2	0	1	1	0	1	0	0	24
Hour Total	0	83	18	0	8	10	0	11	4	2	1	0	0	137
07:00 pm	0	10	3	1	0	0	0	0	0	0	0	0	0	14
07:15	0	12	7	0	0	0	0	0	0	1	0	0	0	20
07:30	0	8	4	0	1	0	0	0	1	0	0	0	0	14
07:45	0	6	3	0	1	0	0	2	0	1	0	0	0	13
Hour Total	0	36	17	1	2	0	0	2	1	2	0	0	0	61
08:00 pm	0	5	3	0	0	1	0	0	0	0	0	0	0	9
08:15	0	7	4	0	0	1	0	0	2	0	0	0	0	14
08:30	0	7	1	0	1	0	0	1	1	0	2	0	0	13
08:45	0	5	3	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	24	11	0	1	2	0	1	3	0	2	0	0	44
09:00 pm	0	4	2	0	0	0	0	0	0	0	0	0	0	6
09:15	0	4	0	0	0	0	0	1	1	0	0	0	0	6
09:30	0	1	3	0	0	0	0	1	0	0	0	0	0	5
09:45	0	4	1	0	0	0	0	1	0	0	1	0	0	7
Hour Total	0	13	6	0	0	0	0	3	1	0	1	0	0	24
10:00 pm	0	3	1	0	0	0	0	1	0	0	0	1	0	6
10:15	0	0	1	0	0	1	0	0	1	0	0	0	0	3
10:30	0	2	0	0	0	0	0	0	1	0	1	3	0	7
10:45	0	3	3	0	0	0	0	0	1	0	0	0	0	7
Hour Total	0	8	5	0	0	1	0	1	3	0	1	4	0	23
11:00 pm	0	5	1	0	0	0	0	0	0	0	0	0	0	6
11:15	0	5	0	0	0	0	0	0	1	0	0	0	0	6
11:30	0	2	3	0	0	0	0	0	2	0	0	0	0	7
11:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	19	5	0	0	0	0	0	3	0	0	0	0	27
Day Totals	10	1072	404	80	133	249	21	189	251	28	20	5	18	2480
Totals	19	3259	1162	281	360	690	67	594	735	73	56	14	39	7349
Percent Spl	.2%	44.3%	15.8%	3.8%	4.9%	9.3%	.9%	8.0%	10.0%	.9%	.7%	.1%	.5%	.0%

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870011321100
 Start Date: 07/26/2005
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Street name : NW 138TH STREET SOUTH OF Cross street: OKEECHOBEE ROAD WB

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	Bikes	Cars & 2 Axle	Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double	6 Axle Double	6 Axle Double	6 Axle Multi	6 Axle Multi	6 Axle Multi	Not Classed	Total
07/26	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
	0	0	0	0	0	0	0	1	2	0	1	0	0	0	4
12:45	0	3	2	1	0	0	0	0	0	0	1	0	0	0	7
Hour Total	0	2	1	0	0	0	0	1	0	0	0	0	0	0	4
01:00 am	0	6	4	2	0	0	0	2	2	0	2	0	0	0	18
01:15	0	3	0	0	0	0	0	0	0	0	1	1	0	0	5
01:30	1	3	2	0	0	1	0	2	0	0	0	0	0	0	9
01:45	0	2	2	0	0	0	0	1	0	0	0	0	0	0	5
Hour Total	0	4	1	0	0	0	0	1	1	0	0	0	0	0	7
02:00 am	1	12	5	0	0	1	0	4	1	0	1	1	0	0	26
02:15	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2
02:30	1	0	1	0	0	0	0	1	1	0	0	0	0	0	4
02:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Hour Total	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
03:00 am	1	3	1	0	0	0	0	1	4	0	1	0	0	0	11
03:15	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
03:30	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
03:45	0	5	1	0	0	1	0	0	1	0	0	0	0	0	8
Hour Total	0	9	2	0	0	0	0	0	1	0	0	0	0	0	12
04:00 am	0	19	7	0	0	1	0	0	3	0	0	0	0	0	30
04:15	0	8	3	0	0	1	0	0	1	0	0	0	0	0	13
04:30	0	6	0	0	0	0	0	0	2	0	3	0	0	0	11
04:45	0	12	4	0	1	1	0	0	2	1	0	0	0	0	21
Hour Total	0	10	4	0	0	0	0	0	2	0	1	0	0	0	17
05:00 am	0	36	11	0	1	2	0	0	7	1	4	0	0	0	62
05:15	0	13	4	0	0	2	0	0	3	0	0	0	0	0	22
05:30	0	13	4	1	0	2	0	0	3	0	1	0	0	0	24
05:45	0	17	8	0	1	2	0	0	3	0	0	1	0	0	29
Hour Total	0	46	11	0	2	2	0	0	4	0	0	0	1	0	66
06:00 am	0	89	27	1	3	8	0	0	10	0	1	1	1	0	141
06:15	0	30	10	1	1	1	0	1	3	0	0	0	1	0	48
06:30	0	20	10	1	2	4	0	4	0	0	0	1	1	0	43
06:45	1	45	14	2	0	3	0	3	1	0	0	0	1	0	70
Hour Total	0	52	6	3	3	4	1	4	2	0	0	0	1	0	76
07:00 am	1	147	40	7	6	12	1	12	6	0	0	1	4	0	237
07:15	1	31	6	1	3	1	0	0	2	1	0	0	0	0	46
07:30	0	36	5	1	0	4	2	3	4	0	0	0	1	0	56
07:45	0	32	6	2	2	3	0	2	3	0	0	0	0	0	50
Hour Total	1	46	3	2	0	9	1	3	4	0	0	0	2	0	71
08:00 am	2	145	20	6	5	17	3	8	13	1	0	0	3	0	223
08:15	1	36	5	4	2	5	2	1	3	1	0	0	1	0	61
08:30	0	27	6	1	1	6	1	3	2	0	0	0	1	0	48
08:45	0	20	9	1	2	3	1	2	6	0	0	0	0	0	44
Hour Total	0	12	4	4	2	3	2	3	2	0	0	0	0	0	32
	1	95	24	10	7	17	6	9	13	1	0	0	2	0	185

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

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 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870011321100
 Start Date: 07/26/2005
 File I.D. : 870011-2

Street name : NW 138TH STREET SOUTH OF Cross street: OKEECHOBEE ROAD WB

Begin	Cross Street: KEECHOBEE ROAD WB														Page
	Cars & 2 Axle		2 Axle 3 Axle		4 Axle < 5 Axle		5 Axle > 6 Axle		6 Axle < 6 Axle		6 Axle > 6 Axle		Not		
	Bikes	Trlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Classed	Total
09:00 am	1	20	2	4	0	2	0	2	5	0	0	0	1	0	37
09:15	1	13	4	5	2	7	3	4	3	0	0	1	0	0	43
09:30	0	15	7	1	2	4	0	4	2	0	0	0	0	0	35
09:45	0	13	3	1	4	13	1	3	4	0	0	0	0	0	42
Hour Total	2	61	16	11	8	26	4	13	14	0	0	1	1	0	157
10:00 am	0	13	5	0	1	5	0	1	3	1	0	0	0	0	29
10:15	0	13	7	0	2	4	2	7	4	0	0	0	0	0	39
10:30	0	11	7	5	2	0	0	1	4	0	0	0	0	0	30
10:45	1	9	7	2	3	6	1	4	8	0	0	0	0	0	41
Hour Total	1	46	26	7	8	15	3	13	19	1	0	0	0	0	139
11:00 am	1	7	4	4	3	2	2	4	2	1	0	1	1	0	32
11:15	2	6	6	0	4	4	0	2	4	1	0	0	1	0	30
11:30	0	12	6	6	3	7	0	3	2	1	0	0	0	0	40
11:45	0	13	4	2	1	2	0	2	3	0	0	0	2	0	29
Hour Total	3	38	20	12	11	15	2	11	11	3	0	1	4	0	131
12:00 pm	0	7	5	1	1	4	1	5	2	1	0	0	0	0	27
12:15	1	12	12	4	3	3	0	6	5	1	1	0	0	0	48
12:30	1	16	4	4	4	3	0	2	6	1	0	0	0	0	41
12:45	0	11	5	1	3	2	1	4	4	0	0	0	0	0	31
Hour Total	2	46	26	10	11	12	2	17	17	3	1	0	0	0	147
01:00 pm	0	11	4	2	4	5	0	4	4	0	0	0	0	0	34
01:15	1	16	6	2	2	6	2	2	6	0	1	0	0	0	44
01:30	0	14	4	2	3	4	0	4	5	0	0	0	0	0	36
01:45	0	6	4	2	5	7	0	3	4	0	0	0	1	0	32
Hour Total	1	47	18	8	14	22	2	13	19	0	1	0	1	0	146
02:00 pm	0	12	2	2	3	4	2	4	3	1	0	0	0	0	33
02:15	1	6	4	6	3	4	0	2	3	0	0	0	0	0	29
02:30	0	13	5	0	1	3	2	6	5	0	0	0	1	0	36
02:45	1	8	5	2	8	2	0	8	4	0	0	0	0	0	38
Hour Total	2	39	16	10	15	13	4	20	15	1	0	0	1	0	136
03:00 pm	2	11	2	2	3	4	0	2	4	2	0	0	0	0	32
03:15	0	11	6	2	1	4	2	7	6	0	0	0	1	0	40
03:30	0	13	4	3	3	5	0	5	3	2	0	0	1	0	39
03:45	1	9	2	4	2	3	1	5	2	2	0	0	0	0	31
Hour Total	3	44	14	11	9	16	3	19	15	6	0	0	2	0	142
04:00 pm	0	10	6	3	5	6	0	6	3	0	0	0	0	0	39
04:15	0	7	4	3	4	4	0	6	6	0	0	0	0	0	34
04:30	1	4	4	1	3	3	0	4	3	0	0	0	0	0	23
04:45	0	10	4	1	4	4	0	4	3	1	0	0	0	0	31
Hour Total	1	31	18	8	16	17	0	20	15	1	0	0	0	0	127
05:00 pm	0	8	5	1	4	2	0	4	4	0	1	0	0	0	29
05:15	0	12	2	0	2	2	1	2	3	0	1	0	0	0	25
05:30	0	7	3	0	4	0	0	7	0	0	1	0	0	0	22
05:45	0	8	1	1	0	2	0	6	3	0	0	0	0	0	21
Hour Total	0	35	11	2	10	6	1	19	10	0	3	0	0	0	97

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870011321100
 Start Date: 07/26/2005
 File I.D. : 870011-2

Street name : NW 138TH STREET SOUTH OF Cross street: OKEECHOBEE ROAD WB

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	Cars & 2 Axle			2 Axle 3 Axle 4 Axle 5 Axle 6 Axle 6 Axle 6 Axle 6 Axle 6 Axle 6 Axle										Not	
	Bikes	Trlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Classed	Total
06:00 pm	1	4	1	2	0	0	0	7	1	0	0	0	0	0	16
06:15	1	11	2	1	0	1	0	7	4	0	2	0	0	0	29
06:30	0	7	4	0	0	1	0	4	4	1	0	0	1	0	22
06:45	1	6	2	0	4	1	0	0	3	1	0	0	1	0	19
Hour Total	3	28	9	3	4	3	0	18	12	2	2	0	2	0	86
07:00 pm	1	5	1	2	3	1	0	2	3	2	0	0	0	0	20
07:15	1	0	1	0	0	0	0	4	0	2	1	0	0	0	9
07:30	0	3	1	0	0	0	0	3	1	0	0	0	1	0	9
07:45	0	2	0	0	1	0	0	2	1	1	0	0	0	0	7
Hour Total	2	10	3	2	4	1	0	11	5	5	1	0	1	0	45
08:00 pm	0	4	0	0	1	1	0	0	1	0	1	0	0	0	8
08:15	0	5	0	0	0	2	0	1	0	0	0	0	0	0	8
08:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
08:45	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
Hour Total	0	12	1	0	1	3	0	2	1	0	1	0	0	0	21
09:00 pm	0	3	1	0	0	0	0	2	1	0	0	0	0	0	7
09:15	0	3	0	0	0	0	0	1	1	0	0	0	0	0	5
09:30	0	2	0	0	1	1	0	0	0	0	0	0	1	0	5
09:45	1	1	0	0	0	1	0	0	0	0	0	0	0	0	3
Hour Total	1	9	1	0	1	2	0	3	2	0	0	0	1	0	20
10:00 pm	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
10:15	2	4	3	1	0	0	0	1	0	0	0	0	0	0	11
10:30	0	0	1	0	0	0	1	0	1	0	0	0	0	0	3
10:45	0	5	1	0	4	2	0	2	0	0	0	0	0	0	14
Hour Total	3	10	5	2	4	2	1	3	1	0	0	0	0	0	31
11:00 pm	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
11:15	0	2	0	0	0	0	0	1	2	0	0	0	1	0	6
11:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
11:45	0	4	3	0	1	0	0	1	1	0	0	0	0	0	10
Hour Total	0	12	4	0	1	0	0	2	3	0	0	0	1	0	23
Day Totals	30	1020	327	112	139	211	32	220	218	25	18	5	24	*	2381
12:00 07/27	0	2	1	0	0	1	0	0	0	0	0	0	0	0	4
12:15	0	2	0	0	0	1	0	1	1	1	1	0	0	0	7
12:30	0	1	1	0	0	0	0	0	0	1	1	0	0	0	4
total	0	6	3	0	0	2	0	1	2	3	2	0	0	0	19
01:00 am	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:15	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
01:30	0	3	2	0	0	1	0	0	0	0	0	0	0	0	6
01:45	0	2	0	0	0	1	0	0	1	0	0	0	0	0	4
Hour Total	0	8	4	0	1	2	0	0	1	0	0	0	0	0	16
02:00 am	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
02:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
02:30	0	1	0	0	0	0	0	1	2	0	0	0	0	0	4
02:45	0	1	2	0	0	0	0	0	1	0	0	0	0	0	4
Hour Total	0	7	4	0	0	0	0	1	3	1	0	0	0	0	16

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870011321100
 Start Date: 07/26/2005
 File I.D. : 870011-2

Street name : NW 138TH STREET SOUTH OF Cross street: OKEECHOBEE ROAD WB

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Begin	Cars & 2 Axle			2 Axle 3 Axle 4 Axle			5 Axle 6 Axle			6 Axle 6 Axle			6 Axle 6 Axle			Not	Total
	Bikes	Trlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Multi	Classed		
03:00	0	4	1	0	0	0	0	0	1	1	0	0	0	0	0	0	7
03:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
03:30	0	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	22	5	1	1	0	0	1	2	0	1	0	0	0	0	0	33
04:00 am	0	4	2	0	0	0	0	1	2	0	0	0	0	0	0	0	9
04:15	0	4	1	0	0	0	0	1	1	0	0	0	0	0	0	0	7
04:30	0	9	2	0	1	1	0	0	1	0	0	0	0	0	0	0	14
04:45	0	10	4	0	0	3	0	1	2	1	1	0	0	0	0	0	22
Hour Total	0	27	9	0	1	4	0	3	6	1	1	0	0	0	0	0	52
05:00 am	0	10	0	0	1	2	0	2	2	0	0	0	0	0	0	0	17
05:15	0	15	3	0	0	2	0	0	4	0	0	0	0	0	0	0	25
05:30	0	22	10	0	2	2	0	2	4	0	1	0	0	0	0	0	43
05:45	2	41	16	1	1	2	0	1	2	0	0	0	0	1	0	0	67
Hour Total	2	88	29	1	4	8	0	5	12	0	1	1	1	1	0	0	152
06:00 am	0	27	8	1	1	3	0	3	3	0	0	0	0	0	0	0	46
06:15	0	23	5	2	1	11	0	2	2	0	0	0	0	0	0	0	46
06:30	0	52	16	0	1	4	0	4	1	0	1	0	0	0	0	0	79
06:45	1	54	16	0	3	4	0	3	1	2	0	0	0	0	0	0	84
Hour Total	1	156	45	3	6	22	0	12	7	2	1	0	0	0	0	0	255
07:00 am	0	31	8	1	2	3	1	1	2	0	0	0	0	0	0	0	49
07:15	0	25	4	1	0	6	1	4	6	1	0	0	0	0	0	0	48
07:30	1	33	7	1	1	7	0	2	4	0	0	0	0	1	0	0	57
07:45	0	33	8	2	2	10	2	5	5	1	0	0	0	1	0	0	69
Hour Total	1	122	27	5	5	26	4	12	17	2	0	0	0	2	0	0	223
08:00 am	0	23	4	2	1	6	0	3	4	2	0	0	1	0	0	0	46
08:15	1	24	7	2	1	5	0	5	5	0	0	1	1	1	0	0	52
08:30	1	18	4	6	0	4	1	1	3	1	0	0	0	1	0	0	40
08:45	1	13	4	3	4	5	3	4	3	0	0	0	0	0	0	0	40
Hour Total	3	78	19	13	6	20	4	13	15	3	0	1	3	0	0	0	178
09:00 am	1	20	1	3	3	4	1	2	5	0	0	1	0	0	0	0	41
09:15	3	19	1	2	0	10	1	1	3	1	0	0	0	1	0	0	42
09:30	0	13	1	3	3	9	1	0	7	1	0	0	0	1	0	0	39
09:45	1	16	4	2	2	9	1	2	4	0	0	0	0	0	0	0	41
Hour Total	5	68	7	10	8	32	4	5	19	2	0	1	2	0	0	0	163
10:00 am	0	6	4	1	2	5	0	1	4	1	0	0	0	0	0	0	24
10:15	0	9	7	1	4	4	1	3	1	0	0	0	0	0	0	0	30
10:30	0	5	3	0	1	4	2	4	4	1	0	0	0	0	0	0	24
10:45	1	8	4	2	3	3	0	3	4	0	0	0	0	2	0	0	30
Hour Total	1	28	18	4	10	16	3	11	13	2	0	0	2	0	0	0	108
11:00 am	0	13	8	4	2	1	2	4	5	1	0	0	0	0	0	0	40
11:15	0	12	4	2	0	8	1	3	8	0	0	0	0	0	0	0	38
11:30	1	11	1	5	1	6	1	4	4	1	0	0	0	1	0	0	36
11:45	0	9	4	2	4	5	0	1	6	1	0	0	0	0	0	0	32
Hour Total	1	45	17	13	7	20	4	12	23	3	0	0	1	0	0	0	146

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870011321100
 Start Date: 07/26/2005
 File I.D. : 870011-2

Street name : NW 138TH STREET SOUTH OF Cross street: OKEECHOBEE ROAD WB

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Begin	Bikes	Cars & 2 Axle	Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double	6 Axle Double	6 Axle Double	Multi	Multi	Multi	Classed	Not	Total
11:00 pm	0	4	7	3	3	4	1	4	4	0	0	0	1	0		31
11:15	2	21	3	4	1	4	1	2	3	1	0	0	0	0		42
11:30	0	13	6	1	2	3	1	4	4	0	0	0	0	0		34
11:45	1	14	3	4	3	4	1	1	4	0	1	0	0	0		36
Hour Total	3	52	19	12	9	15	4	11	15	1	1	0	1	0		143
01:00 pm	1	14	6	4	3	0	1	6	3	1	0	0	0	0		39
01:15	0	12	5	1	3	4	1	2	2	0	1	0	0	0		31
01:30	0	11	5	2	5	3	0	0	2	0	0	0	0	0		28
01:45	0	13	3	0	3	7	0	4	3	0	0	0	0	0		33
Hour Total	1	50	19	7	14	14	2	12	10	1	1	0	0	0		131
02:00 pm	1	13	9	2	3	6	0	4	1	1	0	0	0	0		40
02:15	0	17	5	1	4	6	0	3	7	0	0	0	0	0		43
02:30	0	11	4	2	3	5	0	3	3	2	0	0	0	1		34
02:45	0	14	4	1	1	2	0	4	3	0	0	0	0	0		29
Hour Total	1	55	22	6	11	19	0	14	14	3	0	0	0	0		146
03:00 pm	1	13	2	1	1	4	0	4	3	2	0	0	0	0		31
03:15	0	8	4	0	4	3	2	4	4	1	0	0	0	0		30
03:30	0	10	2	3	4	4	1	2	1	0	0	0	0	0		27
03:45	0	7	0	0	1	2	0	2	0	2	0	0	0	0		14
Hour Total	1	38	8	4	10	13	3	12	8	5	0	0	0	0		102
04:00 pm	0	8	4	4	4	4	0	4	3	0	0	1	0	0		32
04:15	1	5	8	2	3	5	1	5	4	1	0	0	1	0		36
04:30	1	6	6	0	5	3	0	4	3	1	0	0	1	0		30
04:45	0	8	4	1	4	2	0	4	4	0	0	0	0	0		27
Hour Total	2	27	22	7	16	14	1	17	14	2	0	1	2	0		125
05:00 pm	1	4	3	1	4	3	0	4	2	1	0	0	0	0		23
05:15	0	13	3	2	1	2	0	5	3	0	0	0	0	0		29
05:30	0	5	2	2	2	4	0	5	3	0	1	0	0	0		24
05:45	1	5	0	1	0	3	0	6	1	0	0	0	1	0		18
Hour Total	2	27	8	6	7	12	0	20	9	1	1	0	1	0		94
06:00 pm	0	10	4	1	0	2	0	4	3	0	0	0	0	0		24
06:15	1	7	0	0	1	1	0	4	4	1	0	0	0	0		19
06:30	0	4	0	0	1	0	0	4	2	0	1	0	0	0		12
06:45	0	4	1	0	0	1	1	7	3	0	0	0	0	0		17
Hour Total	1	25	5	1	2	4	1	19	12	1	1	0	0	0		72
07:00 pm	0	2	0	0	2	0	0	8	0	0	0	0	0	0		12
07:15	0	4	0	0	1	0	0	1	1	0	0	0	0	0		7
07:30	0	5	1	0	0	0	0	3	1	1	0	0	0	0		11
07:45	0	4	1	0	1	0	0	1	1	0	0	0	0	0		8
Hour Total	0	15	2	0	4	0	0	13	3	1	0	0	0	0		38
08:00 pm	0	2	0	0	0	0	0	0	1	0	1	0	0	0		4
08:15	0	2	1	0	1	0	0	0	1	0	0	0	0	0		5
08:30	0	2	0	0	0	0	0	1	0	0	0	0	0	0		3
08:45	0	4	0	1	0	0	0	0	0	0	0	0	0	0		5
Hour Total	0	10	1	1	1	0	0	1	2	0	1	0	0	0		17

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

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 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870011321100
 Start Date: 07/26/2005
 File I.D. : 870011-2

Street name : NW 138TH STREET SOUTH OF Cross street: OKEECHOBEE ROAD WB

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	Bikes	Cars & 2 Axle	Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double	6 Axle Double	6 Axle Double	6 Axle Multi	6 Axle Multi	6 Axle Multi	Not Classified	Total
pm	0	2	1	0	1	1	0	0	0	0	0	0	0	0	5
09:00	0	0	2	0	0	0	0	1	0	0	0	0	0	0	3
09:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7
Hour Total	0	5	5	0	2	1	0	1	2	0	0	0	0	0	16
10:00 pm	0	2	1	0	0	0	0	1	1	0	0	0	0	0	5
10:15	1	3	3	0	0	0	0	0	1	0	0	0	0	0	8
10:30	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
10:45	0	4	2	0	1	0	0	1	0	0	0	0	0	0	8
Hour Total	1	10	6	0	1	0	0	2	3	0	0	0	0	0	23
11:00 pm	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
11:15	0	2	0	0	0	0	0	0	2	0	0	0	0	0	4
11:30	0	2	1	0	0	0	0	1	0	0	0	0	0	0	4
11:45	0	3	4	0	0	0	0	0	1	0	0	0	0	0	8
Hour Total	0	10	6	0	0	0	0	1	3	0	0	0	0	0	20
Day Totals	26	979	310	94	126	244	30	199	215	34	11	4	16	*	2288
12:00 07/28	0	2	0	0	0	1	0	1	0	0	0	0	0	0	4
12:15	0	1	1	0	0	0	0	1	0	0	2	0	0	0	5
12:30	0	1	1	0	0	0	0	0	0	0	1	0	0	0	3
12:45	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2
Hour Total	0	4	3	0	0	1	0	2	1	0	3	0	0	0	14
01:00 am	0	4	0	0	0	0	0	0	0	0	2	0	0	0	6
01:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	1	1	0	0	0	0	0	3	0	0	0	0	0	5
Hour Total	0	7	2	0	0	0	0	0	3	0	2	0	0	0	14
02:00 am	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3
02:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:30	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3
02:45	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
Hour Total	0	4	2	0	0	0	0	1	4	0	0	0	0	0	11
03:00 am	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
03:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
03:30	0	8	1	0	0	0	0	1	2	0	0	0	0	0	12
03:45	0	8	3	0	0	0	0	0	2	0	0	0	0	0	13
Hour Total	0	24	6	0	0	0	0	1	4	0	0	0	0	0	35
04:00 am	0	6	1	0	1	1	0	1	1	0	1	0	0	0	12
04:15	0	7	3	1	0	1	0	2	5	0	1	0	0	0	20
04:30	0	4	2	1	0	0	0	1	3	0	0	0	0	0	11
04:45	1	13	4	0	0	1	0	0	2	0	0	0	0	0	21
Hour Total	1	30	10	2	1	3	0	4	11	0	2	0	0	0	64
05:00 am	0	13	2	0	0	1	0	0	2	0	0	1	0	0	19
05:15	0	12	4	0	1	3	0	0	2	0	1	0	0	0	23
05:30	1	20	7	1	0	2	0	1	0	0	0	0	0	0	32
05:45	0	35	10	0	3	5	0	1	2	0	1	0	1	0	58
Hour Total	1	80	23	1	4	11	0	2	6	0	2	1	1	0	132

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870011321100
 Start Date: 07/26/2005
 File I.D. : 870011-2

Street name : NW 138TH STREET SOUTH OF Cross street: OKEECHOBEE ROAD WB

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	Bikes	Cars & 2 Trlrs	Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double	6 Axle Double	6 Axle Double	6 Axle Multi	6 Axle Multi	6 Axle Multi	6 Axle Classed	Not	Total
06:00 am	0	37	12	2	0	5	1	2	2	0	0	0	0	0	0	61
06:15	1	32	12	1	2	3	0	1	3	0	0	0	0	1	0	56
06:30	0	40	11	2	0	4	0	4	0	0	0	0	0	1	0	62
06:45	0	49	13	1	2	4	0	4	4	0	0	0	0	3	0	80
Hour Total	1	158	48	6	4	16	1	11	9	0	0	0	0	5	0	259
07:00 am	1	34	4	1	1	4	1	3	4	0	0	0	0	0	0	53
07:15	1	24	3	0	1	2	0	1	3	2	0	0	0	1	0	38
07:30	0	35	3	1	2	9	1	3	5	0	0	0	0	1	0	60
07:45	0	46	13	1	0	4	0	4	2	0	0	0	1	0	0	71
Hour Total	2	139	23	3	4	19	2	11	14	2	0	1	2	0	0	222
08:00 am	1	23	6	2	1	4	1	2	5	3	0	0	0	0	0	48
08:15	0	22	8	4	3	3	1	4	3	0	0	0	0	2	0	50
08:30	0	22	6	3	2	4	1	1	6	0	0	0	0	0	0	45
08:45	0	16	6	3	1	3	0	2	1	0	0	0	0	0	0	32
Hour Total	1	83	26	12	7	14	3	9	15	3	0	0	2	0	0	175
09:00 am	0	12	4	3	1	4	0	2	7	1	0	0	0	0	0	34
09:15	0	13	4	2	3	3	1	6	6	2	0	0	0	1	0	41
09:30	3	6	7	4	0	10	0	2	5	0	0	0	1	1	0	39
09:45	0	9	1	1	0	6	1	2	4	0	0	0	0	1	0	25
Hour Total	3	40	16	10	4	23	2	12	22	3	0	1	3	0	0	139
10:00 am	0	7	6	2	1	4	0	0	4	2	0	0	0	0	0	26
10:15	1	5	4	1	0	4	0	4	6	0	0	0	0	0	0	25
10:30	1	4	6	3	1	8	1	4	3	0	1	0	0	0	0	32
10:45	2	10	7	1	1	4	0	4	8	1	0	0	0	0	0	38
Hour Total	4	26	23	7	3	20	1	12	21	3	1	0	0	0	0	121
11:00 am	1	9	4	3	3	8	3	7	8	0	0	0	0	0	0	46
11:15	0	12	6	2	1	4	0	3	4	1	0	0	0	0	0	33
11:30	1	12	4	4	2	7	0	3	2	0	0	0	0	0	0	35
11:45	0	6	2	2	4	2	1	0	4	0	0	0	0	0	0	21
Hour Total	2	39	16	11	10	21	4	13	18	1	0	0	0	0	0	135
12:00 pm	0	15	2	0	2	4	0	4	4	1	0	0	0	1	0	33
12:15	0	11	4	1	4	2	1	1	5	0	1	0	0	0	0	30
12:30	1	13	7	1	3	4	1	1	5	1	0	0	0	0	0	37
12:45	1	13	8	1	1	5	1	2	0	0	1	0	0	0	0	33
Hour Total	2	52	21	3	10	15	3	8	14	2	2	0	0	1	0	133
01:00 pm	0	18	4	1	4	8	1	1	3	2	0	0	0	0	0	42
01:15	1	9	4	2	4	11	0	3	0	0	0	0	0	1	0	35
01:30	0	12	4	4	3	4	1	3	4	0	0	0	0	0	0	35
01:45	0	16	5	4	4	1	0	3	3	1	0	0	0	0	0	37
Hour Total	1	55	17	11	15	24	2	10	10	3	0	0	0	1	0	149
02:00 pm	0	18	11	1	2	3	1	3	5	0	0	0	0	1	0	45
02:15	1	13	2	4	3	3	0	1	3	0	0	0	0	2	0	32
02:30	0	16	4	4	3	6	0	3	5	0	0	0	0	0	0	41
02:45	0	11	7	2	3	2	0	1	1	1	0	0	0	0	0	28
Hour Total	1	58	24	11	11	14	1	8	14	1	0	0	0	3	0	146

CLIENT: C3TS
 JOB NO: 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY: MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX: 305-233-7720

Site Code: 870011321100
 Start Date: 07/26/2005
 File I.D.: 870011-2

Street name: NW 138TH STREET SOUTH OF Cross street: OKEECHOBEE ROAD WB

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	Bikes	Cars & 2 Axle	Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double	5 Axle Double	6 Axle Double	6 Axle Multi	6 Axle Multi	6 Axle Multi	Not Classified	Total
03:00 pm	0	12	3	3	4	5	0	1	6	1	0	0	0	0	35
03:15	0	13	5	6	2	7	0	3	3	1	0	0	0	0	40
03:45	0	10	4	2	1	6	0	3	7	1	0	0	0	0	34
Hour Total	0	41	16	12	11	22	1	9	18	3	0	0	0	0	24
04:00 pm	0	12	5	2	3	6	0	3	4	0	0	0	1	0	36
04:15	1	6	7	2	4	7	1	6	3	0	0	0	0	0	37
04:30	1	6	7	2	3	8	2	4	4	1	0	0	1	0	39
04:45	1	8	3	2	2	0	0	5	2	0	0	0	0	0	23
Hour Total	3	32	22	8	12	21	3	18	13	1	0	0	2	0	135
05:00 pm	0	9	3	2	4	4	0	1	2	0	1	0	0	0	26
05:15	0	12	3	1	0	3	1	4	4	1	0	0	0	0	29
05:30	0	4	3	4	0	2	1	4	2	1	0	0	0	0	21
05:45	0	7	1	1	2	4	0	5	4	4	0	0	3	0	31
Hour Total	0	32	10	8	6	13	2	14	12	6	1	0	3	0	107
06:00 pm	0	13	3	1	2	4	0	5	4	1	1	0	1	0	35
06:15	1	18	5	1	1	5	0	5	1	3	0	0	1	0	41
06:30	1	13	7	0	4	1	0	3	4	0	0	0	1	0	34
06:45	0	11	1	2	4	1	0	5	4	0	0	0	0	0	28
Hour Total	2	55	16	4	11	11	0	18	13	4	1	0	3	0	138
07:00 pm	1	8	1	1	2	0	0	3	3	0	0	0	0	0	19
07:15	0	6	1	0	3	0	0	6	3	0	0	0	0	0	19
07:30	0	4	4	0	2	1	1	2	0	0	1	0	0	0	15
07:45	0	4	4	1	4	1	0	2	1	1	1	0	0	0	19
Hour Total	1	22	10	2	11	2	1	13	7	1	2	0	0	0	72
08:00 pm	0	6	2	0	2	2	0	2	1	0	0	0	0	0	15
08:15	1	3	2	0	3	0	0	2	0	0	0	0	0	0	11
08:30	0	4	4	0	3	0	0	1	0	1	0	0	0	0	13
08:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	1	17	8	0	8	2	0	5	1	1	0	0	0	0	43
09:00 pm	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
09:15	0	1	0	0	1	0	1	0	1	0	0	0	0	0	4
09:30	1	2	0	0	0	0	0	1	0	0	0	0	0	0	4
09:45	0	3	0	0	0	0	0	2	0	1	0	0	1	0	7
Hour Total	1	6	0	0	1	1	1	4	1	1	0	0	1	0	17
10:00 pm	0	3	2	0	1	0	0	0	1	0	0	0	0	0	7
10:15	1	4	3	0	0	0	0	0	1	0	0	0	0	0	9
10:30	0	3	0	0	0	1	0	1	1	0	0	0	0	0	6
10:45	0	4	0	0	1	0	0	1	0	0	0	0	0	0	6
Hour Total	1	14	5	0	2	1	0	2	3	0	0	0	0	0	28
11:00 pm	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
11:15	0	2	1	0	0	0	0	1	2	0	0	0	0	0	6
11:30	0	2	0	0	0	0	0	1	0	0	0	0	1	0	4
11:45	0	4	3	1	1	0	0	1	0	0	1	0	0	0	11
Hour Total	0	9	4	1	1	0	0	4	2	0	1	0	1	0	23
Day Totals	28	1027	351	112	136	254	27	191	236	35	17	3	28	*	2445
Totals	84	3026	988	318	401	709	89	610	669	94	46	12	68	0	7114
Percent Spl	1.1%	42.5%	13.8%	4.4%	5.6%	9.9%	1.2%	8.5%	9.4%	1.3%	.6%	.1%	.9%	.0%	

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870011321100
 Start Date: 07/26/2005
 File I.D. : 870011-2

Street name : NW 138TH STREET SOUTH OF Cross street: OKEECHOBEE ROAD EB, WB

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Time	Bikes	Cars & 2 Axle	Trlrs	Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double	6 Axle Double	6 Axle Multi	6 Axle Multi	6 Axle Multi	6 Axle Multi	Not Classed	Total
7/26	0	8	3	3	1	0	0	0	0	2	0	0	0	0	0	14
0	0	3	1	1	1	0	0	0	1	3	0	1	0	0	0	10
1	0	3	3	1	0	0	0	0	2	2	0	1	1	0	0	13
12:45	0	4	2	0	0	0	0	0	2	0	0	1	0	0	0	9
Hour Total	0	18	9	3	0	0	0	0	5	7	0	3	1	0	0	46
01:00 am	0	6	0	0	0	0	0	0	1	0	0	1	1	0	0	9
01:15	1	4	3	0	0	0	1	0	3	0	0	1	0	0	0	13
01:30	0	8	2	0	0	0	0	0	2	1	0	1	0	0	0	14
01:45	0	5	2	0	0	0	0	0	2	2	0	0	0	0	0	11
Hour Total	1	23	7	0	0	1	0	0	8	3	0	3	1	0	0	47
02:00 am	0	10	1	0	0	0	0	0	1	1	0	2	0	0	0	15
02:15	1	1	3	0	0	0	0	0	1	2	0	0	0	0	0	8
02:30	0	3	0	0	0	0	1	0	0	2	0	0	0	0	0	6
02:45	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	4
Hour Total	1	17	4	0	0	1	0	0	2	6	0	2	0	0	0	33
03:00 am	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
03:15	0	4	2	1	0	0	0	0	0	1	0	0	0	0	0	8
03:30	0	8	1	1	0	0	1	0	1	2	0	0	0	0	0	14
03:45	0	13	2	0	0	0	0	0	1	3	0	0	0	0	0	19
Hour Total	0	29	8	2	0	1	0	0	2	6	0	0	0	0	0	48
04:00 am	0	14	4	1	1	1	0	0	2	2	0	0	0	0	0	25
04:15	0	9	0	0	0	1	0	0	2	5	0	3	0	0	0	20
04:30	0	14	6	0	2	1	0	0	0	3	1	0	0	0	0	27
04:45	0	11	7	0	1	1	0	0	0	3	0	1	0	0	0	24
Hour Total	0	48	17	1	5	3	0	0	4	13	1	4	0	0	0	96
05:00 am	0	15	5	0	1	2	0	0	2	6	0	0	0	0	0	31
05:15	0	16	7	1	0	5	0	0	3	5	0	1	0	1	0	39
05:30	0	19	8	1	1	5	0	0	3	3	0	0	1	0	0	41
05:45	0	51	12	0	3	3	0	0	4	9	0	1	0	1	0	84
Hour Total	0	101	32	2	5	15	0	0	12	23	0	2	1	2	0	195
06:00 am	0	32	12	2	1	2	1	8	7	0	0	0	0	1	0	66
06:15	0	25	13	4	5	10	0	6	3	3	0	0	1	1	0	71
06:30	1	52	19	2	6	8	0	6	4	0	2	0	0	1	0	101
06:45	0	57	12	6	12	6	2	9	2	1	1	0	2	0	0	110
Hour Total	1	166	56	14	24	26	3	29	16	4	3	1	5	0	0	348
07:00 am	1	36	9	3	6	8	0	2	5	1	1	0	0	0	0	72
07:15	0	42	7	4	3	8	3	5	10	1	0	0	0	2	0	85
07:30	0	33	7	3	3	6	0	6	8	0	0	0	0	1	0	67
07:45	1	53	4	5	1	13	1	9	7	0	0	0	2	0	0	96
Hour Total	2	164	27	15	13	35	4	22	30	2	1	0	5	0	0	320
08:00 am	1	46	8	7	3	11	2	4	7	1	0	0	2	0	0	92
08:15	0	32	11	3	3	13	2	8	8	0	0	0	1	0	0	81
08:30	0	35	12	3	5	9	1	5	13	0	1	0	0	0	0	84
08:45	1	20	7	4	4	9	2	9	6	0	1	0	1	0	0	64
Hour Total	2	133	38	17	15	42	7	26	34	1	2	0	4	0	0	321

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

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 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870011321100
 Start Date: 07/26/2005
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Street name : NW 138TH STREET SOUTH OF Cross street: OKEECHOBEE ROAD EB, WB

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	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	5 Axle	6 Axle	6 Axle	6 Axle	6 Axle	6 Axle	Not
	Bikes	Trlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Classed
	1	27	7	5	2	4	0	7	7	0	1	0	1	0
09:45	1	21	8	6	2	10	4	8	9	2	1	1	0	0
	0	17	13	6	5	8	0	9	9	5	0	0	0	0
Hour Total	2	88	38	20	15	40	5	35	34	7	3	1	1	0
10:00 am	0	17	10	4	4	10	1	4	8	2	0	0	0	0
10:15	1	18	14	0	4	7	4	12	6	0	0	0	0	0
10:30	0	20	10	6	3	4	0	3	10	0	0	0	0	0
10:45	1	19	12	4	7	8	1	10	15	0	0	0	0	0
Hour Total	2	74	46	14	18	29	6	29	39	2	0	0	0	0
11:00 am	1	16	9	6	4	8	2	7	4	1	0	1	1	0
11:15	2	18	15	2	4	8	1	5	12	2	0	0	1	0
11:30	0	27	12	6	4	14	1	7	11	1	0	0	0	0
11:45	0	33	10	3	1	3	0	6	5	0	0	0	2	0
Hour Total	3	94	46	17	13	33	4	25	32	4	0	1	4	0
12:00 pm	0	29	16	2	3	7	1	8	3	1	0	0	0	0
12:15	1	26	17	10	5	8	1	7	8	1	1	0	1	0
12:30	1	36	13	10	5	8	1	10	7	1	1	0	0	0
12:45	0	26	14	3	6	5	2	10	7	0	1	0	0	0
Hour Total	2	117	60	25	19	28	5	35	25	3	3	0	1	0
01:00 pm	0	27	9	5	6	8	0	9	11	0	0	0	2	0
01:15	1	25	12	5	9	9	2	4	12	0	1	0	0	0
01:30	0	33	10	3	8	8	1	5	11	0	0	0	0	0
01:45	0	19	11	4	10	10	0	8	8	0	0	0	2	0
Hour Total	1	104	42	17	33	35	3	26	42	0	1	0	4	0
02:00 pm	0	25	15	4	4	11	3	11	8	3	0	0	0	0
02:15	1	16	9	9	6	11	0	4	4	0	0	0	0	0
02:30	0	35	9	2	2	7	5	10	10	0	0	0	1	0
02:45	1	21	18	5	10	4	2	13	7	0	0	0	0	0
Hour Total	2	97	51	20	22	33	10	38	29	3	0	0	1	0
03:00 pm	2	23	8	2	5	10	0	3	7	2	0	0	0	0
03:15	0	31	9	4	2	12	3	9	9	0	0	0	1	0
03:30	5	53	11	6	3	10	0	11	8	3	0	0	1	0
03:45	2	41	10	5	5	5	1	9	8	3	0	0	0	0
Hour Total	9	148	38	17	15	37	4	32	32	8	0	0	2	0
04:00 pm	0	65	14	5	5	9	0	10	4	0	0	0	0	0
04:15	0	36	17	3	5	8	0	6	8	0	0	0	1	0
04:30	2	54	17	1	6	3	0	5	11	1	0	0	0	0
04:45	0	58	17	2	8	9	0	7	4	2	0	0	0	0
Hour Total	2	213	65	11	24	29	0	28	27	3	0	0	1	0
05:00 pm	0	66	16	2	7	7	0	9	6	0	1	0	0	0
05:15	0	61	8	1	4	9	1	8	7	3	1	0	1	0
05:30	0	38	9	0	4	1	0	9	1	0	1	0	0	0
05:45	0	48	6	2	1	4	0	7	6	0	0	0	0	0
Hour Total	0	213	39	5	16	21	1	33	20	3	3	0	1	0

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC.
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870011321100
 Start Date: 07/26/2005
 File I.D. : 870011-2

Street name : NW 138TH STREET SOUTH OF Cross street: OKEECHOBEE ROAD EB, WB

Page : 19

	Bikes	Cars & 2 Axle Trlrs Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double	6 Axle Double	6 Axle Double	6 Axle Multi	6 Axle Multi	6 Axle Multi	Not Classed	Total
06:45	1	40	10	2	0	0	0	8	1	0	0	0	0	62
	1	32	5	1	0	3	0	8	4	0	2	0	0	56
	0	28	7	1	0	1	0	5	5	1	0	0	1	49
	1	24	7	1	4	1	0	0	4	1	0	0	1	44
Hour Total	3	124	29	5	4	5	0	21	14	2	2	0	2	211
07:00 pm	1	22	4	2	3	1	0	4	3	2	0	0	1	43
07:15	1	10	5	0	1	0	0	4	0	2	1	0	0	24
07:30	0	8	5	0	0	0	0	4	3	0	1	0	1	22
07:45	0	8	1	0	1	0	0	2	1	1	0	0	0	14
Hour Total	2	48	15	2	5	1	0	14	7	5	2	0	2	103
08:00 pm	0	13	5	0	1	1	0	1	2	1	1	0	0	25
08:15	0	10	1	0	0	2	0	1	0	0	1	0	0	15
08:30	0	2	1	0	0	1	0	0	0	0	0	0	0	4
08:45	0	4	1	0	0	0	0	1	1	0	1	0	0	8
Hour Total	0	29	8	0	1	4	0	3	3	1	3	0	0	52
09:00 pm	0	13	4	0	0	0	0	2	1	0	0	0	0	20
09:15	0	5	1	0	0	0	0	1	2	0	0	0	0	9
09:30	0	5	1	0	1	1	0	0	0	1	0	0	1	10
09:45	1	2	0	0	0	2	0	1	0	0	0	1	0	7
Hour Total	1	25	6	0	1	3	0	4	3	1	0	1	1	46
10:00 pm	1	3	0	1	0	0	0	0	0	2	0	0	0	7
10:15	2	6	4	1	0	1	0	1	2	0	0	1	0	18
10:30	0	2	5	0	0	1	1	0	1	0	0	1	0	11
10:45	0	11	1	0	5	2	0	3	1	0	0	0	0	23
Hour Total	3	22	10	2	5	4	1	4	4	2	0	2	0	59
11:00 pm	0	6	0	0	0	1	0	0	1	0	1	0	0	9
11:15	0	3	0	0	0	0	0	1	2	0	0	0	2	8
11:30	0	3	2	0	0	0	0	0	0	0	0	1	0	6
11:45	0	11	5	0	1	0	0	2	1	0	0	0	0	20
Hour Total	0	23	7	0	1	1	0	3	4	0	1	0	3	43
Day Totals	39	2118	698	209	254	427	53	440	453	52	38	9	39	4829
12:00 07/27	0	4	2	0	0	1	0	1	2	0	0	0	0	10
12:15	0	3	1	0	0	1	0	3	3	1	2	0	0	14
12:30	0	4	1	0	0	0	0	2	2	1	1	0	0	11
12:45	0	1	2	0	0	1	0	0	1	1	0	1	0	7
Hour Total	0	12	6	0	0	3	0	6	8	3	3	1	0	42
01:00 am	0	3	1	0	0	0	0	0	1	0	1	0	0	6
01:15	0	4	1	0	1	0	0	0	0	1	0	0	0	7
01:30	0	11	2	0	0	1	0	0	0	1	2	0	0	17
01:45	0	6	3	0	0	1	0	0	2	0	0	0	0	12
Hour Total	0	24	7	0	1	2	0	0	3	1	4	0	0	42
02:00 am	0	7	3	0	0	0	0	0	1	0	0	0	0	11
02:15	0	1	0	0	0	0	0	0	0	1	0	0	0	2
02:30	0	1	0	0	0	0	0	1	3	0	1	0	0	6
02:45	0	1	3	0	0	0	0	0	1	0	0	0	0	5
Hour Total	0	10	6	0	0	0	0	1	5	1	1	0	0	24

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT : TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870011321100
 Start Date: 07/26/2005
 File I.D. : 870011-2
 Page : 20

Street name : NW 138TH STREET SOUTH OF Cross street: OKEECHOBEE ROAD EB, WB																
Begin	Cars & 2 Axle			Buses		2 Axle 3 Axle		4 Axle < 5 Axle		5 Axle < 6 Axle		6 Axle < 6 Axle		6 Axle < 6 Axle		Not
	Bikes	Trlrs	Long			6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Classed	Total
03:00 am	0	10	2	0	0	0	0	0	0	1	2	0	1	0	0	0
03:15	0	7	1	1	0	0	0	0	0	1	0	0	0	0	0	16
03:30	0	6	2	3	0	0	0	0	0	1	1	1	0	0	0	10
03:45	0	8	3	1	1	0	0	0	0	2	0	0	0	0	0	14
Hour Total	0	31	8	5	1	0	0	0	3	5	1	2	0	0	0	56
04:00 am	0	8	3	0	0	0	0	0	2	2	0	1	0	0	0	16
04:15	0	8	2	0	0	0	0	0	1	2	0	0	0	0	0	13
04:30	0	12	2	0	1	2	0	1	4	0	0	0	0	0	0	22
04:45	0	11	5	2	0	3	1	2	4	1	1	0	0	0	0	30
Hour Total	0	39	12	2	1	5	1	6	12	1	2	0	0	0	0	81
05:00 am	0	13	3	0	1	3	0	5	6	1	0	0	0	0	0	32
05:15	0	19	5	0	0	4	0	1	5	1	0	0	0	0	0	36
05:30	0	26	11	1	3	5	0	4	8	0	1	0	0	0	0	59
05:45	2	44	16	1	1	5	0	5	6	0	0	0	1	0	0	81
Hour Total	2	102	35	2	5	17	0	15	25	2	1	1	1	0	0	208
06:00 am	0	31	9	1	2	6	1	4	6	1	0	0	0	0	0	61
06:15	0	24	9	8	3	21	2	7	7	1	0	0	0	0	0	82
06:30	0	57	19	0	2	7	0	10	3	1	1	0	0	0	0	100
06:45	1	59	19	0	6	10	0	3	4	2	0	0	0	0	0	104
Hour Total	1	171	56	9	13	44	3	24	20	5	1	0	0	0	0	347
07:00 am	0	40	12	1	6	4	1	5	4	1	2	0	0	0	0	76
07:15	0	26	14	4	6	12	2	9	8	1	0	0	0	0	0	82
07:30	1	43	14	3	5	10	1	7	7	0	0	0	0	1	0	92
07:45	0	36	12	5	4	17	3	11	10	1	0	0	0	1	0	100
Hour Total	1	145	52	13	21	43	7	32	29	3	2	0	2	0	0	350
08:00 am	0	27	5	6	3	12	0	5	7	2	0	0	0	1	0	68
08:15	1	29	13	2	3	12	1	8	11	0	0	0	1	1	0	82
08:30	1	24	7	11	0	9	1	2	14	1	0	0	0	1	0	71
08:45	1	19	9	6	5	9	3	9	8	0	0	0	0	1	0	70
Hour Total	3	99	34	25	11	42	5	24	40	3	0	0	1	4	0	291
09:00 am	1	29	6	8	8	6	2	11	6	0	2	1	1	0	0	81
09:15	3	26	5	7	1	17	3	7	6	3	0	0	0	1	0	79
09:30	0	18	6	4	5	15	2	6	17	1	0	0	0	2	0	76
09:45	1	21	8	3	5	20	2	5	14	0	0	0	0	0	0	79
Hour Total	5	94	25	22	19	58	9	29	43	4	2	1	4	0	0	315
10:00 am	0	17	10	5	3	9	1	3	15	1	1	0	0	0	0	65
10:15	0	17	18	1	5	18	1	5	5	0	0	0	0	0	0	70
10:30	0	15	5	3	3	7	3	9	8	1	0	0	0	0	0	54
10:45	1	19	11	3	6	9	0	6	6	0	0	0	0	2	0	63
Hour Total	1	68	44	12	17	43	5	23	34	2	1	0	2	0	0	252
11:00 am	0	27	15	4	3	6	3	7	10	1	0	0	0	0	0	76
11:15	0	21	9	2	3	12	1	6	14	1	0	0	0	1	0	70
11:30	1	28	5	7	2	14	2	9	6	1	0	0	0	1	0	76
11:45	0	26	7	3	5	8	2	3	13	1	0	0	0	0	0	68
Hour Total	1	102	36	16	13	40	8	25	43	4	0	0	2	0	0	290

CLIENT : C3TS

JOB NO : 2005-38 WO 2

PROJECT : TOWN OF MEDLEY

COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
13284 SW 120TH ST, MIAMI, FL 33186
TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870011321100

Start Date: 07/26/2005

File I.D. : 870011-2

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Street name : NW 138TH STREET SOUTH OF Cross street: OKEECHOBEE ROAD EB, WB

	Bikes	Cars & 2 Axle	Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double	6 Axle Double	6 Axle Multi	6 Axle Multi	6 Axle Multi	6 Axle Multi	Not	Total
pm	0	28	9	7	7	6	1	7	10	1	0	0	1	0	
12:00	2	33	12	8	4	7	3	4	6	1	0	0	0	0	77
12:15	0	29	9	5	6	5	1	5	6	0	0	0	0	0	80
12:45	1	27	7	6	6	10	3	5	14	0	1	0	0	0	66
Hour Total	3	117	37	26	23	28	8	21	36	2	1	0	1	0	303
01:00 pm	1	31	13	6	3	8	1	8	8	1	0	0	0	0	80
01:15	0	27	16	3	7	5	1	7	8	0	1	0	0	0	75
01:30	0	20	13	6	7	4	1	3	5	0	0	0	0	0	59
01:45	0	21	7	2	5	10	0	7	7	1	0	0	0	0	60
Hour Total	1	99	49	17	22	27	3	25	28	2	1	0	0	0	274
02:00 pm	1	31	16	4	5	10	0	6	6	1	0	0	1	0	81
02:15	0	28	13	1	8	9	0	6	9	1	0	0	0	0	75
02:30	0	34	12	3	6	8	0	4	7	2	0	0	1	0	77
02:45	0	31	11	5	3	7	0	4	4	1	0	0	0	0	66
Hour Total	1	124	52	13	22	34	0	20	26	5	0	0	2	0	299
03:00 pm	1	33	8	3	2	4	0	8	7	2	0	0	0	0	68
03:15	0	23	11	0	4	7	3	7	11	1	0	0	0	0	67
03:30	0	49	19	6	6	10	1	2	3	0	0	0	1	0	97
03:45	0	50	8	1	1	2	0	5	0	2	0	0	0	0	69
Hour Total	1	155	46	10	13	23	4	22	21	5	0	0	1	0	301
04:00 pm	0	51	16	5	6	6	0	8	7	0	0	1	0	0	100
04:15	1	31	15	4	4	7	1	7	8	1	0	0	1	0	80
04:30	1	50	23	0	10	6	0	4	3	1	0	0	1	0	99
04:45	0	48	14	2	6	6	0	7	6	1	0	0	0	0	90
Hour Total	2	180	68	11	26	25	1	26	24	3	0	1	2	0	369
05:00 pm	1	69	10	1	8	7	0	9	6	2	0	0	0	0	113
05:15	0	54	18	2	4	5	0	10	4	0	0	0	0	0	97
05:30	0	50	9	3	4	6	0	6	5	0	1	0	0	0	84
05:45	1	41	8	1	0	4	0	7	2	0	0	0	1	0	65
Hour Total	2	214	45	7	16	22	0	32	17	2	1	0	1	0	359
06:00 pm	0	32	13	2	1	4	0	5	6	0	0	0	0	0	63
06:15	1	33	3	1	2	4	0	6	4	1	0	0	0	0	55
06:30	0	36	5	0	1	1	0	4	5	0	1	0	0	0	53
06:45	0	14	6	1	0	1	1	7	4	0	0	0	0	0	34
Hour Total	1	115	27	4	4	10	1	22	19	1	1	0	0	0	205
07:00 pm	0	9	2	0	3	0	0	9	1	0	0	0	0	0	24
07:15	0	19	2	1	1	1	0	2	1	0	0	0	0	0	27
07:30	0	23	6	0	0	0	0	4	4	1	0	0	0	0	38
07:45	0	12	2	0	1	0	0	1	1	0	0	0	0	0	17
Hour Total	0	63	12	1	5	1	0	16	7	1	0	0	0	0	106
08:00 pm	0	7	3	0	0	0	0	1	1	0	2	0	0	0	14
08:15	0	11	4	0	1	0	0	1	1	0	0	0	0	0	18
08:30	0	6	2	0	0	0	0	2	0	1	0	0	0	0	11
08:45	0	10	1	1	0	0	0	0	0	0	1	0	0	0	13
Hour Total	0	34	10	1	1	0	0	4	2	1	3	0	0	0	56

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
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CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870011321100
 Start Date: 07/26/2005
 File I.D. : 870011-2

Street name : NW 138TH STREET SOUTH OF Cross street: OKEECHOBEE ROAD EB, WB

Page : 22

Begin	Bikes	Cars & 2 Axle Trlrs	Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double	6 Axle Double	6 Axle Double	6 Axle Multi	6 Axle Multi	6 Axle Multi	Not Classed	Total
09:00 am	0	5	6	2	1	1	0	0	1	0	0	0	0	0	16
09:15	0	2	3	0	0	0	0	2	1	0	0	0	0	0	8
09:30	0	7	3	0	1	0	0	0	2	0	0	0	0	0	13
09:45	0	1	0	0	0	0	0	0	1	2	0	0	0	0	4
Hour Total	0	15	12	2	2	1	0	3	6	0	0	0	0	0	41
10:00 pm	0	5	3	0	0	0	0	2	1	0	0	2	0	0	13
10:15	1	4	4	0	0	1	0	0	2	0	0	1	0	0	13
10:30	0	5	0	0	0	0	0	0	3	0	1	1	0	0	10
10:45	0	10	3	0	1	0	0	1	0	0	0	0	0	0	15
Hour Total	1	24	10	0	1	1	0	3	6	0	1	4	0	0	51
11:00 pm	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
11:15	0	6	0	0	0	0	0	0	3	0	0	0	0	0	9
11:30	0	2	2	0	0	0	0	2	1	0	0	0	0	0	7
11:45	0	10	4	0	1	0	0	0	1	0	0	0	0	0	16
Hour Total	0	31	8	0	1	0	0	2	5	0	0	0	0	0	47
Day Totals	26	2068	697	198	238	469	55	384	464	52	27	9	22	*	4709
12:00 07/28	0	7	3	0	1	1	0	1	4	0	1	0	0	0	18
12:15	0	4	3	0	0	0	0	1	2	0	2	0	0	0	12
12:30	0	3	2	0	0	0	0	0	0	0	1	0	0	0	6
12:45	0	0	1	0	0	0	0	1	2	0	0	0	0	0	4
Hour Total	0	14	9	0	1	1	0	3	8	0	4	0	0	0	40
01:00 am	0	4	1	0	0	0	0	1	0	0	3	0	0	0	9
01:15	0	4	1	0	0	0	0	1	0	0	1	0	0	0	7
01:30	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2
01:45	0	7	2	0	0	1	0	0	3	0	1	0	0	0	14
Hour Total	0	16	4	0	0	1	0	2	3	0	6	0	0	0	32
02:00 am	0	9	3	0	0	0	0	0	3	0	0	0	0	0	15
02:15	0	2	0	0	0	0	0	1	1	0	0	0	0	0	4
02:30	0	3	1	0	0	0	0	0	2	0	1	0	0	0	7
02:45	0	3	1	0	0	0	0	0	2	0	0	0	0	0	6
Hour Total	0	17	5	0	0	0	0	1	8	0	1	0	0	0	32
03:00 am	0	13	3	0	0	0	0	0	1	0	0	0	0	0	17
03:15	0	6	1	2	0	0	0	0	1	0	1	0	0	0	11
03:30	0	10	2	1	0	0	0	1	2	0	0	0	0	0	16
03:45	0	9	3	0	0	0	0	0	3	0	0	1	0	0	16
Hour Total	0	38	9	3	0	0	0	1	7	0	1	1	0	0	60
04:00 am	0	15	2	0	1	1	0	2	3	0	1	0	0	0	25
04:15	0	8	4	1	0	2	0	5	8	0	1	0	0	0	29
04:30	0	8	3	2	2	1	0	2	5	0	0	0	0	0	23
04:45	2	17	7	0	1	1	0	1	6	0	1	0	0	0	36
Hour Total	2	48	16	3	4	5	0	10	22	0	3	0	0	0	113
05:00 am	0	14	2	0	2	2	0	0	4	0	0	1	0	0	25
05:15	0	13	4	0	2	4	0	3	8	0	2	0	0	0	36
05:30	1	23	8	1	0	5	0	5	3	0	0	0	1	0	47
05:45	0	37	12	2	5	9	0	7	3	0	1	0	1	0	77
Hour Total	1	87	26	3	9	20	0	15	18	0	3	1	2	0	185

CROSSROADS ENGINEERING DATA, INC..
13284 SW 120TH ST, MIAMI, FL 33186
TEL: 305-233-3997 FAX : 305-233-7720

Street name :NW 138TH STREET SOUTH OF Cross street:OKEECHOBEE ROAD EB, WB

Page : 23															
CARS & 2 AXLE															
Bikes	Trlrs	Long	Buses	2 Axle	3 Axle	4 Axle	5 Axle	6 Axle	6 Axle	6 Axle	6 Axle	6 Axle	6 Axle	Not	Total
0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
06:45	0	42	14	2	2	11	1	4	4	0	0	0	0	0	80
Hour Total	1	175	66	9	19	42	3	22	17	3	0	0	3	0	105
07:00 am	1	39	6	1	8	6	2	4	9	0	1	0	0	0	362
07:15	1	27	8	1	4	4	0	6	5	3	0	0	2	0	77
07:30	0	42	8	2	4	16	2	6	11	0	0	0	2	0	61
07:45	0	55	14	3	4	9	0	4	7	1	0	0	2	0	93
Hour Total	2	163	36	7	20	35	4	20	32	4	1	1	4	0	98
08:00 am	1	29	13	3	3	9	3	13	6	3	1	0	0	0	329
08:15	1	25	15	5	6	8	2	7	9	3	1	0	0	0	84
08:30	0	29	9	7	6	11	2	8	16	1	0	0	2	0	81
08:45	0	23	10	4	3	7	0	6	9	1	0	0	0	0	88
Hour Total	2	106	47	19	18	35	7	34	40	5	1	0	0	0	63
09:00 am	3	21	13	7	2	5	1	7	9	1	0	0	1	0	316
09:15	0	18	12	4	8	9	1	12	14	3	1	0	2	0	70
09:30	3	13	9	6	0	16	0	7	9	1	1	1	1	0	84
09:45	1	12	7	4	1	13	1	6	7	0	1	0	1	0	67
Hour Total	7	64	41	21	11	43	3	32	39	5	3	1	5	0	54
10:00 am	0	15	11	3	1	12	2	2	11	2	0	0	0	0	275
10:15	1	13	12	4	3	6	0	7	13	0	0	0	0	0	59
10:30	1	14	13	4	4	13	1	6	16	1	1	0	0	0	59
10:45	2	20	17	2	1	10	0	7	15	1	0	0	0	0	74
Hour Total	4	62	53	13	9	41	3	22	55	4	1	0	0	0	75
11:00 am	1	21	11	6	7	14	5	13	17	0	0	0	0	0	267
11:15	0	28	11	2	1	9	0	10	7	2	1	0	0	0	95
11:30	1	25	10	6	5	14	0	6	9	1	0	0	0	0	71
11:45	0	20	6	3	5	6	1	1	5	0	0	0	0	0	77
Hour Total	2	94	38	17	18	43	6	30	38	3	1	0	0	0	47
12:00 pm	0	33	11	3	5	6	0	6	7	1	0	0	2	0	290
12:15	0	24	14	2	8	5	1	3	8	0	1	0	0	0	74
12:30	1	27	13	1	5	8	3	5	12	1	0	0	1	0	66
12:45	1	22	18	2	3	8	1	4	4	0	1	0	0	0	77
Hour Total	2	106	56	8	21	27	5	18	31	2	2	0	3	0	64
01:00 pm	0	33	10	2	6	16	2	2	6	3	0	0	0	0	281
01:15	1	24	10	3	6	16	0	4	2	0	0	0	1	0	80
01:30	0	26	7	7	6	12	2	5	8	0	0	0	0	0	67
01:45	0	40	8	8	7	4	0	6	8	2	0	0	0	0	73
Hour Total	1	123	35	20	25	48	4	17	24	5	0	0	0	0	83
02:00 pm	0	30	19	1	6	8	1	5	8	0	0	0	1	0	303
02:15	1	28	8	4	6	8	2	3	9	0	0	0	2	0	80
02:30	0	46	10	6	6	8	0	7	5	0	0	0	0	0	71
02:45	0	40	12	2	5	3	0	1	6	1	0	0	0	0	88
Hour Total	1	144	49	13	23	27	3	16	28	1	0	0	4	0	70

CROSSROADS ENGINEERING DATA, INC
13284 SW 120TH ST, MIAMI, FL 33186
TEL: 305-233-3997 FAX : 305-233-7720

Street name :NW 138TH STREET SOUTH OF Cross street:**OKEECHOBEE ROAD EB, WB**

Begin	Cars	2 Axle	2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>6 Axle	<6 Axle	6 Axle	>6 Axle	Page : 24
	Bikes	Trlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Double	Not

	Bikes	Trlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Axle > 6	Axle > 6	Axle > 6	Axle > 6	Not	
																Total
03:45	0	21	14	6	6	7	0	4	9	1	0	0	0	0	0	68
	0	36	15	10	3	11	0	6	6	1	0	0	1	0	0	89
	1	46	17	4	2	11	0	4	12	3	0	0	1	0	0	101
	0	42	12	2	7	7	1	4	7	0	0	0	0	0	0	82
Hour Total	1	145	58	22	18	36	1	18	34	5	0	0	2	0	0	340
04:00 pm	0	50	16	3	4	11	0	6	5	0	0	0	1	0	0	96
04:15	2	38	17	3	5	9	1	8	9	2	0	0	0	0	0	94
04:30	1	67	20	3	6	13	2	6	5	3	0	0	2	0	0	128
04:45	1	55	11	4	3	5	1	6	6	0	0	0	1	0	0	93
Hour Total	4	210	64	13	18	38	4	26	25	5	0	0	4	0	0	411
05:00 pm	0	76	16	4	7	10	0	7	2	1	1	0	2	0	0	126
05:15	2	44	11	3	1	8	2	7	5	2	0	0	2	0	0	87
05:30	0	31	7	4	0	6	1	5	2	2	0	0	1	0	0	79
05:45	0	30	4	2	2	7	0	10	7	5	0	0	4	0	0	51
Hour Total	2	181	38	13	10	31	3	29	16	10	1	0	9	0	0	343
06:00 pm	0	38	10	1	3	7	0	9	4	2	1	0	1	0	0	76
06:15	1	31	9	1	5	8	0	8	3	4	0	0	1	0	0	71
06:30	1	44	11	0	5	3	0	6	5	0	0	0	1	0	0	76
06:45	0	25	4	2	6	3	0	6	5	0	1	0	0	0	0	52
Hour Total	2	138	34	4	19	21	0	29	17	6	2	0	3	0	0	275
07:00 pm	1	18	4	2	2	0	0	3	3	0	0	0	0	0	0	33
07:15	0	18	8	0	3	0	0	6	3	1	0	0	0	0	0	39
07:30	0	12	8	0	3	1	1	2	1	0	1	0	0	0	0	29
07:45	0	10	7	1	5	1	0	4	1	2	1	0	0	0	0	32
Hour Total	1	58	27	3	13	2	1	15	8	3	2	0	0	0	0	133
08:00 pm	0	11	5	0	2	3	0	2	1	0	0	0	0	0	0	24
08:15	1	10	6	0	3	1	0	2	2	0	0	0	0	0	0	25
08:30	0	11	5	0	4	0	0	2	1	1	2	0	0	0	0	26
08:45	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
Hour Total	1	41	19	0	9	4	0	6	4	1	2	0	0	0	0	87
09:00 pm	0	4	2	0	0	1	0	1	0	0	0	0	0	0	0	8
09:15	0	5	0	0	1	0	1	1	2	0	0	0	0	0	0	10
09:30	1	3	3	0	0	0	0	2	0	0	0	0	0	0	0	9
09:45	0	7	1	0	0	0	0	3	0	1	1	0	1	0	0	14
Hour Total	1	19	6	0	1	1	1	7	2	1	1	0	1	0	0	41
10:00	0	6	3	0	1	0	0	1	1	0	0	1	0	0	0	13
	1	4	4	0	0	1	0	0	2	0	0	0	0	0	0	12
10:15	0	5	0	0	0	1	0	1	2	0	1	3	0	0	0	13
10:45	0	7	3	0	1	0	0	1	1	0	0	0	0	0	0	13
Hour Total	1	22	10	0	2	2	0	3	6	0	1	4	0	0	0	51
11:00 pm	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	8
11:15	0	7	1	0	0	0	0	1	3	0	0	0	0	0	0	12
11:30	0	4	3	0	0	0	0	1	2	0	0	0	1	0	0	11
11:45	0	11	4	1	1	0	0	1	0	0	1	0	0	0	0	19
Hour Total	0	28	9	1	1	0	0	4	5	0	1	0	1	0	0	50
Day Totals	38	2099	755	192	269	503	48	380	487	63	37	8	46	*		4925
Totals	103	6285	2150	599	761	1399	156	1204	1404	167	102	26	107	0		14463
Percent Spl	.7%	43.4%	14.8%	4.1%	5.2%	9.6%	1.0%	8.3%	9.7%	1.1%	10.2%	2.6%	10.7%	0		

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870138121100
 Start Date: 08/17/2005
 File I.D. : 870138-1

Street name : NW 138TH STREET EAST OF Cross street: SERVICE ROAD EB/WB

Begin	EB		WB		Combined		Page
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	1
8/17	0	2	0	2	0	4	
12:00	0	7	0	5	0	12	
12:45	0	1	0	2	0	3	
01:00	0	6	0	3	0	9	28
01:15	0	2	2	1	5	3	
01:30	0	0	0	1	0	1	
01:45	0	2	0	2	0	4	
02:00	0	1	5	0	0	2	10
02:15	0	0	0	1	0	0	
02:30	0	1	0	1	0	2	
02:45	0	7	0	5	0	12	
03:00	0	2	10	0	0	6	20
03:15	0	6	0	4	0	12	
03:30	0	2	0	4	0	6	
03:45	0	2	0	3	0	5	
04:00	0	4	14	0	0	6	29
04:15	0	6	0	2	15	0	
04:30	0	3	0	3	0	9	
04:45	0	5	0	6	0	6	
05:00	0	4	18	0	0	11	
05:15	0	5	0	3	15	7	33
05:30	1	5	0	6	0	11	
05:45	0	9	1	3	1	8	
06:00	2	3	2	3	1	12	
06:15	1	4	21	4	2	4	35
06:30	1	3	2	4	3	8	
06:45	3	3	0	4	1	7	
07:00	2	2	1	1	4	3	
07:15	1	1	10	4	6	2	20
07:30	3	3	5	7	10	7	
07:45	3	2	2	4	6	5	
08:00	3	0	1	0	4	0	
08:15	2	1	10	3	6	7	19
08:30	3	2	1	2	3	3	
08:45	2	1	2	2	4	4	
09:00	4	11	5	7	7	2	12
09:15	3	0	4	1	7	18	
09:30	6	0	2	0	7	1	
09:45	1	1	5	1	8	0	
10:00	4	14	1	12	6	2	3
10:15	2	1	2	1	4	2	
10:30	2	0	1	0	3	0	
10:45	6	12	4	9	4	0	2
11:00	6	0	1	0	10	0	
11:15	4	0	3	0	9	0	
11:30	4	0	4	1	8	1	
11:45	4	2	4	2	8	4	
Totals	80	113	67	104	147	217	6
Day Totals		193		171		364	
Split %	54.4%	52.0%	45.5%	47.9%			
Peak Hour	10:45	04:45	10:45	02:30	10:45	04:45	
Volume	20	23	15	19	35	38	
P.H.F.	.83	.63	.93	.79	.87	.79	

1891

1892

1893

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870001321100
 Start Date: 07/28/2005
 File I.D. : 870001-3
 Page : 1

Street name : NW 122ND STREET WEST OF Cross street: NW 107TH AVENUE

	EB		WB		Combined		Thursday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:45	3	35	1	12	4	47	
01:00	11	30	6	23	17	53	
01:15	0	6	1	20	4	26	
01:30	0	17	0	22	0	39	165
01:45	0	17	0	10	0	27	
02:00	0	20	0	18	1	38	
02:15	0	12	0	28	0	40	
02:30	0	11	0	12	0	23	128
02:45	0	16	0	22	0	38	
03:00	1	24	7	5	8	29	
03:15	2	24	2	17	4	41	
03:30	4	15	3	13	7	28	136
03:45	16	24	4	12	20	36	
04:00	9	22	2	10	11	32	
04:15	4	29	13	8	17	37	
04:30	7	16	5	12	12	28	133
04:45	8	14	3	11	11	25	
05:00	12	16	7	4	19	20	
05:15	7	19	20	11	27	30	
05:30	14	16	16	6	32	22	97
05:45	10	18	16	8	26	26	
06:00	18	15	16	5	34	20	
06:15	14	18	16	7	30	25	
06:30	17	19	21	69	7	38	128
06:45	17	16	13	19	27	30	97
07:00	7	7	22	14	29	35	
07:15	12	12	9	25	21	37	
07:30	11	7	26	8	37	15	108
07:45	11	8	23	4	34	12	
08:00	6	7	25	6	31	13	
08:15	5	3	19	6	24	9	
08:30	4	4	34	101	7	38	127
08:45	10	11	29	2	39	11	45
09:00	18	2	20	0	38	13	
09:15	18	5	16	1	34	2	
09:30	16	1	23	88	0	39	150
09:45	5	3	15	1	20	1	22
10:00	13	1	13	0	26	4	
10:15	12	0	13	0	25	1	
10:30	7	2	5	46	8	0	
10:45	9	2	16	3	12	83	10
11:00	14	2	21	1	25	5	15
11:15	13	1	18	1	31	3	
11:30	20	1	12	67	5	2	
11:45	22	0	14	5	10	6	16
12:00	7	1	21	0	36	0	
12:15	14	2	14	1	28	2	
12:30	17	0	12	61	2	3	
12:45	60	3	12	2	29	2	7
Totals	449	551	592	418	1041	969	
lit %	43.1%	56.8%	56.8%	43.1%	2010		
Peak Hour	10:15	03:00	07:15	01:15	08:00	12:00	
Volume	69	91	107	80	150	165	
H.F.	.78	.78	.78	.71	.96	.77	

CLIENT : C3TS
 JOB NO : 2005-38
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870004121100
 Start Date: 07/28/2005
 File I.D. : 870004-1
 Page : 1

Street name : SOUTH RIVER DRIVE SOUTH OF Cross street: SW 121ST WAY

	NB		SB		Combined		Thursday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
7/28	0	14	1	26	1	40	
	0	27	0	20	0	47	
11:00	0	27	2	24	2	51	
12:45	1	29	1	27	2	56	194
01:00	0	26	0	26	0	52	
01:15	0	24	0	26	0	50	
01:30	0	18	1	21	1	39	
01:45	0	17	0	23	0	40	181
02:00	1	21	0	32	1	53	
02:15	0	16	2	23	2	39	
02:30	2	28	0	21	2	49	
02:45	5	27	0	22	5	49	190
03:00	1	19	0	29	1	48	
03:15	1	14	0	25	1	39	
03:30	3	26	0	27	3	53	
03:45	0	18	1	19	1	37	177
04:00	2	22	1	23	3	45	
04:15	3	21	3	18	6	39	
04:30	0	29	3	19	3	48	
04:45	4	32	2	24	6	56	188
05:00	3	28	2	19	5	47	
05:15	12	23	5	20	17	43	
05:30	11	19	7	13	18	32	
05:45	6	20	4	18	10	38	160
06:00	8	17	9	8	17	25	
06:15	13	9	8	9	21	18	
06:30	19	11	11	5	30	16	
06:45	19	4	27	8	46	12	71
07:00	20	6	24	10	44	16	
07:15	17	9	24	5	41	14	
07:30	11	9	20	6	31	15	
07:45	26	4	24	5	50	9	54
08:00	15	3	25	7	40	10	
08:15	18	2	20	1	38	3	
08:30	27	1	26	1	53	2	
08:45	24	1	25	1	49	2	17
09:00	15	1	17	1	32	2	
09:15	14	1	19	2	33	3	
09:30	35	1	20	3	55	4	
09:45	12	3	12	0	24	3	12
10:00	13	1	10	3	23	4	
10:15	17	1	17	0	34	1	
10:30	17	0	17	2	34	2	
10:45	12	4	10	2	22	6	13
11:00	21	0	16	1	37	1	
11:15	13	1	18	1	31	2	
11:30	22	0	23	1	45	1	
11:45	19	0	21	0	40	0	4
Totals	482	634	478	627	960	1261	
ay Totals		1116		1105		2221	
plit %	50.2%	50.2%	49.7%	49.7%			
Peak Hour	08:45	04:30	08:00	12:30	07:45	12:30	
Volume	88	112	96	103	181	209	
H.F.	.62	.87	.92	.95	.85	.93	

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870008321100
 Start Date: 07/26/2005
 File I.D. : 870008-1
 Page : 1

Street name : OKEECHOBEE ROAD NORTH OF Cross street: NW 107TH AVENUE

	NB		SB		Combined		Tuesday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
7/26	33	151	22	127	55	278	
	18	154	24	134	42	288	
12:45	31	136	21	130	52	266	
01:00	19	122	17	144	36	266	1098
01:15	8	145	15	157	23	302	
01:30	16	156	9	140	25	296	
01:45	27	125	12	169	28	294	
02:00	34	143	6	132	33	261	1153
02:15	27	145	20	155	54	298	
02:30	38	189	9	139	36	284	
02:45	31	139	16	154	54	343	
03:00	37	181	3	162	34	301	1226
03:15	30	155	4	132	41	313	
03:30	30	164	13	147	43	302	
03:45	37	158	22	160	52	324	
04:00	51	164	18	164	55	322	1261
04:15	46	175	27	160	78	324	
04:30	69	206	24	153	70	328	
04:45	73	235	37	167	106	373	
05:00	69	269	34	152	107	361	1412
05:15	94	261	24	155	93	387	
05:30	143	284	50	165	144	424	
05:45	114	236	67	157	210	441	
06:00	151	240	87	152	201	648	1679
06:15	166	207	106	134	257	374	
06:30	150	179	131	123	297	330	
06:45	140	142	151	114	301	293	
07:00	174	140	204	115	344	1199	1254
07:15	130	126	266	86	440	226	
07:30	144	114	350	80	480	206	
07:45	146	81	394	66	538	180	
08:00	146	50	363	57	509	138	750
08:15	147	60	359	44	505	94	
08:30	114	50	346	48	493	108	
08:45	149	48	338	51	452	101	
09:00	136	50	315	38	464	86	389
09:15	145	35	265	29	401	79	
09:30	174	33	229	28	374	63	
09:45	151	30	173	39	347	72	
10:00	137	40	178	29	329	59	273
10:15	139	40	154	43	291	78	
10:30	126	40	130	26	269	66	
10:45	131	28	160	28	286	68	
11:00	147	27	142	30	273	58	270
11:15	151	26	139	29	286	56	
11:30	157	23	145	29	296	55	
11:45	140	30	167	20	324	43	
Totals	4582	6056	5933	4921	10515	10977	
Day Totals		10638		10854		21492	
Split %	43.5%	55.1%	56.4%	44.8%			
Peak Hour	06:15	05:00	07:15	03:45	07:30	05:00	
Volume	630	1050	1466	644	2045	1679	
P.H.F.	.90	.92	.93	.96	.95	.95	

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT : TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870008321100
 Start Date: 07/26/2005
 File I.D. : 870008-1

Street name : OKEECHOBEE ROAD NORTH OF Cross street: NW 107TH AVENUE ,

Page : 2

Be	NB		SB		Combined		Wednesday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:45	19	165	20	155	39	320	
01:00	15	167	26	142	41	309	
01:15	33	129	16	121	49	250	
01:30	24	151	18	129	42	280	1159
01:45	14	140	16	127	30	267	
02:00	19	171	11	120	30	291	
02:15	18	146	23	153	41	299	
02:30	14	140	22	133	36	273	1130
02:45	23	152	19	151	42	303	
03:00	19	144	10	145	29	289	
03:15	18	144	14	163	32	307	
03:30	37	128	13	146	50	274	1173
03:45	37	164	10	143	47	307	
04:00	24	153	7	170	31	323	
04:15	34	188	15	159	49	347	
04:30	38	154	22	160	60	314	1291
04:45	39	179	20	170	59	349	
05:00	39	179	19	140	58	319	
05:15	46	206	48	149	94	355	
05:30	89	198	43	153	132	351	1374
05:45	75	267	35	174	110	441	
06:00	121	224	62	155	183	379	
06:15	124	250	58	139	182	389	
06:30	154	219	87	129	241	348	1557
06:45	125	222	92	144	217	366	
07:00	161	197	139	127	300	324	
07:15	162	151	144	122	306	273	
07:30	140	172	234	82	475	1197	1217
07:45	139	150	291	99	430	249	
08:00	158	96	343	80	501	176	
08:15	131	86	374	83	505	169	
08:30	144	113	398	76	542	189	783
08:45	152	55	343	57	495	112	
09:00	140	62	313	41	453	103	
09:15	129	62	310	39	439	101	
09:30	151	56	289	56	440	112	428
09:45	149	51	244	36	393	87	
10:00	128	48	207	38	335	86	
10:15	141	44	149	44	290	88	
10:30	115	37	192	40	307	77	338
10:45	135	36	162	39	297	75	
11:00	121	27	147	39	268	66	
11:15	143	41	159	32	302	73	
11:30	146	36	137	39	283	75	289
11:45	133	25	166	45	299	70	
Totals	150	26	157	24	307	50	
Day Totals	147	27	153	35	300	62	
Split %	158	23	129	24	287	47	229
	4471	6001	5906	4967	10377	10968	
	43.0%	54.7%	56.9%	45.2%	21345		
Peak Hour	05:45	05:00	07:15	03:15	07:15	04:45	
Volume	602	960	1458	659	2043	1560	
P.H.F.	.92	.89	.91	.96	.94	.88	

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY: MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870008321100
 Start Date: 07/26/2005
 File I.D. : 870008-1
 Page : 3

Street name : OKEECHOBEE ROAD NORTH OF Cross street: NW 107TH AVENUE

	NB		SB		Combined		Thursday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
7/28	30	126	20	126	50	252	
	28	130	26	148	54	278	
1:	38	135	16	151	54	286	
12:45	17	143	10	157	27	300	1116
01:00	31	148	11	167	42	315	
01:15	11	136	12	148	23	284	
01:30	23	107	14	159	37	266	
01:45	31	120	16	169	47	289	1154
02:00	30	164	20	139	50	303	
02:15	16	137	15	119	31	256	
02:30	31	128	13	137	44	265	
02:45	46	146	15	151	61	297	1121
03:00	53	156	15	151	68	307	
03:15	48	145	13	150	61	295	
03:30	56	196	18	171	74	367	
03:45	56	151	12	165	68	316	1285
04:00	64	176	29	148	93	324	
04:15	69	209	28	174	97	383	
04:30	61	222	48	162	109	384	
04:45	97	195	42	151	139	438	1437
05:00	119	242	44	167	163	409	
05:15	137	252	50	169	187	421	
05:30	179	269	59	190	238	459	
05:45	168	251	88	176	256	427	1716
06:00	159	210	96	150	255	360	
06:15	161	167	116	144	277	311	
06:30	167	226	184	129	351	355	
06:45	142	130	733	200	91	342	1225
07:00	105	131	283	596	85	388	221
07:15	119	108	329	96	448	216	1247
07:30	86	74	353	66	439	204	
07:45	136	114	379	55	515	140	
08:00	142	58	366	302	508	169	729
08:15	122	64	308	45	430	103	
08:30	114	44	327	55	441	123	
08:45	123	33	273	64	396	99	
09:00	121	49	244	33	365	97	422
09:15	129	50	189	39	318	82	
09:30	155	45	178	45	333	89	
09:	109	38	151	762	260	90	
0	130	58	161	45	162	83	344
	147	61	157	32	291	90	
	135	79	139	28	304	89	
	126	51	148	35	274	114	
1:00	118	27	169	605	274	87	380
1:15	119	41	136	27	287	54	
1:30	122	29	120	27	255	68	
1:45	133	14	159	18	242	47	
Totals	4559	5985	5799	584	108	292	1076
ay Totals				5185	10358		11170
plit %	44.0%	53.5%	55.9%	46.4%		21528	
Peak Hour	05:30	05:00	07:15	05:00	07:15	05:00	
Volume	667	1014	1427	702	1910	1716	
H.F.	.93	.94	.94	.92	.92	.93	

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT : TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870010321100
 Start Date: 07/26/2005
 File I.D. : 870010-2
 Page : 1

Street name : OKEECHOBEE ROAD NORTH OF Cross street: NW 138TH STREET

	NB		SB		Combined		Tuesday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	34	183	19	157	53	340	
12:15	23	179	28	190	51	369	
12:45	34	185	26	169	60	354	
01:00	22	173	19	172	41	345	1408
01:15	10	169	21	172	31	341	
01:30	16	186	12	177	28	363	
01:45	23	172	10	201	33	373	
02:00	29	174	10	165	39	339	1416
02:15	36	191	18	191	54	382	
02:30	33	189	8	186	41	375	
02:45	39	204	11	209	50	413	
03:00	27	197	6	237	33	434	1604
03:15	37	205	10	178	47	383	
03:30	36	214	16	227	52	441	
03:45	43	232	21	211	64	443	
04:00	54	235	26	205	80	440	1707
04:15	74	215	37	226	111	441	
04:30	61	277	34	233	95	510	
04:45	82	280	42	227	124	507	
05:00	92	308	44	223	136	531	1989
05:15	113	345	42	226	155	571	
05:30	141	378	55	258	196	636	
05:45	180	356	83	241	263	597	
06:00	174	320	127	230	301	550	2354
06:15	168	302	136	197	304	499	
06:30	250	257	162	213	412	470	
06:45	230	226	213	188	443	414	
07:00	193	177	263	161	456	338	1721
07:15	250	185	329	112	579	297	
07:30	206	172	433	107	639	279	
07:45	235	138	444	93	679	231	
08:00	223	104	444	81	667	185	992
08:15	234	82	461	78	695	160	
08:30	233	85	428	65	661	150	
08:45	221	64	413	70	634	134	
09:00	242	64	378	46	620	110	554
09:15	216	61	305	36	521	97	
09:30	212	53	283	47	495	100	
09:45	234	42	213	50	447	92	
10:00	204	46	211	44	415	90	379
10:15	177	50	175	46	352	96	
10:30	177	55	185	32	362	87	
10:45	158	49	204	38	362	87	
11:00	156	34	172	34	328	68	338
11:15	205	37	175	34	380	71	
11:30	209	28	174	45	383	73	
11:45	188	30	194	23	382	53	
12:00	161	37	164	35	325	72	269
Totals	6395	7945	7284	6786	13679	14731	
lit %	46.7%	53.9%	53.2%	46.0%	28410		
ak Hour	08:00	05:00	07:15	05:00	07:30	05:00	
lume	930	1399	1782	955	2702	2354	
H.F.	.96	.92	.96	.92	.97	.92	

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

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 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870010321100
 Start Date: 07/26/2005
 File I.D. : 870010-2
 Page : 2

Street name : OKEECHOBEE ROAD NORTH OF Cross street: NW 138TH STREET

Be	NB		SB		Combined		Wednesday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:45	31	207	24	192	55	399	
01:00	23	184	30	195	53	379	
01:15	37	160	20	166	57	326	
01:30	23	177	21	177	44	354	1458
01:45	20	166	14	183	34	349	
02:00	20	218	16	161	36	379	
02:15	21	179	23	191	44	370	
02:30	19	183	17	178	36	361	1459
02:45	27	190	19	177	46	367	
03:00	21	183	17	224	38	407	
03:15	20	183	13	227	33	410	
03:30	37	185	14	207	51	392	1576
03:45	45	221	16	205	61	426	
04:00	24	210	12	207	36	417	
04:15	51	250	22	227	73	477	
04:30	52	241	27	232	79	460	1780
04:45	51	252	29	246	80	487	
05:00	55	276	27	223	82	475	
05:15	66	276	51	233	117	509	
05:30	105	276	54	227	159	503	1974
05:45	110	342	55	218	165	560	
06:00	154	339	74	231	228	570	
06:15	153	320	73	203	226	523	
06:30	177	267	111	208	288	475	2128
06:45	184	286	125	235	309	521	
07:00	223	245	185	197	408	442	
07:15	233	218	211	175	444	393	
07:30	204	213	258	139	462	352	1708
07:45	193	175	332	161	525	336	
08:00	215	151	407	110	622	261	
08:15	237	123	476	125	713	248	
08:30	220	133	494	95	714	228	1073
08:45	220	92	411	86	631	178	
09:00	223	83	400	64	620	147	
09:15	185	82	368	66	591	151	
09:30	193	70	348	64	533	146	622
09:45	168	66	226	51	448	121	
10:00	216	51	228	51	394	117	
10:15	178	42	217	60	444	111	
10:30	184	56	186	42	395	84	433
10:45	161	41	178	37	370	98	
11:00	171	53	192	42	339	78	
11:15	162	37	187	45	363	95	
11:30	181	36	179	40	360	82	353
11:45	204	31	196	29	400	76	
Totals	185	31	170	36	355	60	
Day Totals	193	20	177	28	370	67	251
Split %	6095	7857	7185	6958	13280	14815	
Peak Hour	07:30	04:45	07:15	03:45	07:15	04:45	
Volume	897	1277	1788	934	2680	2156	
H.F.	.94	.93	.90	.94	.93	.94	

CLIENT : C3TS
 JOB NO : 2005-38 WO 2
 PROJECT: TOWN OF MEDLEY
 COUNTY : MIAMI-DADE

CROSSROADS ENGINEERING DATA, INC
 13284 SW 120TH ST, MIAMI, FL 33186
 TEL: 305-233-3997 FAX : 305-233-7720

Site Code : 870010321100
 Start Date: 07/26/2005
 File I.D. : 870010-2
 Page : 3

It name : OKEECHOBEE ROAD NORTH OF Cross street: NW 138TH STREET

	NB		SB		Combined							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
28	44	162	25	155	69	317						
	25	180	29	190	54	370						
2:00	28	184	19	175	47	359						
2:45	15	194	13	194	28	388	1434					
11:00	29	188	16	203	45	391						
11:15	15	156	13	193	28	349						
11:30	24	169	14	205	38	374						
11:45	28	183	14	185	42	368	1482					
12:00	25	224	19	192	44	416						
2:15	15	204	18	173	33	377						
2:30	31	208	12	207	43	415						
2:45	39	204	14	198	53	402	1610					
3:00	47	211	19	211	66	422						
3:15	37	210	12	217	49	427						
3:30	47	274	24	224	71	498						
3:45	45	285	16	212	61	497	1844					
4:00	56	300	32	201	88	501						
4:15	69	281	47	239	116	520						
4:30	80	304	52	250	132	554						
4:45	91	293	42	227	133	520	2095					
5:00	124	362	53	240	177	602						
5:15	153	353	57	242	210	595						
5:30	162	310	77	235	239	545						
5:45	169	320	108	230	277	550	2292					
6:00	150	274	120	218	270	492						
6:15	211	244	164	211	375	455						
6:30	237	256	235	168	472	424						
6:45	223	191	270	142	493	333	1704					
7:00	190	143	338	138	528	281						
7:15	220	167	391	137	611	304						
7:30	206	120	417	84	623	204						
7:45	212	124	365	1511	577	2339	208	997				
8:00	237	90	420	64	657	154						
8:15	230	89	403	79	633	168						
8:30	223	66	390	64	613	130						
8:45	220	62	344	1557	75	282	564	2467	137	589		
9:00	196	65	275	37	471	102						
9:15	199	70	230	50	429	120						
9:30	193	64	221	57	414	121						
9:45	153	51	200	926	47	191	353	1667	98	441		
10:00	188	72	211	44	399	116						
10:15	172	81	197	36	369	117						
10:30	196	91	172	48	368	139						
10:45	168	58	181	761	51	179	349	1485	109	481		
11:00	191	40	192	30	383	70						
11:15	172	51	166	31	338	82						
11:30	169	34	167	19	336	53						
11:45	183	715	23	148	205	730	47	127	388	1445	70	275
Totals	6137	8285	7019	6959	13156	15244						
ay Totals	14422		13978		28400							
plit %	46.6%	54.3%	53.3%	45.6%								
Peak Hour	08:00	05:00	07:30	04:30	07:30	05:00						
Volume	910	1345	1605	959	2490	2292						
.H.F.	.95	.92	.95	.95	.94	.95						

Appendix (B)

08/07/2005 TUE 16:08 FAX 305 477 8422

DADE COUNTY TSS

2002

(P+COL+ROW) 1 2 3 4 5 6 7 8

(C+PLAN#+ROW)

PLAN NUMBER

PHASE FUNCTION

1 2 3 4 5 6 7 !

0 WALK 12 12
 1 D/W 10 10
 2 INIT 12 7 5 12
 4 A/D/VEN 1 3 2.5 1
 5 VEN EXT 1 3 2.5 1
 6 MAX GAP 1 3 2.5 1
 7 MIN GAP 1 3 2.5 1
 8 MAX 30 15 8 30
 9 MAX2
 A A/D WLK
 B SEQ TO
 C COND MIN
 D REDUCE EV
 E YELLOW 5 4 5.5 5
 F RED CLR 1.1 1.4 1.1

(C+D+F)=1

CYCLE
 1 FORCE 1
 2 FORCE 2
 3 FORCE 3
 4 FORCE 4
 5 FORCE 5
 6 FORCE 6
 7 FORCE 7
 8 FORCE 8
 9 RING OFFSET
 A OFFSET A
 B OFFSET B
 C OFFSET C
 D END PERM 1
 E HOLD RELEASE 255 355 255 255 255 255 155 255
 F ZONE OFFSET

(C+D+C)=1

(F+F+ROW)
 0 PERMIT 2 4 5 6
 1 RED LOCK
 2 YELLOW LOCK
 3 VEN MIN RECALL 2 6
 4 PED RECALL 2 6
 5 PEDESTRIANS 2 6
 6 REST IN WALK 2 6
 7 RED REST
 8 DOUBLE ENTRY
 9 VEN MAX RECALL 2 6
 F SOFT RECALL
 E MAXIMUM 2
 C COND SERVICE
 I MAN CONT CALLS
 E YELLOW START
 F FIRST PHASES 2 6
 (C+D+F)=1

SYNCH PHASES

(C+E+ROW)

1 2 3 4 5 6 7 8

(C+F+ROW)

0 LAG FREE
 1 SYNC 1 2 6
 2 SYNC 2 2 6
 3 SYNC 3 2 6
 4 SYNC 4 2 6
 5 SYNC 5 2 6
 6 SYNC 6 2 6
 7 SYNC 7 2 6
 8 SYNC 8 2 6
 9 SYNC 9 2 6
 A NEMA SYNC 2 6
 B NEMA HOLD 2 6
 C
 D
 E COOR EXTRA
 F
 (C+D+C)=1

LAG PHASES

1 2 3 4 5 6 7 8

(E+E+ROW)

1 2 3 4 5 6 7 8

0 EXCLUSIVE
 1 RR1 CLEAR
 2 RR2 CLEAR
 3 RR2 TK CLR
 4 PROT/PERM
 5 FLH TO PREMT
 6 FLASH ENTRY
 7 NO YELO CK
 8 NO OL YELO CK
 9 OL FLH YELO
 A EM VEH A
 B EM VEH B
 C EM VEH C
 D EM VEH D
 E EXTRA 1 1 2 3 7
 F IC SELECT
 (C+D+E)=125

CONFIGURATION

(E+F+ROW)

1 2 3 4 5 6 7 8

0 EXT PERMIT 0 2 4 6
 1 EXT PERMIT 1 1 2 3 4 5 6 7 8
 2 EXT PERMIT 2 1 2 3 4 5 6 7 8
 3 EXCLUSIVE PED
 4
 5 PED 25 OUTPUT 2
 6 PED 67 OUTPUT 6
 7 PED 47 OUTPUT
 8 PED 87 OUTPUT
 9 FLH YELLOW 2 5 6
 A
 B
 C
 D
 E RESTRICTED
 F EXTRA 2 2
 (C+D+E)=125

COORDINATION

MINIMUMS

(C+2+ROW)

(F+F+ROW)

PHASE FUNCTIONS

1 2 3 4 5 6 7 8

1 0 FAST G FLASH
 2 22 1 GREEN FLASH
 3 2 FLASH WALK
 4 B 3 GUAR. PASSAGE
 5 6 4 SIMULT. GAP 1 2 3 4 5 6 7 8
 6 22 5 SEQ TIMING
 7 6 ADV WALK
 8 7 DELAY WALK
 (C+D+C)=5 3 EXT RECALL
 XPED OP. 9
 (F+D+D) A MAX EXTEN
 WALK 4 INH PED RSRV
 (F+D) C SEMI ACTUATED 2 6
 D
 E START VEN CALL 2 6
 F START PED CALL 2 6
 (C+D+F)=1 (C+D+F)=2
 (F+D+2)

Page 1 of 4

DADE COUNTY PUBLIC WORKS DEPARTMENT - Model 170 controller timing sheet

Location: OKEECHOBEE RD & NW 107 AVE

Asset # 6383

AREA 1 2 3 4 5 6 7 8 (phases)

3 NWE NB NWBL SEB

Designed by: J.C. PENA

Date: 11/16/14

SubA

1 Checked by: H. HERNANDEZ Date: 11/16/14

ADDR In service: HORSEPOWER

Date: 1/13/05

57 Timing # 1 Phasing # 1 Section: 147 S.O.P.

SKIP - OMIT PHASE 5 (NWSLT)

PHASES 2 & 6 DO NOT HAVE PED LEADS

ASSIGNABLE INPUTS

A	B	C	D	E	F	C1 PIN#	ATTRIBUTES								PHASES (S)								ASSIGNMENTS						
							1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7
0 NOT3	MAX 2	PRETIM	X FERM 0 55	DIAL 2	DIMMING	0 39				4	5	7																	
1 NOT4	SY DET 1	PLAN 1	X FERM 1	DIAL 3	EV A	1 40				4	5	7																	
2 OR 4	SY DET 2	PLAN 2	X FERM 2	OFF 1	EV B	2 41				4	5	7																	
3 OR 4	SY DET 3	PLAN 3	WK DAY	OFF 2	EV C	3 42				4	5	7																	
4 OR 5	SY DET 4	PLAN 4	X CLOCK 54	OFF 3	EV D	4 43				4	5	7																	
5 OR 5	SY DET 5	PLAN 5	ST TIME 82	FREE	RR 1	5 44				4	5	7																	
6 OR 6	SY DET 6	PLAN 6	PL SENS 81	FLASH	RR 2	6 45				4	5	7																	
7 OR 6	SY DET 7	PLAN 7	ENABLE 67	XPD OMT	SP 1	7 46				4	5	7																	
8	SY DET 8	PLAN 8	ADVANC 69	NOT 1	SP 2	8 47				4	5	7																	
9	MX INET 79	PLAN 9	ALARM 65	NOT 2	EXT LAG	9 48				4	5	7																	
A AND 4	FORCE A 89	DELAY A	PH BNK 2232	OR 1	AND 1	A 56				4	5	7																	
B AND 4	FORCE B 89	DELAY B	PH BNK 3	OR 1	AND 1	B 57				4	5	7																	
C NAND 1	CNA 88	DELAY C	OL SET 2	OR 2	AND 2	C 58				4	5	7																	
D NAND 1	HOLD 19	DELAY D	OL SET 3	OR 2	AND 2	D 59				4	5	7																	
E NAND 2	VI CALL	DELAY E	DET ST 2	OR 3	AND 3	E 60				4	5	7																	
F NAND 2	RM CALL	DELAY F	DET ST 3	OR 3	AND 3	F 61				4	5	7																	

(C+D+E)=126, (E+COLUMN+ROW)

ENTER C1 (OR PSEUDO) PIN #

DETECTOR ASSIGNMENTS (C+D+E)=126, (E+COL+ROW)

ASSIGNABLE OUTPUTS

A	B	C	D	E	F	C1 PIN#	ATTRIBUTES								PHASES (S)								ASSIGNMENTS						
							1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7
0	FLHR 0	FREE	NOT 1	TOD 1	DIAL 2	0																							
1 SP EV 1	FLHR 1	PLAN 1	OR 1	TOD 2	DIAL 3	1																							
2 SP EV 2	F FLHR	PLAN 2	OR 2	TOD 3	OFF 1	2																							
3 SP EV 3	BUS G	PLAN 3	OR 3	TOD 4	OFF 2	3																							
4 SP EV 4	HUS Y	PLAN 4	AND 1	TOD 5	OFF 3	4																							
5 SP EV 5	BUS R	PLAN 5	AND 2	TOD 6	FREE	5																							
6 SP EV 6	BUS W	PLAN 6	AND 3	TOD 7	FLASH	6																							
7 EV 7	BUS F	PLAN 7	NOT 2	TOD 8	PREMET	7																							
8 EV 8	NOT 3	PLAN 8	EV A	WARN 1		8																							
9	NOT 4	PLAN 9	EV B	WARN 2		9																							
A DET FAIL 83	OR 4		EV C	DELAY A		A																							
B	OR 5		EV D	DELAY B		B																							
C	OR 6		RR 1	DELAY C		C																							
D CNT CTL	AND 4		RR 2	DELAY D		D																							
E X DWALK	NAND 1		SP 1	DELAY E		E																							
F X WALK	NAND 2		SP 2	DELAY F		F																							

(C+D+E)=127, (E+COLUMN+ROW)

ENTER C1 (OR PSEUDO) PIN #

DETECTOR ASSIGNMENTS (C+D+E)=126, (E+COL+ROW)

(9+EVENT#) DAY OF WEEK
OFF S M T W T F S(9+EVENT#) DAY OF WEEK
OFF S M T W T F S
TIME PLAN SET 1 2 3 4 5 6 7

Page 2 of 4

Location: OKSECHOBEE RD & NW 107 AVS

Asset # 6383

(F+COL+ROW) RR BRIG FIRE (F+E+ROW)

PREEMPT MIN. A B C PREEMPT

A WALK 0 RR1 DLY

B DON'T WALK 1 RR1 CLR

C INITIAL 2 EVA DLY

3 EVA CLR

4 EVB DLY

5 EVB CLR

6 SVC DLY

7 SVC CLR

8 SVD DLY

9 SVD CLR

A RR2 DLY

B RR2 CLR

(C+D+E)=1

(C+D+E)=0.1

(C+D+E)=0.2

MODEL 170 CONTROLLER

(BI Tra1 PROGRAM 233)

13:32:12 11/16/04

PHASE BANK 2

-- PHASE TIMING PARAMETERS --

Last Change: 11/16/04

PHASE:	<1>	WBT <2>	<3>	NBT <4>	WBL <5>	E3T <6>	<7>	<8>
<0> WALK	0	12	0	0	0	12	0	0
<1> FLASH D/W	0	10	0	0	0	10	0	0
<2> MIN INITIAL	0	12	0	7	5	12	0	0
<3> TYP 3 LIMIT	0	0	0	0	0	0	0	0
<4> ADD/VEH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<5> VEH EKT	0.0	1.0	0.0	3.0	2.5	1.0	0.0	0.0
<6> MAX GAP	0.0	1.0	0.0	3.0	2.5	1.0	0.0	0.0
<7> MIN GAP	0.0	1.0	0.0	3.0	2.5	1.0	0.0	0.0
<8> MAX LIMIT	0	45	0	22	12	15	0	0
<9> MAX 2	0	0	0	0	0	0	0	0
<A> ADV/DLY WALK	0	0	0	0	0	0	0	0
 SEQUENCE TO	0	0	0	0	0	0	0	0
<C> COND SVC MIN	0	0	0	0	0	0	0	0
<D> REDUCE EVERY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<E> YELLOW	0.0	5.0	0.0	4.0	5.5	5.0	0.0	0.0
<F> RED CLEAR	0.0	1.1	0.0	1.4	0.0	1.1	0.0	0.0

<C+0+F> = 2

Enter at <F+column+row>

PgDn to view Alternate Timing

DADE COUNTY PUBLIC WORKS DEPARTMENT

SIGNED BY:	DATE:	INT:	OXEECHOBEE RD
CKED BY:	DATE:	AT	& NW 107 AVE
SERVICE:	DATE:	ASSET 6383 AREA 3	SubA 1 ADDR 57
TIMING# 1 PHASING# 1	PAGE: 3 of 4	SECTION:	S.O.P.

MODEL 170 CONTROLLER

(BI Trar PROGRAM 233)

11/16/04 11:32:18 -- TIME OF DAY FUNCTIONS -- Last Change: 7/13/01

<C+0+7> = 1 <C+0+7> = 2

- Bank 1 - - Bank 2 -

<7+event#>	TIME	FUNCTION	DOW	PH/BIT*	TIME	FUNCTION	DOW	PH/BIT**
EVENT 0	06:00	F-TOD OUT	1234567		00:00	NONE		
EVENT 1	07:00	F-TOD OUT	1234567	2	00:00	NONE		
EVENT 2	09:00	F-TOD OUT	1234567		00:00	NONE		
EVENT 3	16:00	F-TOD OUT	1234567	2	00:00	NONE		
EVENT 4	18:00	F-TOD OUT	1234567		00:00	NONE		
EVENT 5	00:00	NONE			00:00	NONE		
EVENT 6	00:00	NONE			00:00	NONE		
EVENT 7	00:00	NONE			00:00	NONE		
EVENT 8	00:00	NONE			00:00	NONE		
EVENT 9	00:00	NONE			00:00	NONE		
EVENT A	00:00	NONE			00:00	NONE		
EVENT B	00:00	NONE			00:00	NONE		
EVENT C	00:00	NONE			00:00	NONE		
EVENT D	00:00	NONE			00:00	NONE		
EVENT E	00:00	NONE			00:00	NONE		
EVENT F	00:00	NONE			00:00	NONE		

* <C+0+E> = 27 ** <C+0+E> = 28 Enter: at <E-4+event#>

DADE COUNTY PUBLIC WORKS DEPARTMENT

DESIGNED BY:

CHECKED BY:

SERVICE:

NG# 1 PHASING# 1

DATE:

DATE:

DATE:

PAGE: 4 of 4

INT:

AT

ASSET 6383 AREA 3 SubA 1 ADDR 57

SECTION:

CREECHBEE RD

& NW 107 AVE

S.O.P.

SIGNAL OPERATING PLAN



Timing Phases	Direction	SE B	NW B		NB	Ped Head	Movements/Display/Actuation
Head No.		6	5/2	2		4	
	Dwell						
	C						
	i						
	e						
	a						
	r						
	t						
	o						
(2+5) NW BND	Dwell	R	6/G	G		R	
	(2+6)	R	4/G	G		R	
	C						
	i						
	e						
	a						
	r						
	t						
	o						
(Actuated) (2+6) NW/SE	Dwell	G	G	G		R	
	(4)	Y	Y	Y		R	
	(2+5)	Y	G	G		R	
	C						
	i						
	e						
	a						
	r						
	t						
	o						
OKEECHOBEE (Recall)	Dwell						
	C						
	i						
	e						
	a						
	r						
	t						
	o						
(4) NBND	Dwell	R	R	R		G	
	(2+5)	R	R	R		Y	
	(2+6)	R	R	R		Y	
	C						
	i						
	e						
	a						
	r						
	t						
	o						
NW 107 AVE (Actuated)	Dwell						
	C						
	i						
	e						
	a						
	r						
	t						
	o						
Flashing Operation		FY	FY	FY		FR	

Checked
H. HERJANDER

Date
11/16/04

OKEECHOBEE RD & NW 107 AVE

Date
11/16/04

Placed in Service

Phasing No

Asset Number

By HORSEPOWER

6383

DADE COUNTY TSS

007

PHASE FUNCTION:

(P+COL+ROW)	1	2	3	4	5	6	7	8	(C+PLAN#+ROW)	PLAN NUMBER	1	2	3	4	5	6	7	8	9	(F+F+ROW)	1	2	3	4	5	6	7
WALK	12																			PERMIT	1	2	3	4	5	6	7
FLH D/W	10																			RED LOCK	1	2	3	4	5	6	7
INIT	5	12																		YELLOW LOCK	1	2	3	4	5	6	7
FE 3																				VEH MIN RECALL	2						
4 ADD/VEH																				PED RECALL	2						
5 VEH EXT	2.5	1																		PEDESTRIANS	2						
6 MAX GAP	2.5	1																		REST IN WALK	2						
7 MIN GAP	2.5	1																		RED RES							
8 MAX	2	30																		DOUBLE ENTRY							
9 MAX2																				VEH MAX RECALL	2						
A A/D WLK																				SOFT RECALL							
B SEQ TO																				MAXIMUM 2							
C COND MIN																				COND SERVICE							
D REDUCE EV																				MAN CONT CALLS							
B YELLOW	5.5	5																		YELLOW START							
F RED CLR	1.3																			FIRST PHASES	2						
																				(C+D+F)=1							

(C+D+F)=1

(C+D+F)=1

(C+D+F)=1

SYNCH PHASES

LAG PHASES

CON. IGURATION

(C+E+ROW)									LAG PHASES									CON: IGURATION																	
1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8	
(C+F+ROW)									(E+B+ROW)									(E+F+ROW)																	
0								0 LAG FREE	2	4	6	8					0 EXCLUSIVE									0 EXT PERMIT 0	2	4	6	8					
1 SYNC 1	2							1 LAG PLAN 1	2	4	6	8					1 RR1 CLEAR									1 EXT PERMIT 1	1	2	3	4	5	6	7	8	
2 SYNC 2	2							2 LAG PLAN 2	2	4	6	8					2 RR2 CLEAR									2 EXT PERMIT 2	1	2	3	4	5	6	7	8	
3 SYNC 3	2							3 LAG PLAN 3	2	4	6	8					3 RR2 TK CLR									3 EXCLUSIVE PED									
4 SYNC 4	2							4 LAG PLAN 4	2	4	6	8					4 PROT/PERM	1					5			4									
5 SYNC 5	2							5 LAG PLAN 5	2	4	6	8					5 FLH TO PREMT									5 PED 3P OUTPUT	2								
6 SYNC 6	2							6 LAG PLAN 6	2	4	6	8					6 FLASH ENTRY									6 PED 6P OUTPUT							6		
7 SYNC 7	2							7 LAG PLAN 7	2	4	6	8					7 NO YELO CK									7 PED 4P OUTPUT									
8 SYNC 8	2							8 LAG PLAN 8	2	4	6	8					8 NO OL YELO CK									8 PED 8P OUTPUT									
9 SYNC 9	2							9 LAG PLAN 9	2	4	6	8					9 OL FLH YELO									9 FLH YELLOW	1	2				5	6		
A NEMA SYNC	2							A EXTERNAL LAG									A EM VEH A									A									
B NEMA HOLD	2							B									B EM VEH B									B									
C								C									C EM VEH C									C									
D								D									D EM VEH D									D									
E COOR EXTRA								E									E EXTRA 1	1	2	3						E RESTRICTED									
F								F									F IC SELECT									F EXTRA 2	2								
(C+O+C)=1									(C+O+C)=1									(C+O+B)=125									(C+O+B)=125								

(C+D+C)=1

(C+D+C)=1

(C+D+C)=125

(C+D+C)=125

COORDINATION

MINIMUMS

PHASE FUNCTIONS

(C+2+ROW)	(F+F+ROW)	1	2	3	4	5	6	7	8
1 5	0 FAST G FLASH								
2 23	1 GREEN FLASH								
3	2 FLASH WALK								
4 8	3 GUAR. PASSAGE								
5 5	4 SIMULT. GAP	1	2	3	4	5	6	7	8
6 23	5 SEQ TIMING								
7	6 ADV WALK								
8 8	7 DELAY WALK								
(C+D+C)=5	8 EXT RECALL								
XPED OP.	9								
(F+D+D)	A MAX EXTEN								
WALK	B INH PED RSRV								
(P+D+1)	C SEMI ATTUATED	2							
	D								
	E START VEH CALL	2							
RED CL	F START RED CALL	2							
(C+D+F)=1	(C+D+F)=2								

Page 1 of 4

DADE COUNTY PUBLIC WORKS DEPARTMENT - Model 170 controller timing sheet

Location: OKEECHOBEE RD & NW 131 ST

Asset # 5994

AREA 1 2 3 4 5 6 7 8 (phases)

3 WBL EBL SB EBL WB NE

Designed by: J.C. PENA Date: 2/28/01

SubA

1 Checked by: H. HERNANDEZ Date: 2/28/01

ADDR In service: J.C. PENA Date: 2/28/01

203 Timing # 2 Phasing # 1 Section: 147 S.O.F. -

Comments:

SKIP - OMIT PHASES 1 & 5 (WBL & EBL)

PHASES 2 & 6 DO NOT HAVE PED HEADS

DADE COUNTY TSS

2008

ASSIGNABLE INPUTS

												ATTRIBUTES								PHASES(S)								ASSIGNMENTS									
												C1																									
												PIN#		1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8
0 NOTE	MAX 2	PRSTYM	X PERM 0	55	DIAL 2							0	39				4	5	7		1																
1 NOT4	SY DET 1	PLAN 1	X PERM 1		DIAL 3							1	40				4	5	7		1																
4	SY DET 2	PLAN 2	X PERM 2		OFF 1							2	41				4	5	7																		
4	SY DET 3	PLAN 3	WK DAY		OFF 2							3	42				4	5	7																		
5	SY DET 4	PLAN 4	X CLOCK	54	OFF 3							4	43				4	5	7																		
5 OR 5	SY DET 5	PLAN 5	ST TIME	82	FREE							5	44				4	5	7																		
6 OR 6	SY DET 6	PLAN 6	PL SENS	81	FLASH	70						6	45				4	5	7																		
7 OR 6	SY DET 7	PLAN 7	ENABLE	67	XPD OMT							7	46				4	5	7					4				8									
8	SY DET 8	PLAN 8	ADVANC	69	NOT 1							8	47				4	5	7					4				9									
9	MC INBT	79	PLAN 9	ALARM	65	NOT 2						9	48				4	5	7							5											
A AND 4	FORCE A	89	DELAY A	PH ENK	2332	OR 1						A	56				4	5	7							5											
B AND 4	FORCE B	89	DELAY B	PH ENK	3	OR 1						B	57				4	5	7																		
C NAND 1	CNA	88	DELAY C	OL SET	2	OR 2						C	58				4	5	7																		
D NAND 1	HOLD	89	DELAY D	OL SET	3	OR 2						D	59				4	5	7																		
E NAND 2	VH CALL		DELAY E	DET ST	2	OR 3						E	60				4	5	7																		
F NAND 2	RECALL		DELAY F	DET ST	3	OR 3						F	61				4	5	7																		

(C+0+E)=125, (B+COLUMN+ROW)

ENTER C1 (OR PSEUDO) PIN #

DETECTOR ASSIGNMENTS (C+0+E)=126, (E+COL+ROW)

ASSIGNABLE OUTPUTS

ASSIGNABLE OUTPUTS										COL4	COLUMN 5	COLUMN 6	COLUMN 7							
A	B	C	D	E	F	C1	ATTRIBUTES	PHASES(S)	ASSIGNMENTS											
						PIN#	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8											
0	FLHR 0	FREE	NOT 1	TOD 1	DIAL 2	0														
1 SP EV 1	FLHR 1	PLAN 1	OR 1	TOD 2	DIAL 3	1														
2 SP EV 2	F FLHR	PLAN 2	OR 2	TOD 3	OFF 1	2														
3 SP EV 3	BUS G	PLAN 3	OR 3	TOD 4	OFF 2	3														
4 SP EV 4	BUS Y	PLAN 4	AND 1	TOD 5	OFF 3	4														
5 SP EV 5	BUS R	PLAN 5	AND 2	TOD 6	FREE	5														
6 SP EV 6	BUS W	PLAN 6	AND 3	TOD 7	FLASH	6														
7 EV 7	BUS F	PLAN 7	NOT 2	TOD 8	PREMPT	7														
8 EV 8	NOT 3	PLAN 8	EV A	WARN 1		8														
	NOT 4	PLAN 9	EV B	WARN 2		9														
A DET FAIL 83	OR 4		EV C	DELAY A		A														
B	OR 5		EV D	DELAY B		B														
C	OR 6		RR 1	DELAY C		C														
D CNT CTL	AND 4		RR 2	DELAY D		D														
E X DWALK	NAND 1		SP 1	DELAY E		E														
F X WALK	NAND 2		SP 2	DELAY F		F														
(C+0+E)=127, (E+COLUMN+ROW)										ENTER C1 (OR PSEUDO) PIN #	DETECTOR ASSIGNMENTS (C+0+E)=126, (E+COL+ROW)									

(C+0+E)=127, (B+COLUMN+ROW)

ENTER C1 (OR PSEUDO) PIN #

DETECTOR ASSIGNMENTS (C+0+E)=126, (E+COL+ROW)

(9+EVENT#) DAY OF WEEK
OFF S M T W T F S

TIME PLAN SET 1 2 3 4 5 6 7

(9+EVENT#) DAY OF WEEK
OFF S M T W T F S

TIME PLAN SET 1 2 3 4 5 6 7

1	600	14	1	2	3	4	5	6	7	0
2	2200	15	1	2	3	4	5	6	7	1
3			1	2	3	4	5	6	7	2
4										3
5										4
6										5
7										6
8										7
9										8
A										9
B										A
C										B
										C
										D
										E
										F

(C+0+9)=0.1

(C+0+9)=0.2

Page 2 of 4

Location: OKEECHOBEE RD & NW 131 ST

Asset # 5994

(F+COL+ROW) RR BIG FIRE (F+E+ROW)

PREEMPT MIN. A B C FREEMPT

A WALK 0 RR1 DLY

B DON'T WALK 1 RR1 CLR

C INITIAL 2 EVA DLY

3 EVA CLR

(F+C+0) 4 EVB DLY

RED START 5 EVE CLR

6 EVC DLY

(F+0+F) 7 EVC CLR

RED REVERT 5 8 EVD DLY

(C+0+F)=1 9 EVD CLR

10 RR2 DLY

11 RR2 CLR

(C+0+F)=1

SIGNAL OPERATING PLAN

Phase	Head No.	NW B		SE B		NE B		SW B		Ped Heads		Drawing
		1/6	6	5/2	2	8	4	4R				
(1+5) W/SE L	Dwell	<G/R	R	<G/R	R	R	R	R	R			
OKEECHOBEE (Actuated)	(1+6)	<G/R	R	<Y/R	R	R	R	R	R			
	(2+5)	<Y/R	R	<G/R	R	R	R	R	R			
	(2+6)	<Y/R	R	<Y/R	R	R	R	R	R			
(1+6) NW L	Dwell	<G/G	G	R	R	R	R	R	R			
(Actuated)	(2+6)	<Y/G	G	R	R	R	R	R	R			
(2+5) SE L	Dwell	R	R	<G/G	G	R	R	R	R			
(Actuated)	(2+6)	R	R	<Y/G	G	R	R	R	R			
(2+6) NW/SE OKEECHOBEE (Recall)	Dwell	G	G	G	G	R	R	R	R			
	(4+8)	Y	Y	Y	Y	R	R	R	R			
	Dwell											
	Dwell											
	Dwell											
	Dwell											
(4+8) NE/SW	Dwell	R	R	R	R	G	G	G	G			
NW 138 ST (Actuated)	(1+5)	R	R	R	R	Y	Y	Y	Y			
	(1+6)	R	R	R	R	Y	Y	Y	Y			
	(2+5)	R	R	R	R	Y	Y	Y	Y			
	(2+6)	R	R	R	R	Y	Y	Y	Y			
Flashing Operation		FY	FY	FY	FY	FR	FR	FR	FR			

Miami-Dade County Public Works Department

Page 1 of 1

Date
7/24/01

OKEECHOBEE RD & NW 138 ST

Date
7/25/01

Placed In Service

Phasing No.

Asset Number

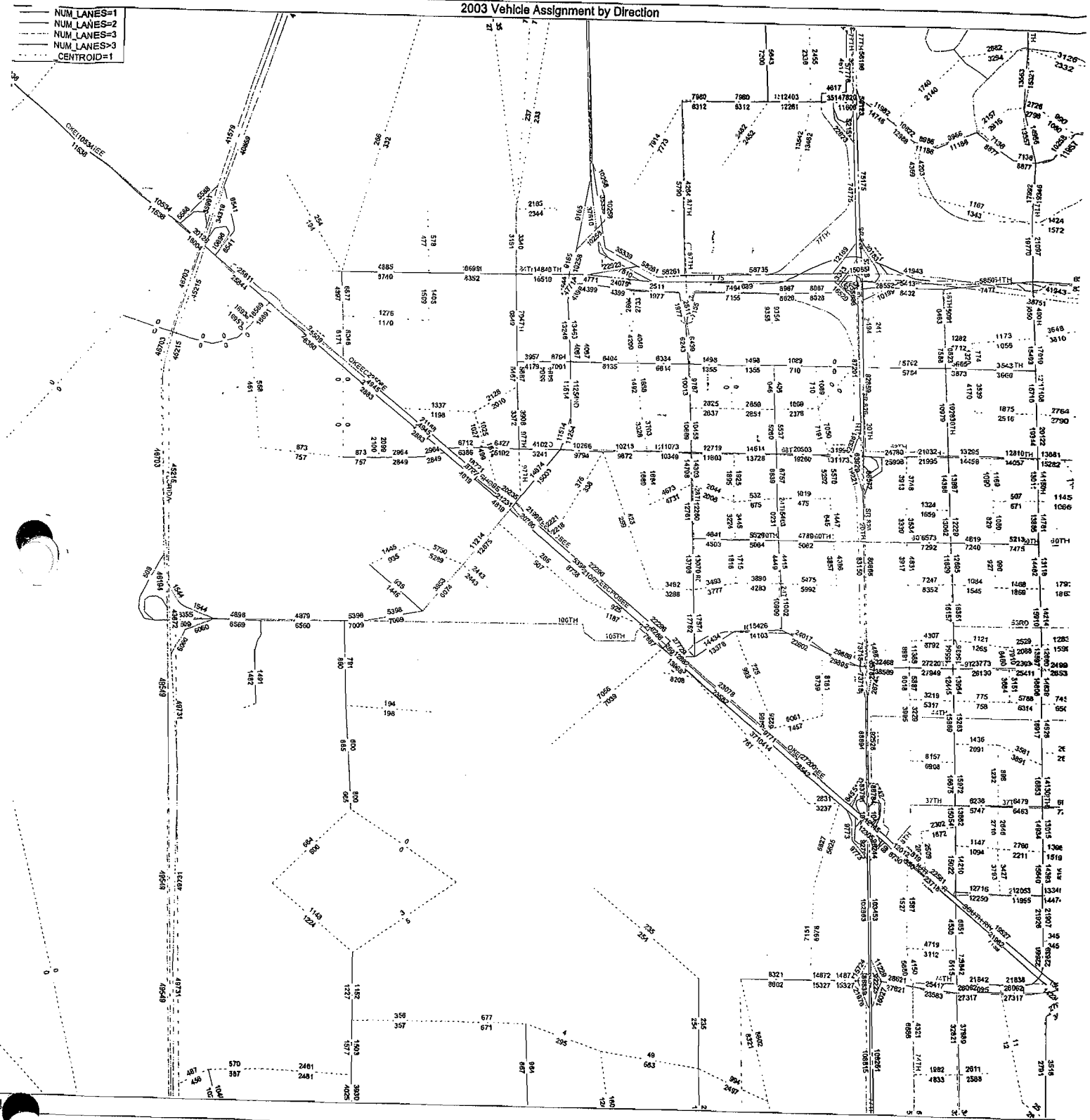
Date 12/28/99

By H. R. J. POWER

5994

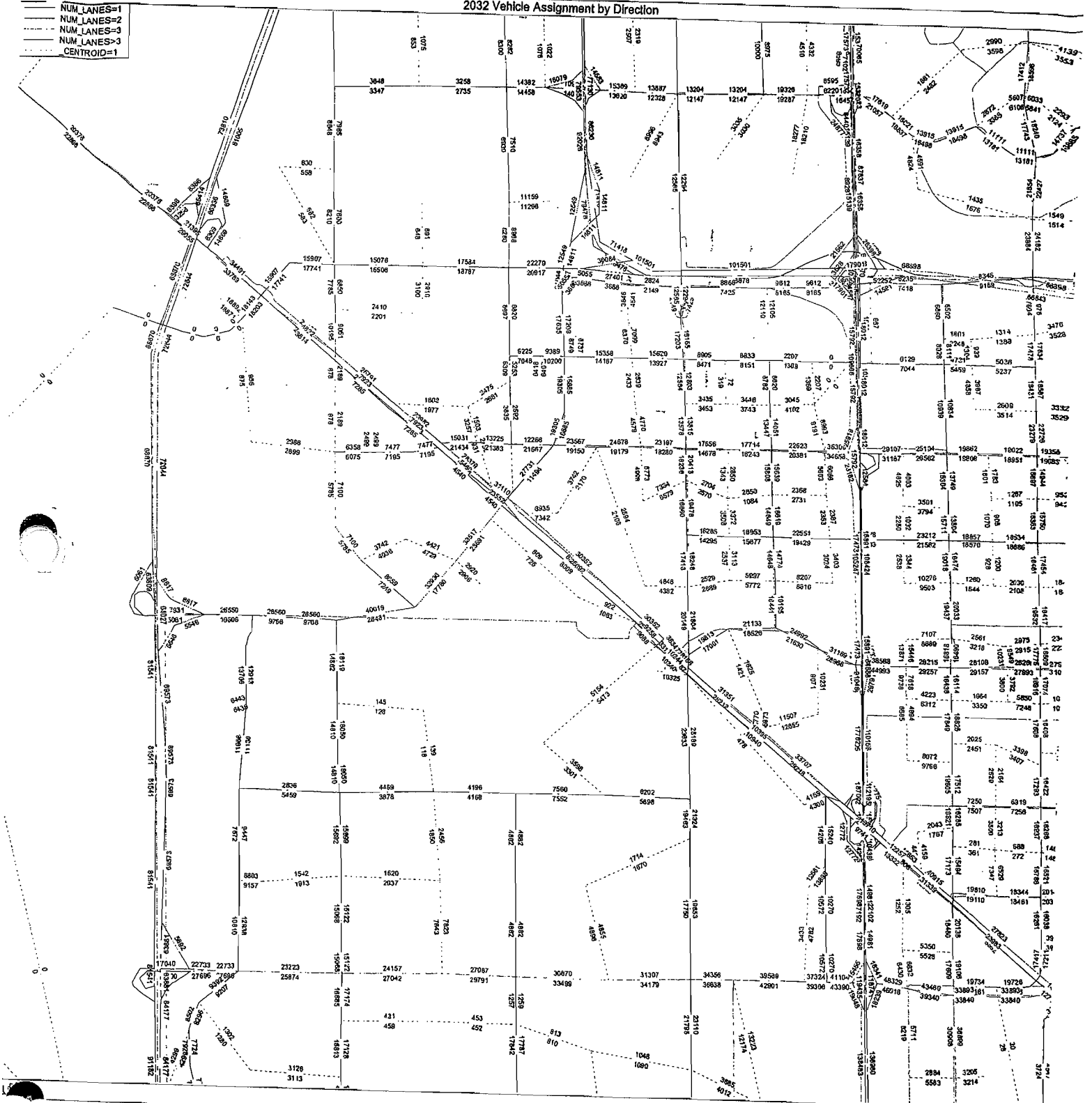
Appendix (C)


```
NUM_LANES=1
NUM_LANES=2
NUM_LANES=3
NUM_LANES>3
_CENTROID=1
```



2032 Vehicle Assignment by Direction

- NUM_LANES=1
- NUM_LANES=2
- NUM_LANES=3
- NUM_LANES>3
- CENTROID=1



Appendix (D)

Crash Summary by Type

Route:	SR 25						
County:	MIAMI-DADE						
Section:	87090000						
BMP:	0.294	EMP:	10.043	Length:	9.749	Miles	
Period:	Jan-97	Through	Dec-99	Length:	3.0	Years	
Type of Crash/ADT	Year	1997	1998	1999	Three Yr Total	Average Per Year	Percent of Crashes
Rear End		54	92	83	229	76	37.6%
Sideswipe		22	30	30	82	27	13.4%
Angle		17	18	26	61	20	10.0%
All Other		5	6	8	19	6	3.1%
Head-On		1	0	0	1	0	0.2%
Left Turn		44	38	42	124	41	20.4%
Collision W/Bike		0	1	0	1	0	0.2%
MV Hit Tree/Shrub		0	1	0	1	0	0.2%
Backed Into		0	2	2	4	1	0.7%
Collision W/Pedestrian		0	0	2	2	1	0.3%
Collision W/Fixed Object Above Rd		1	1	1	3	1	0.5%
Overturned		2	5	7	14	5	2.3%
MV Hit Guardrail		0	5	5	10	3	1.6%
Right Turn		0	0	1	1	0	0.2%
Collision W/MV Other Road		0	0	0			0.0%
MV Hit Other Fixed Object		1	1	0	2	1	0.3%
MV Ran Into Ditch/Culvert		3	2	5	10	3	1.6%
MV Hit Utility Pole		2	1	3	6	2	1.0%
arked Car		1	1	0	2	1	0.3%
MV Hit Sign/Sign Post		2	4	1	7	2	1.1%
MV Hit Fence		4	2	1	7	2	1.1%
MV Hit Concrete Barrier Wall		0	1	2	3	1	0.5%
Collision W/Bike (Bike Lane)		0	0	0			0.0%
Collision W/Moped		0	0	0			0.0%
Collision W/Train		0	0	0			0.0%
Collision W/Animal		2	3	2	7	2	1.1%
MV Hit Light Pole		0	0	0			0.0%
MV Hit Bridge/Pier/Abutment		1	1	0	2	1	0.3%
Collision W/Const Barricade/Sign		0	0	0			0.0%
Collision W/Traffic Gate		0	0	0			0.0%
Collision W/Crash Attenuators		0	0	0			0.0%
Collision W/Moveable Obj On Rd		1	2	4	7	2	1.1%
Ran Off Road Into Water		0	0	0			0.0%
Occupant Fell From Vehicle		1	0	0	1	0	0.2%
Tractor/Trailer Jackknifed		1	0	2	3	1	0.5%
Fire		0	0	0			0.0%
Explosion		0	0	0			0.0%
Year	1997	1998	1999	Total	Average	Percent	
Total Number of Crashes	165	217	227	609	203.0	100%	
Critical Crash Rate							

Crash Summary by Contributing Cause

Route: SR 25
County: MIAMI-DADE
Section: 87090000

BMP: 0.294 EMP: 10.043 Length: 9.749 Miles
Period: Jan-97 Through Dec-99 Length: 3.0 Years

Contributing Cause/Year	1997	1998	1999	Three Yr Total	Average Per Year	Percent of Causes
All Others	8	14	13	35	12	5.7%
No Improper Driving	15	19	16	50	17	8.2%
Careless Driving	70	104	100	274	91	45.0%
Improper Lane Change	17	15	19	51	17	8.4%
FTYRW	38	31	34	103	34	16.9%
Followed Too Closely	0	0	1	1	0	0.2%
Disregarded Traffic Signal	6	5	10	21	7	3.4%
Improper Turn	6	17	21	44	15	7.2%
Improper Parking	0	2	2	4	1	0.7%
Driving Wrong Side/Way	0	1	0	1	0	0.2%
Disregarded Stop Sign	1	2	2	5	2	0.8%
Alcohol/Drugs-Under Influence	0	1	0	1	0	0.2%
Improper Passing	0	0	0	0	0	0.0%
Exceeded Stated Safe Speed Limit	0	0	1	1	0	0.2%
Exceeded Safe Speed Limit	1	1	2	4	1	0.7%
Drove Left of Center	0	0	1	1	0	0.2%
Improper Load	1	1	3	5	2	0.8%
Failed to Maintain Equipment	1	1	0	2	1	0.3%
Obstructing Traffic	1	0	0	1	0	0.2%
Unknown	0	1	1	2	1	0.3%
Alcohol-Under Influence	0	2	0	2	1	0.3%
Drugs-Under Influence	0	0	0	0	0	0.0%
Disregarded Other Traffic	0	0	1	1	0	0.2%
Total	165	217	227	609		100.0%
Year	1997	1998	1999	Total	Percent of Crashes	Statewide Average
Number of Daylight Crashes	124	147	158	429	28.7%	
Number of Dark Crashes	39	68	68	175		
Number of Dry Crashes	133	176	179	488	19.2%	
Number of Wet Crashes	31	39	47	117		
Number of Injury Crashes	82	99	137	318		
Total Number of Injuries	155	163	251	569		
Number of Fatal Crashes	3	3	3	9		
Total Number of Fatalities	3	4	3	10		

Summary of Collisions During 1997

Section: 87090000 BMP: 0.294 Period: Jan-97				EMP: Through		10.043 Dec-97		Length: 9.749 Length: 365		Miles Days		Route: SR 25 County: MIAMI-DADE City: N/A Engineer: Freddie Vargas, P.E.			
No.	HSMV No	Mile Post	Direction 1	Direction 2	Date	Weekday	Time	Type	Fatal	Injury	Lighting	Wet/Dry	Contributing Cause		
1	545491260	0.314	N	N	3/31/97	Monday	5	Rear End	0	5	Dusk/Dawn	Dry	Careless Driving		
2	544411920	0.406	N	E	1/8/97	Wednesday	19	Angle	0	1	Dark (SL)	Dry	FTYRW		
3	549590560	0.406	U	U	6/28/97	Saturday	7	Hit Sign/Sign Post	0	0	Daylight	Dry	FTYRW		
4	535566470	0.606	S	-	5/21/97	Wednesday	11	Trac/Trail Jackknifed	0	0	Daylight	Dry	All Others		
5	511447150	0.706	S	-	8/3/97	Sunday	3	Animal	0	0	Dark (No SL)	Dry	No Improper Driving		
6	549592860	0.964	W	N	5/2/97	Friday	18 -	Left Turn	1	2	Daylight	Dry	FTYRW		
7	545457740	1.064	S	S	3/20/97	Thursday	9	Rear End	0	5	Daylight	Dry	Careless Driving		
8	532471180	1.129	N	-	9/28/97	Sunday	4	Hit Fence	0	1	Dark (No SL)	Wet	Careless Driving		
9	544427130	1.406	E	E	10/12/97	Tuesday	21	Sideswipe	0	1	UK	Dry	Improper Lane Change		
10	303340770	3.006	W	-	4/1/97	Tuesday	12	Hit Fence	0	1	Daylight	Dry	Careless Driving		
11	531399640	3.129	E	-	5/10/97	Saturday	20	Overturned	0	1	Dark (No SL)	Dry	Careless Driving		
12	544426540	3.129	U	U	2/22/97	Saturday	21	Rear End	0	0	Dark (No SL)	Dry	Careless Driving		
13	545457760	3.506	S	W	3/29/97	Saturday	7	Left Turn	0	1	Daylight	Dry	FTYRW		
14	511432550	3.822	E	E	4/15/97	Tuesday	7	Rear End	0	1	Dusk/Dawn	Wet	FTYRW		
15	545465470	3.822	S	W	9/21/97	Sunday	16	Angle	0	1	Daylight	Dry	Disregarded Stop Sign		
16	545492820	3.822	N	-	1/17/97	Friday	7	Animal	0	1	Daylight	Dry	No Improper Driving		
17	545460100	3.841	S	S	3/26/97	Wednesday	17	Rear End	0	1	Daylight	Wet	Careless Driving		
18	542159540	3.851	W	W	10/9/97	Thursday	16	Sideswipe	0	1	Daylight	Wet	Careless Driving		
19	549592830	3.860	S	S	5/1/97	Thursday	18	Ran Into Ditch/Culvert	0	0	Daylight	Dry	FTYRW		
20	522212480	3.879	S	S	3/16/97	Sunday	23	Rear End	0	2	Dark (No SL)	Dry	Careless Driving		
21	542185520	3.879	U	E	4/21/97	Monday	18	All Other	0	0	Daylight	Dry	Equipment		
22	532494900	4.129	S	-	12/22/97	Monday	10	Ran Into Ditch/Culvert	0	1	Daylight	Dry	Careless Driving		
23	532497890	4.129	N	S	7/11/97	Friday	1	Rear End	0	1	Dark (No SL)	Dry	Careless Driving		
24	521557230	4.879	N	N	12/9/97	Tuesday	5	Rear End	0	1	Dusk/Dawn	Wet	Careless Driving		
25	539379550	4.879	U	N	3/23/97	Sunday	0	Hit Fence	0	0	Dark (SL)	Dry	Improper Lane Change		
26	511432910	4.985	E	E	5/15/97	Thursday	8	Rear End	0	0	Daylight	Dry	Careless Driving		
27	551597710	4.985	E	E	9/29/97	Monday	14	Rear End	0	0	UK	Wet	No Improper Driving		
28	545460270	4.986	U	U	2/20/97	Thursday	11	Rear End	0	1	Daylight	Dry	Careless Driving		
29	547236110	4.986	W	E	12/19/97	Friday	5	Angle	0	1	Daylight	Dry	Signal		
30	535566390	5.034	S	S	3/14/97	Friday	7	Rear End	0	0	Daylight	Wet	Careless Driving		
31	547219260	5.034	W	W	10/22/97	Wednesday	17	Rear End	0	0	Daylight	Dry	Careless Driving		
32	539363000	5.110	U	E	1/25/97	Saturday	20	Rear End	0	1	Dark (No SL)	All Other	Careless Driving		
33	547226790	5.129	U	-	11/15/97	Saturday	22	All Other	0	0	Dark (No SL)	Dry	No Improper Driving		
34	541628970	5.230	W	W	9/29/97	Monday	18	Rear End	0	0	Daylight	Wet	Careless Driving		
35	544412310	5.239	W	-	5/19/97	Monday	14	Overturned	1	0	Daylight	Dry	Careless Driving		
36	545456520	5.239	E	W	1/8/97	Wednesday	15	Left Turn	0	2	Daylight	Dry	All Others		
37	545457830	5.239	W	W	4/12/97	Saturday	8	Rear End	0	0	Daylight	Wet	Careless Driving		
38	542176430	5.261	S	S	9/18/97	Thursday	9	Sideswipe	0	1	Daylight	Dry	Improper Lane Change		
39	544429040	5.261	W	W	2/14/97	Friday	18	Rear End	0	2	Daylight	Dry	Careless Driving		
40	544380850	5.650	E	N	9/5/97	Friday	11	Angle	0	1	Daylight	Dry	FTYRW		
41	545489780	5.650	U	U	4/30/97	Wednesday	10	Angle	0	0	Daylight	Dry	FTYRW		
42	549559990	5.650	N	S	3/18/97	Tuesday	9	Left Turn	0	1	Daylight	Dry	FTYRW		
43	544424140	5.650	E	N	6/13/97	Friday	14	Angle	0	1	Daylight	Dry	FTYRW		
44	545480350	5.650	N	S	1/8/97	Wednesday	8	Left Turn	1	1	Daylight	Dry	Improper Turn		
45	531374990	5.745	N	-	5/4/97	Sunday	0	Hit Fence	0	0	Dark (SL)	Dry	Careless Driving		
46	542154800	6.150	E	E	12/9/97	Tuesday	17	Rear End	0	1	Dusk/Dawn	Dry	Careless Driving		
47	549575190	6.973	S	S	10/4/97	Saturday	21	Rear End	0	4	Dark (SL)	Dry	Careless Driving		
48	511420950	7.011	N	E	8/27/97	Wednesday	12	Left Turn	0	1	Daylight	Wet	No Improper Driving		
49	522207620	7.011	S	E	8/15/97	Friday	14	Left Turn	0	1	Daylight	Wet	Signal		
50	535566270	7.011	W	N	2/7/97	Friday	9	Angle	0	0	Daylight	Dry	Signal		
51	544434280	7.011	S	E	4/8/97	Tuesday	6	Left Turn	0	0	Daylight	Dry	Careless Driving		

Summary of Collisions During 1997

Section: 870900000 BMP: 0.294 Period: Jan-97				EMP: Through		10.043 Dec-97		Length: 9.749 Length: 365		Miles Days		Route: SR 25 County: MIAMI-DADE City: N/A Engineer: Freddie Vargas, P.E.			
No.	HSNW No	Mile Post	Direction 1	Direction 2	Date	Weekday	Time	Type	Fatal	Injury	Lighting	Wet/Dry	Contributing Cause		
52	545459970	7.011	U	U	5/20/97	Tuesday	8	Left Turn	0	0	Daylight	Dry	No Improper Driving		
53	551744530	7.011	W	S	12/11/97	Thursday	6	Hit Br/Pier/Abutt	0	0	Dusk/Dawn	Dry	FTYRW		
54	502478560	7.371	N	N	11/6/97	Thursday	10	Sideswipe	0	0	Daylight	Dry	FTYRW		
55	532452000	7.443	S	S	7/27/97	Sunday	22	Rear End	0	0	Dark (No SL)	Dry	Careless Driving		
56	549559860	7.447	S	-	4/12/97	Saturday	7	Moveable Object	0	0	Daylight	Wet	No Improper Driving		
57	500306500	7.466	W	S	7/12/97	Saturday	9	Fixed Object Above Road	0	0	Daylight	Dry	Improper Load		
58	511421490	7.466	S	S	4/2/97	Wednesday	7	Rear End	0	1	Daylight	Dry	Careless Driving		
59	522244130	7.466	N	N	4/20/97	Sunday	1	Rear End	0	3	Dark (SL)	Dry	Careless Driving		
60	532451240	7.466	S	E	7/14/97	Monday	18	Left Turn	0	1	Daylight	Dry	FTYRW		
61	532471090	7.466	S	S	9/4/97	Thursday	7	Rear End	0	0	Daylight	Dry	Careless Driving		
62	535075270	7.466	N	S	3/7/97	Friday	6	Left Turn	0	0	Daylight	Wet	No Improper Driving		
63	535566380	7.466	N	N	3/13/97	Thursday	11	Rear End	0	3	Daylight	Dry	Careless Driving		
64	542154330	7.466	S	S	10/12/97	Sunday	19	Rear End	0	5	Dark (SL)	Dry	Careless Driving		
65	544426360	7.466	E	N	3/19/97	Wednesday	7	Left Turn	0	0	Daylight	Dry	Signal		
66	544426500	7.466	N	N	4/2/97	Wednesday	11	Sideswipe	0	0	Daylight	Dry	Careless Driving		
67	544426600	7.466	U	U	3/1/97	Saturday	9	Left Turn	0	2	Daylight	Dry	FTYRW		
68	544426980	7.466	U	U	2/22/97	Saturday	10	Angle	0	0	Daylight	Dry	Improper Lane Change		
69	544434270	7.466	S	S	4/4/97	Friday	7	Sideswipe	0	0	Daylight	Dry	No Improper Driving		
70	544434740	7.466	U	U	5/20/97	Tuesday	8	Sideswipe	0	0	Daylight	Dry	No Improper Driving		
71	545460010	7.466	E	S	5/28/97	Wednesday	11	Angle	0	1	Daylight	Dry	FTYRW		
72	551706640	7.466	W	E	11/2/97	Sunday	0	Left Turn	0	2	Dark (SL)	Dry	Careless Driving		
73	542159980	7.494	N	N	11/30/97	Sunday	16	All Other	0	0	Daylight	Wet	Careless Driving		
74	511420910	8.239	W	-	8/25/97	Monday	12	Occupant Fell From Vehicle	0	1	Daylight	Dry	Careless Driving		
75	535564820	8.285	W	-	1/27/97	Monday	11	Ran Into Ditch/Culvert	0	2	Daylight	Dry	Careless Driving		
76	545454960	8.394	E	E	3/27/97	Thursday	8	Rear End	0	0	Daylight	Dry	Careless Driving		
77	545459920	8.470	E	E	5/15/97	Thursday	8	Sideswipe	0	0	Daylight	Dry	Careless Driving		
78	545465350	8.470	E	E	8/1/97	Friday	16	Rear End	0	0	Daylight	Wet	Improper Lane Change		
79	531399980	8.489	W	W	7/14/97	Monday	19	Other Fixed Object	0	0	Daylight	Dry	Careless Driving		
80	544432860	8.489	W	U	12/20/97	Monday	15	Rear End	0	0	Daylight	Dry	Improper Lane Change		
81	544434350	8.489	U	U	4/25/97	Friday	11	Sideswipe	0	0	Daylight	Dry	Careless Driving		
82	547245950	8.489	S	S	12/16/97	Tuesday	17	Sideswipe	0	0	Daylight	Dry	Careless Driving		
83	549576870	8.489	W	E	3/31/97	Monday	9	Left Turn	0	3	Daylight	Dry	Improper Turn		
84	549583180	8.489	U	U	11/6/97	Thursday	16	Rear End	0	2	Daylight	Dry	FTYRW		
85	549586000	8.489	U	U	5/17/97	Saturday	11	Angle	0	0	Daylight	Dry	Careless Driving		
86	549590390	8.489	W	E	7/16/97	Wednesday	11	Left Turn	0	0	Daylight	Wet	FTYRW		
87	549590680	8.489	S	S	7/15/97	Tuesday	14	Sideswipe	0	1	Daylight	Dry	FTYRW		
88	549590820	8.489	U	S	7/29/97	Tuesday	7	Left Turn	0	1	Daylight	Wet	Careless Driving		
89	551892690	8.489	W	N	12/20/97	Saturday	23	Left Turn	0	0	Dark (No SL)	Dry	FTYRW		
90	532450100	8.489	N	E	10/3/97	Friday	8	Angle	0	2	Daylight	Dry	FTYRW		
91	532471440	8.489	W	S	10/17/97	Friday	6	Left Turn	0	3	Dark (No SL)	Dry	Signal		
92	532494980	8.489	S	N	8/12/97	Tuesday	14	Left Turn	0	0	Daylight	Dry	Improper Turn		
93	535075730	8.489	E	W	7/25/97	Friday	12	Left Turn	0	1	Daylight	Dry	FTYRW		
94	542185430	8.489	E	E	4/14/97	Monday	16	Rear End	0	0	Daylight	Wet	No Improper Driving		
95	532450020	8.508	N	N	8/15/97	Friday	13	Rear End	0	2	Daylight	Wet	Careless Driving		
96	545457980	8.527	W	W	8/12/97	Thursday	15	Rear End	0	1	Daylight	Dry	Careless Driving		
97	511447060	8.566	W	S	8/18/97	Monday	5	Angle	0	0	Dark (SL)	Wet	Careless Driving		
98	511420790	8.589	W	S	8/18/97	Monday	7	Rear End	0	0	Daylight	Dry	No Improper Driving		
99	539092210	8.589	U	W	2/14/97	Friday	6	Angle	0	0	Daylight	Dry	Obstructing Traffic		
100	549577600	8.685	E	E	3/9/97	Sunday	11	Rear End	0	0	Daylight	Dry	Improper Lane Change		
101	511420400	8.728	W	W	11/6/97	Thursday	7	Rear End	0	5	Daylight	Dry	Careless Driving		
102	544380930	8.728	S	S	10/2/97	Thursday	21	Sideswipe	0	1	Daylight	Wet	Careless Driving		
									0	0	Daylight	Dry	Improper Lane Change		

Summary of Accidents During 1997

Section: 870900000										Route: SR 25										County: MIAMI-DADE										City: N/A										Engineer: Freddie Vargas, P.E.									
BMP: 0.294										Length: 9.749										Miles																													
Period: Jan-97										Length: 365										Days																													
EMP: Through										Date																																							
Direction 1										Direction 2																																							
No.	HSMV No	Mile Post	Direction 1	Direction 2	Date	Weekday	Time	Type	Fatal	Injury	Lighting	Wet/Dry	Contributing Cause																																				
103	500306710	8.766	U	U	9/24/97	Wednesday	8	Rear End	0	0	Daylight	Dry	Careless Driving																																				
104	510896910	8.785	S	N	3/29/97	Saturday	21	Left Turn	0	6	Dark (SL)	Dry	FTYRW																																				
105	511424550	8.785	N	N	4/12/97	Saturday	6	Rear End	0	3	Dark (SL)	Wet	Limit																																				
106	511424560	8.785	N	U	4/12/97	Saturday	6	Rear End	0	0	Daylight	Wet	Careless Driving																																				
107	532471530	8.785	E	N	11/11/97	Tuesday	8	Left Turn	0	1	Daylight	Dry	Improper Turn																																				
108	535075440	8.785	E	E	6/28/97	Saturday	9	Angle	0	4	Daylight	Dry	Improper Lane Change																																				
109	535314120	8.785	N	U	6/25/97	Wednesday	13	Left Turn	0	0	Daylight	Dry	FTYRW																																				
110	542159840	8.785	S	N	11/23/97	Sunday	14	Left Turn	0	0	Daylight	Wet	Improper Turn																																				
111	542173760	8.785	E	E	5/17/97	Saturday	14	Rear End	0	0	Daylight	Wet	Careless Driving																																				
112	542176250	8.785	E	S	8/12/97	Tuesday	13	Left Turn	0	0	Daylight	Dry	FTYRW																																				
113	542185580	8.785	U	U	4/28/97	Monday	18	Rear End	0	0	Daylight	Wet	Careless Driving																																				
114	544380890	8.785	N	W	9/23/97	Tuesday	14	Angle	0	0	Daylight	Dry	Signal																																				
115	544428980	8.785	E	W	2/12/97	Wednesday	16	Left Turn	0	1	Daylight	Dry	FTYRW																																				
116	544446870	8.785	S	N	2/28/97	Friday	6	Left Turn	0	1	Daylight	Dry	Improper Turn																																				
117	545482050	8.785	E	W	6/30/97	Monday	21	Left Turn	0	6	Dark (SL)	Dry	FTYRW																																				
118	549550010	8.785	E	W	10/24/97	Friday	17	Left Turn	0	0	Dusk/Dawn	Dry	FTYRW																																				
119	549571620	8.785	N	N	8/22/97	Friday	17	Rear End	0	2	Daylight	Dry	Careless Driving																																				
120	549575130	8.785	S	N	9/12/97	Friday	16	Left Turn	0	2	Daylight	Wet	FTYRW																																				
121	549592880	8.785	N	N	5/7/97	Wednesday	14	Rear End	0	1	Daylight	Dry	All Others																																				
122	549599420	8.785	S	N	7/21/97	Monday	1	Left Turn	0	2	Dark (SL)	Dry	No Improper Driving																																				
123	551268960	8.785	E	N	11/29/97	Saturday	2	Left Turn	0	1	Dark (SL)	Dry	Careless Driving																																				
124	511448440	8.795	W	U	11/30/97	Sunday	9	Left Turn	0	0	Daylight	Dry	FTYRW																																				
125	532450560	8.804	U	N	7/24/97	Thursday	6	Sideswipe	0	0	Daylight	Dry	Improper Lane Change																																				
126	542159900	8.823	S	N	12/4/97	Thursday	13	Hit Utility Pole	0	0	Daylight	Dry	Careless Driving																																				
127	542159810	8.833	N	N	11/13/97	Thursday	16	Rear End	0	2	Daylight	Wet	Careless Driving																																				
128	511430000	8.880	U	U	9/23/97	Tuesday	7	Angle	0	0	Dusk/Dawn	Dry	Careless Driving																																				
129	522273650	8.922	W	W	9/11/97	Thursday	14	Rear End	0	1	Daylight	Dry	No Improper Driving																																				
130	511445870	8.975	S	N	1/16/97	Thursday	15	Parked Car	0	0	Daylight	Dry	No Improper Driving																																				
131	545499460	9.035	N	N	2/5/97	Wednesday	17	All Other	0	1	Daylight	Dry	Improper Lane Change																																				
132	532484630	9.187	W	W	11/25/97	Tuesday	19	Rear End	0	0	Dark (SL)	Dry	Careless Driving																																				
133	531399710	9.365	W	W	5/18/97	Sunday	18	Rear End	0	0	Daylight	Dry	Careless Driving																																				
134	544434290	9.437	W	W	4/8/97	Tuesday	13	Sideswipe	0	0	Daylight	Dry	Careless Driving																																				
135	544434600	9.437	E	W	7/2/97	Wednesday	10	Head-On	0	2	Daylight	Dry	Careless Driving																																				
136	535566360	9.470	S	S	3/12/97	Wednesday	7	Rear End	0	0	Daylight	Dry	Careless Driving																																				
137	545460260	9.470	S	S	2/27/97	Thursday	9	Rear End	0	2	Daylight	Dry	Careless Driving																																				
138	532471510	9.565	S	S	11/5/97	Wednesday	10	Hit Utility Pole	0	1	Daylight	Wet	Improper Lane Change																																				
139	545454730	9.565	N	N	1/29/97	Wednesday	16	Sideswipe	0	0	Daylight	Dry	All Others																																				
140	545458050	9.579	W	W	6/19/97	Thursday	16	All Other	0	0	Daylight	Dry	All Others																																				
141	542185540	9.622	W	U	4/23/97	Wednesday	16	Rear End	0	0	Daylight	Dry	Careless Driving																																				
142	511449020	9.660	U	U	9/10/97	Wednesday	18	Left Turn	0	0	Daylight	Dry	Careless Driving																																				
143	544426410	9.665	U	W	3/25/97	Tuesday	8	Sideswipe	0	0	Daylight	Dry	FTYRW																																				
144	532494940	9.937	U	S	12/29/97	Monday	8	Rear End	0	0	Daylight	Dry	Careless Driving																																				
145	545482250	9.937	U	E	8/2/97	Saturday	19	Angle	0	0	Dark (SL)	Dry	All Others																																				
146	546509360	9.937	E	E	12/27/97	Saturday	17	Rear End	0	0	Daylight	Wet	Careless Driving																																				
147	551711020	9.937	W	W	12/19/97	Friday	21	Rear End	0	0	Daylight	Wet	All Others																																				
148	551733400	9.987	E	E	11/17/97	Monday	6	Sideswipe	0	1	Daylight	Dry	All Others																																				
149	535566260	10.048	U	U	2/4/97	Tuesday	7	Sideswipe	0	0	Daylight	Dry	Improper Lane Change																																				
150	522230210	10.062	E	E	3/25/97	Tuesday	8	Sideswipe	0	0	Daylight	Dry	Improper Lane Change																																				
151	510340330	10.086	W	U	6/4/97	Wednesday	15	Rear End	0	0	Daylight	Dry	Careless Driving																																				
152	545460170	10.092	E	E	2/11/97	Tuesday	6	Sideswipe	0	0	Daylight	Dry	Careless Driving																																				
153	545465660	10.105	S	S	11/27/97	Thursday	15	Rear End	0	0	Daylight	Dry	Improper Lane Change																																				

Summary of Collisions During 1997

Section: 87090000		BMP: 0.294		Period: Jan-97		EMP: Through		Date: 10.043 Dec-97		Length: 9.749 365		Miles Days		Route: SR 25		County: MIAMI-DADE		City: N/A		Engineer: Freddie Vargas, P.E.	
No.	HSMV No	Mile Post	Direction 1	Direction 2	Date	Weekday	Time	Type	Fatal	Injury	Lighting	Wet/Dry	Contributing Cause								
154	535075540	10.106	E	W	7/26/97	Saturday	12	Left Turn	0	5	Daylight	Dry	FTYRW								
155	535566430	10.106	S	W	5/2/97	Friday	13	Left Turn	0	2	Daylight	Dry	Improper Lane Change								
156	542161100	10.106	E	E	9/9/97	Tuesday	7	Sideswipe	0	0	Dusk/Dawn	Dry	Improper Lane Change								
157	542185250	10.106	E	W	3/22/97	Saturday	17	Left Turn	0	4	Daylight	Dry	FTYRW								
158	544434300	10.106	E	W	4/10/97	Thursday	7	Left Turn	0	0	Daylight	Wet	Careless Driving								
159	545468120	10.106	S	W	6/21/97	Saturday	20	Left Turn	0	3	Dark (SL)	Dry	FTYRW								
160	545492950	10.106	S	N	4/28/97	Monday	13	Left Turn	0	2	Daylight	Dry	FTYRW								
161	545542200	10.106	S	N	8/13/97	Wednesday	6	Left Turn	0	2	Dusk/Dawn	Dry	FTYRW								
162	549565880	10.106	S	S	3/31/97	Monday	9	Sideswipe	0	0	Daylight	Dry	Careless Driving								
163	551742130	10.106	N	W	12/20/97	Saturday	6	Left Turn	0	1	Dark (SL)	Dry	FTYRW								
164	551744280	10.106	S	N	11/15/97	Saturday	7	Left Turn	0	1	Daylight	Dry	FTYRW								
165	502806800	10.130	U	-	10/30/97	Thursday	19	Hit Sign/Sign Post	0	0	Dark (SL)	Dry	Careless Driving								
Total		No. Crashes	Injury Crashes		Rear End	Head-On	Angle	Left Turn	Right Turn	Sideswipe	Backed Into	Parked Car	Collision W/AV								
		165	82		54	1	17	44	0	22	0	1	Other Road								
		100%	50%		33%	1%	10%	27%	0%	13%	0%	1%	0%								
Pedestrian		0	0		0	0	0	0	0	0	0	0	0								
Hit		0%	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%								
Bike		0	0		0	0	0	0	0	0	0	0	0								
Hit		0%	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%								
Bike Lane		0	0		0	0	0	0	0	0	0	0	0								
Hit		0%	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%								
Tree/Shrub		0	0		0	0	0	0	0	0	0	0	0								
Hit		0%	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%								
Construction		0	0		0	0	0	0	0	0	0	0	0								
Barricade/Sign		0	0		0	0	0	0	0	0	0	0	0								
Hit		0%	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%								
Explosion		0	0		0	0	0	0	0	0	0	0	0								
Fire		0	0		0	0	0	0	0	0	0	0	0								
Hit		0%	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%								
Jackknifed		1	0		0	0	0	0	0	0	0	0	0								
Hit		1%	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%								
Wet/Dry		1	0		0	0	0	0	0	0	0	0	0								
Hit		1%	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%								
All Other		1	0		0	0	0	0	0	0	0	0	0								
Hit		1%	0%		0%	0%	0%	0%	0%	0%	0%	0%	0%								
Total No. of Vehicles Entering/ADT:		Actual Crash Rate:																			
		COL/MVM																			

Summary of Collisions During 1998

Section: 870900000										Route: SR 25										County: MIAMI-DADE										City: N/A										Engineer: Freddie Vargas, P.E.									
BMP: 0.294										Length: 9.749										Miles 365										Days										Fatal									
Period: Jan-98										Date										Weekday										Time										Type									
Direction 1										Direction 2										Injury										Lighting										Contributing Cause									
No.	HSMV No	Mile Post	Direction 1	Direction 2	Date	Weekday	Time	Type	Fatal	Injury	Lighting	Contributing Cause																																					
1	546506840	0.294	U	-	7/21/98	Tuesday	18	Hit Sign/Sign Post	0	0	UK	All Others																																					
2	549551860	0.406	W	W	12/9/98	Wednesday	23	Rear End	0	1	Dark (SL)	Careless Driving																																					
3	551882010	0.406	N	W	7/8/98	Wednesday	9	Angle	0	0	Daylight	Disregarded Stop Sign																																					
4	564881830	0.406	S	S	11/8/98	Sunday	19	Rear End	0	2	Dark (SL)	Careless Driving																																					
5	547245990	0.869	W	W	2/7/98	Saturday	19	Animal	0	1	Daylight	Careless Driving																																					
6	522201400	0.964	W	N	5/29/98	Friday	16	Angle	0	2	Daylight	FTYRW																																					
7	528178300	1.064	N	-	3/21/98	Saturday	22	Overturned	0	0	Dark (No SL)	Careless Driving																																					
8	565826740	1.106	S	-	9/6/98	Sunday	6	Animal	0	0	Dark (No SL)	No Improper Driving																																					
9	547341950	1.406	S	-	8/21/98	Friday	6	Hit Concrete Barrier Wall	0	0	Dark (No SL)	Careless Driving																																					
10	564857610	1.406	W	N	12/29/98	Tuesday	16	Rear End	0	4	Daylight	Careless Driving																																					
11	546528170	1.964	W	W	4/30/98	Thursday	18	Bike	0	1	Daylight	All Others																																					
12	551298160	2.129	E	-	11/22/98	Sunday	3	Hit Guardrail	0	0	Dark (No SL)	Careless Driving																																					
13	544380470	3.129	S	U	3/6/98	Friday	8	Rear End	0	1	Daylight	Careless Driving																																					
14	551266300	3.129	N	N	5/19/98	Tuesday	2	Rear End	0	4	Dark (No SL)	Careless Driving																																					
15	532471040	3.629	W	W	5/3/98	Sunday	0	Rear End	0	0	Dark (No SL)	Careless Driving																																					
16	502478690	3.807	U	S	12/22/98	Tuesday	22	Hit Guardrail	0	1	Daylight	FTYRW																																					
17	502477530	3.822	S	S	12/14/98	Monday	14	Rear End	0	4	Daylight	No Improper Driving																																					
18	532280910	3.822	E	E	2/12/98	Thursday	14	Rear End	0	1	Daylight	FTYRW																																					
19	532456830	3.822	W	N	6/16/98	Tuesday	13	Left Turn	0	0	Daylight	No Improper Driving																																					
20	546506910	3.822	U	S	9/8/98	Tuesday	16	Rear End	0	1	Daylight	FTYRW																																					
21	547315050	3.822	U	U	3/4/98	Wednesday	8	All Other	0	0	Daylight	Improper Turn																																					
22	547315440	3.822	N	N	7/10/98	Friday	8	Sideswipe	0	0	Daylight	Equipment																																					
23	551272480	3.822	W	U	9/15/98	Tuesday	10	Angle	0	2	Daylight	Disregarded Stop Sign																																					
24	551877660	3.822	U	U	12/25/98	Friday	16	Left Turn	0	0	Daylight	FTYRW																																					
25	565841250	3.822	S	S	10/22/98	Thursday	18	Sideswipe	0	0	Daylight	Improper Turn																																					
26	547231870	4.129	N	N	3/24/98	Tuesday	1	Animal	0	0	Dark (No SL)	FTYRW																																					
27	546509960	4.629	U	U	3/25/98	Wednesday	21	Angle	0	0	Dark (SL)	No Improper Driving																																					
28	551868130	4.629	S	-	11/7/98	Saturday	12	Ran Into Ditch/Culvert	0	0	Daylight	All Others																																					
29	547323490	4.796	S	S	9/18/98	Friday	13	Moveable Object	0	0	Daylight	No Improper Driving																																					
30	546524070	4.879	E	E	4/3/98	Friday	21	Rear End	0	0	Daylight	No Improper Driving																																					
31	521557750	4.966	E	E	6/5/98	Friday	23	Rear End	0	0	Dark (SL)	Careless Driving																																					
32	564882150	4.980	N	S	12/31/98	Thursday	1	Rear End	0	0	Dark (No SL)	Careless Driving																																					
33	546501800	4.985	U	U	3/3/98	Thursday	7	Left Turn	2	1	Dark (SL)	Signal																																					
34	544381360	4.986	U	S	6/7/98	Tuesday	4	Rear End	0	0	Daylight	Careless Driving																																					
35	546527790	4.986	E	W	3/6/98	Sunday	22	Rear End	0	0	Dark (SL)	Careless Driving																																					
36	565823370	5.015	N	N	9/3/98	Friday	16	Left Turn	0	1	Dark (SL)	All Others																																					
37	522201250	5.029	E	E	5/8/98	Thursday	18	Rear End	0	0	Daylight	Careless Driving																																					
38	547221560	5.091	S	S	5/2/98	Friday	11	Rear End	0	1	Daylight	Careless Driving																																					
39	522203230	5.107	E	E	5/3/98	Saturday	21	Rear End	0	1	Daylight	Careless Driving																																					
40	502477400	5.119	S	S	6/5/98	Sunday	13	Rear End	0	0	Dark (No SL)	Careless Driving																																					
41	551271780	5.170	W	W	5/23/98	Friday	21	Rear End	0	0	Daylight	Improper Lane Change																																					
42	568319420	5.180	W	-	6/20/98	Saturday	22	Hit Guardrail	0	0	Dark (SL)	Careless Driving																																					
43	546528130	5.230	W	-	4/29/98	Wednesday	16	Overturned	0	1	Dark (SL)	Careless Driving																																					
44	546545890	5.230	W	W	6/30/98	Wednesday	16	Rear End	0	2	Daylight	Careless Driving																																					
45	547315470	5.230	N	N	7/18/98	Tuesday	13	Rear End	0	0	Daylight	Careless Driving																																					
46	532479550	5.239	W	W	5/20/98	Saturday	17	Rear End	0	0	Daylight	Careless Driving																																					
47	538513310	5.239	W	-	12/6/98	Wednesday	0	Fixed Object Above Road	0	0	Daylight	Careless Driving																																					
48	546515320	5.239	N	N	6/7/98	Sunday	11	Rear End	0	1	Dark (SL)	Careless Driving																																					

Summary of Collisions During 1998

Section: 870900000										Route: SR 25										County: MIAMI-DADE										City: N/A										Engineer: Freddie Vargas, P.E.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				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Summary of Collisions During 1998

Section: 87090000										Route: SR 25										County: MIAMI-DADE										City: N/A										Engineer: Freddie Vargas, P.E.																													
BMP: 0.294										Length: 9.749										Miles										Days										Fatal																													
Period: Jan-98										Length: 365										Type										Injury										Lighting										Wet/Dry										Contributing Cause									
No.	HSMV No	Mile Post	Direction 1	Direction 2	Date	Weekday	Time	Type	Fatal	Injury	Lighting	Wet/Dry	Contributing Cause																																																								
97	545493110	7.466	U	U	3/9/98	Monday	9	Sidewipe	0	0	Daylight	Wet	FTYRW																																																								
98	546501890	7.466	W	W	3/10/98	Tuesday	9	Rear End	0	0	Daylight	Dry	Improper Turn																																																								
99	546519250	7.466	S	S	5/8/98	Friday	16	Rear End	0	1	Daylight	Dry	Careless Driving																																																								
100	547243260	7.466	S	S	7/7/98	Tuesday	16	Sidewipe	0	0	Daylight	Wet	Improper Lane Change																																																								
101	547243490	7.466	N	N	8/17/98	Monday	17	Rear End	0	2	Daylight	Wet	Careless Driving																																																								
102	547243940	7.466	W	N	10/26/98	Monday	19	Angle	0	0	Dark (SL)	Dry	Signal																																																								
103	547317760	7.466	E	W	6/11/98	Thursday	21	Left Turn	0	1	Dark (No SL)	Dry	FTYRW																																																								
104	551264250	7.466	N	N	6/17/98	Wednesday	14	Sidewipe	0	0	Daylight	Dry	Improper Lane Change																																																								
105	550854060	7.475	S	W	10/30/98	Friday	16	Left Turn	0	0	Daylight	Dry	FTYRW																																																								
106	532456720	7.485	W	W	6/4/98	Thursday	14	All Other	0	0	Daylight	Dry	No Improper Driving																																																								
107	547323240	7.542	S	-	5/11/98	Monday	9	Hit Guardrail	0	0	Daylight	Dry	Alcohol-Under Influence																																																								
108	547244460	7.655	E	-	5/18/98	Monday	1	All Other	0	0	Dark (SL)	Dry	All Others																																																								
109	563069580	7.716	W	W	12/18/98	Friday	17	Rear End	0	0	Daylight	Dry	No Improper Driving																																																								
110	550853240	7.966	W	S	4/23/98	Thursday	18	Left Turn	0	2	Daylight	Dry	Careless Driving																																																								
111	551853590	8.016	W	W	5/31/98	Sunday	19	Sidewipe	0	0	Dark (No SL)	Wet	Improper Lane Change																																																								
112	564898250	8.394	N	N	10/20/98	Tuesday	18	Sidewipe	0	0	Daylight	Dry	Improper Lane Change																																																								
113	546509700	8.461	S	S	2/24/98	Tuesday	16	Rear End	0	0	Daylight	Dry	Careless Driving																																																								
114	564898370	8.470	U	N	11/10/98	Tuesday	15	All Other	0	0	Daylight	Dry	Improper Load																																																								
115	511420540	8.489	E	E	3/29/98	Sunday	13	Rear End	0	0	Daylight	Dry	Careless Driving																																																								
116	511422340	8.489	U	E	9/11/98	Friday	7	Rear End	0	0	Daylight	Wet	Careless Driving																																																								
117	532479480	8.489	S	E	8/14/98	Friday	12	Left Turn	0	2	Daylight	Dry	Careless Driving																																																								
118	546501970	8.489	E	-	3/28/98	Saturday	7	Hit Br/Pier/Abutt	0	0	Daylight	Dry	Improper Turn																																																								
119	546506770	8.489	E	E	10/26/98	Monday	16	Sidewipe	0	1	Daylight	Dry	Improper Lane Change																																																								
120	546510250	8.489	E	E	4/10/98	Friday	20	Rear End	0	3	Dark (SL)	Dry	Careless Driving																																																								
121	546527990	8.489	E	E	7/1/98	Wednesday	20	Rear End	0	2	Daylight	Wet	Careless Driving																																																								
122	546528630	8.489	S	N	1/13/98	Tuesday	10	Left Turn	0	1	Daylight	Dry	FTYRW																																																								
123	547315130	8.489	S	S	3/19/98	Thursday	12	Sidewipe	0	1	Daylight	Wet	Careless Driving																																																								
124	547323280	8.489	S	S	5/20/98	Wednesday	10	Rear End	0	0	Daylight	Dry	Improper Turn																																																								
125	551297780	8.489	N	N	7/16/98	Thursday	18	Sidewipe	0	0	Dark (SL)	Dry	Improper Lane Change																																																								
126	551733500	8.489	W	E	1/20/98	Tuesday	5	Left Turn	0	2	Dark (SL)	Wet	All Others																																																								
127	551733650	8.489	W	E	2/3/98	Tuesday	6	Left Turn	0	0	Dusk/Dawn	Wet	FTYRW																																																								
128	564882040	8.489	U	U	11/17/98	Tuesday	5	Left Turn	0	0	Dusk/Dawn	Wet	No Improper Driving																																																								
129	565805610	8.489	W	E	10/12/98	Monday	7	Left Turn	0	2	Daylight	Dry	FTYRW																																																								
130	565823050	8.489	W	E	8/12/98	Wednesday	13	Left Turn	0	1	Daylight	Dry	Improper Turn																																																								
131	565823090	8.499	S	S	8/28/98	Friday	7	Angle	0	0	Daylight	Dry	Improper Parking																																																								
132	546501790	8.685	N	N	2/26/98	Thursday	12	Backed Into	0	0	Daylight	Dry	Careless Driving																																																								
133	547243130	8.685	S	S	6/16/98	Tuesday	16	Rear End	0	0	Daylight	Dry	All Others																																																								
134	564840960	8.738	E	-	9/11/98	Friday	6	Hit Tree/Shrub	0	1	Dark (SL)	Dry	Driving Wrong Side/Way																																																								
135	500306940	8.747	S	N	5/27/98	Wednesday	22	All Other	0	0	Dark (SL)	Dry	Careless Driving																																																								
136	546524080	8.786	N	S	4/4/98	Saturday	4	Ran Into Ditch/Culvert	0	0	Daylight	Dry	Careless Driving																																																								
137	511418760	8.785	W	W	7/17/98	Friday	17	Rear End	0	0	Dark (SL)	Dry	Improper Lane Change																																																								
138	532478990	8.785	E	E	2/26/98	Thursday	18	Rear End	0	0	Dark (SL)	Dry	Careless Driving																																																								
139	532479090	8.785	N	W	3/12/98	Thursday	18	Sidewipe	0	0	Dark (SL)	Dry	Improper Turn																																																								
140	544412380	8.785	E	N	1/13/98	Tuesday	14	Left Turn	1	2	Daylight	Dry	Improper Turn																																																								
141	546527220	8.785	N	N	10/8/98	Thursday	7	Rear End	0	0	Daylight	Dry	All Others																																																								
142	546509630	8.785	N	N	2/7/98	Saturday	19	Rear End	0	2	Dark (SL)	Dry	Careless Driving																																																								
143	546520820	8.785	E	W	5/21/98	Thursday	18	Left Turn	0	0	Daylight	Dry	FTYRW																																																								
144	546527910	8.785	W	W	2/14/98	Saturday	3	Rear End	0	0	Dark (SL)	Dry	Careless Driving																																																								

Summary of Collisions During 1998

Section: 87090000										Route: SR 25										County: MIAMI-DADE										City: N/A										Engineer: Freddie Vargas, P.E.									
BMP: 0.294										Length: 9.749										Miles										Days										Fatal									
Period: Jan-98										Date										Time										Type										Injury									
Direction 1										Direction 2										Weekday										Lighting										Wet/Dry									
No.	HSMV No	Mile Post	Direction 1	Direction 2	Date	Weekday	Time	Type	Fatal	Injury	Lighting	Wet/Dry	Contributing Cause	Signal																																			
145	547221470	8.785	N	N	4/8/98	Wednesday	10	Rear End	0	0	Daylight	Dry	Careless Driving	Signal																																			
146	547230840	8.785	E	E	12/14/98	Monday	7	Slidewipe	0	0	Daylight	Wet	Careless Driving	Careless Driving																																			
147	547243890	8.785	S	N	10/18/98	Sunday	19	Left Turn	0	1	Dark (SL)	Dry	Improper Turn	Improper Turn																																			
148	547243980	8.785	N	N	10/28/98	Wednesday	21	Rear End	0	2	Dark (SL)	Dry	Alcohol-Under Influence	Careless Driving																																			
149	547323480	8.785	S	S	9/18/98	Friday	11	Rear End	0	0	Daylight	Dry	Improper Turn	Improper Turn																																			
150	547325400	8.785	U	U	1/29/98	Thursday	18	Left Turn	0	2	Dark (SL)	Dry	Improper Lane Change	Improper Lane Change																																			
151	549595540	8.785	S	S	2/12/98	Thursday	0	Slidewipe	0	1	Dark (SL)	Dry	Careless Driving	Careless Driving																																			
152	551268190	8.785	W	W	6/13/98	Saturday	7	Rear End	0	0	Daylight	Dry	No Improper Driving	No Improper Driving																																			
153	551867750	8.785	E	W	7/15/98	Wednesday	10	Left Turn	0	1	Daylight	Dry	FTYRW	FTYRW																																			
154	551877560	8.785	S	N	12/17/98	Thursday	17	Left Turn	0	0	Daylight	Dry	Improper Turn	Improper Turn																																			
155	557025020	8.785	S	N	9/24/98	Thursday	12	Left Turn	0	2	Daylight	Dry	All Others	All Others																																			
156	557025410	8.785	S	N	11/15/98	Sunday	11	Left Turn	0	0	Daylight	Dry	Improper Turn	Improper Turn																																			
157	564895280	8.785	E	N	10/23/98	Friday	20	Left Turn	0	0	Dark (SL)	Dry	Improper Turn	Improper Turn																																			
158	565818650	8.785	E	N	10/22/98	Thursday	18	Left Turn	0	2	Dark (SL)	Wet	FTYRW	FTYRW																																			
159	522203250	8.785	N	W	6/11/98	Monday	22	Left Turn	0	2	Dark (SL)	Dry	FTYRW	FTYRW																																			
160	511401160	8.804	E	S	1/9/98	Friday	6	Angle	0	0	Daylight	Wet	FTYRW	FTYRW																																			
161	511404500	8.804	W	-	5/24/98	Sunday	3	Hit Fence	0	0	Dark (No SL)	Dry	Careless Driving	Careless Driving																																			
162	546520510	8.804	W	W	1/15/98	Thursday	20	Rear End	0	0	Dark (SL)	Dry	Careless Driving	Careless Driving																																			
163	511447220	8.815	E	E	4/12/98	Sunday	18	Rear End	0	0	Daylight	Dry	Careless Driving	Careless Driving																																			
164	547230510	8.815	E	E	11/30/98	Monday	8	Rear End	0	0	Daylight	Dry	Careless Driving	Careless Driving																																			
165	563069550	8.818	E	N	12/17/98	Thursday	17	Left Turn	0	0	Daylight	Dry	Careless Driving	Careless Driving																																			
166	511404990	8.823	W	-	2/28/98	Saturday	4	Hit Fence	0	1	Daylight	Dry	Careless Driving	Careless Driving																																			
167	547331120	8.823	W	W	7/7/98	Tuesday	18	Rear End	0	0	Daylight	Wet	Careless Driving	Careless Driving																																			
168	551736300	8.842	N	W	1/13/98	Tuesday	19	Angle	0	0	Dark (SL)	Dry	Improper Lane Change	Improper Lane Change																																			
169	546501360	8.885	E	E	1/6/98	Tuesday	13	Slidewipe	0	1	Daylight	Wet	No Improper Driving	No Improper Driving																																			
170	559302540	8.885	W	W	12/19/98	Saturday	1	Angle	0	1	Dark (SL)	Dry	Careless Driving	Careless Driving																																			
171	515755030	8.913	W	W	3/12/98	Thursday	14	Rear End	0	0	Daylight	Dry	Careless Driving	Careless Driving																																			
172	511448490	8.974	S	S	5/5/98	Tuesday	8	Rear End	0	0	Daylight	Dry	Careless Driving	Careless Driving																																			
173	544380360	8.985	N	N	2/15/98	Sunday	10	Overturned	0	0	Daylight	Dry	Careless Driving	Careless Driving																																			
174	532456890	9.035	W	W	6/4/98	Thursday	16	Slidewipe	0	1	Daylight	Dry	Careless Driving	Careless Driving																																			
175	532479510	9.315	W	W	5/13/98	Wednesday	17	Rear End	0	1	Daylight	Dry	Careless Driving	Careless Driving																																			
176	547243710	9.315	S	S	9/19/98	Saturday	16	Rear End	0	0	Daylight	Dry	Careless Driving	Careless Driving																																			
177	532478960	9.437	U	U	2/19/98	Thursday	15	Rear End	0	0	Daylight	Dry	Careless Driving	Careless Driving																																			
178	557016240	9.437	S	S	12/14/98	Monday	6	Rear End	0	1	Dusk/Dawn	Dry	Careless Driving	Careless Driving																																			
179	511418790	9.451	N	E	2/25/98	Wednesday	22	Left Turn	0	2	Dark (SL)	Wet	FTYRW	FTYRW																																			
180	532470510	9.465	E	E	2/18/98	Wednesday	9	Slidewipe	0	0	Dark (SL)	Dry	FTYRW	FTYRW																																			
181	546501710	9.470	S	S	9/20/98	Sunday	18	Angle	0	0	Daylight	Dry	Careless Driving	Careless Driving																																			
182	541612340	9.508	N	N	12/17/98	Thursday	16	Rear End	0	2	Daylight	Dry	Improper Turn	Improper Turn																																			
183	511417820	9.527	W	W	10/25/98	Sunday	4	Rear End	0	1	Daylight	Dry	No Improper Driving	No Improper Driving																																			
184	564867080	9.527	W	W	12/14/98	Monday	19	Rear End	0	0	Dark (SL)	Dry	Careless Driving	Careless Driving																																			
185	557038300	9.546	E	E	6/29/98	Monday	7	Slidewipe	0	0	Daylight	Dry	Careless Driving	Careless Driving																																			
186	511404370	9.551	W	W	3/7/98	Saturday	8	Rear End	0	0	Daylight	Dry	No Improper Driving	No Improper Driving																																			
187	511432690	9.565	E	E	3/23/98	Monday	8	Rear End	0	1	Daylight	Dry	Careless Driving	Careless Driving																																			
188	511432810	9.565	W	W	6/8/98	Monday	4	Rear End	0	1	Daylight	Dry	Careless Driving	Careless Driving																																			
189	521557760	9.565	E	E	3/30/98	Thursday	1	Rear End	0	2	Dark (SL)	Dry	Careless Driving	Careless Driving																																			
190	532470870	9.565	U	N	10/8/98	Monday	21	Hit Sign/Sign Post	0	0	Dark (SL)	Dry	Careless Driving	Careless Driving																																			
191	546506570	9.565	N	N	2/9/98	Monday	17	Backed Into	0	0	Daylight	Dry	No Improper Driving	No Improper Driving																																			
192	546509640	9.565	N	N	2/9/98	Monday	17	Backed Into	0	0	Daylight	Dry	Improper Parking	Improper Parking																																			

Summary of Accidents During 1997

Section: 87090000										Route: SR 25										County: MIAMI-DADE										City: N/A										Engineer: Freddie Vargas, P.E.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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Period: Jan-97										Date										Time										Type										Direction 1										Direction 2										Weekday										Rear End										Angle										Hit Sign/Sign Post										Trac/Trail Jackknifed										Animal										Left Turn										Rear End										Hit Fence										Sideswipe										Overturned										Rear End										Left Turn										Rear End										All Other										Rear End										Hit Fence										Overturned										Rear End										Left Turn										Rear End										Hit Fence										Overturned										Rear End										Left Turn										Rear End										Hit Fence										Overturned										Rear End										Left Turn										Rear End										Hit Fence										Overturned										Rear End										Left Turn										Rear End										Hit Fence										Overturned										Rear End										Left Turn										Rear End										Hit Fence										Overturned										Rear End										Left Turn										Rear End										Hit 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Summary of Collisions During 1997

Section: 87090000 BMP: 0.294 Period: Jan-97										Length: 9.749 Length: 385		Miles Days		Route: SR 25 County: MIAMI-DADE City: N/A		Engineer: Freddie Vargas, P.E.	
No.	HSMV No	Mile Post	Direction 1	Direction 2	Date	Weekday	Time	Type	Fatal	Injury	Lighting	Wet/Dry	Contributing Cause				
52	545459970	7.011	U	U	5/20/97	Tuesday	8	Left Turn	0	0	Daylight	Dry	No Improper Driving				
53	551744580	7.011	W	S	12/11/97	Thursday	6	Hlt Br/Pier/Abutt	0	0	Dusk/Dawn	Dry	FTYRW				
54	502478560	7.371	N	N	11/6/97	Thursday	10	Sideswipe	0	0	Daylight	Dry	FTYRW				
55	532452000	7.443	S	S	7/27/97	Sunday	22	Rear End	0	0	Daylight	Dry	FTYRW				
56	549559860	7.447	S	-	4/12/97	Saturday	7	Moveable Object	0	0	Dark (No SL)	Dry	Careless Driving				
57	500306500	7.466	W	-	7/12/97	Saturday	9	Fixed Object Above Road	0	0	Daylight	Wet	No Improper Driving				
58	511421490	7.466	S	S	4/2/97	Wednesday	7	Rear End	0	0	Daylight	Dry	Improper Load				
59	522244130	7.466	N	N	4/20/97	Sunday	1	Rear End	0	1	Daylight	Dry	Careless Driving				
60	532451240	7.466	S	E	7/14/97	Monday	18	Left Turn	0	3	Dark (SL)	Dry	Careless Driving				
61	532471090	7.466	S	S	9/4/97	Thursday	7	Rear End	0	1	Daylight	Dry	FTYRW				
62	535075270	7.466	N	S	3/7/97	Friday	6	Rear End	0	0	Daylight	Dry	Careless Driving				
63	535566380	7.466	N	S	3/13/97	Thursday	11	Left Turn	0	0	Daylight	Dry	Careless Driving				
64	542154330	7.466	S	S	10/12/97	Sunday	19	Rear End	0	3	Daylight	Wet	No Improper Driving				
65	544426360	7.466	E	N	3/19/97	Wednesday	7	Rear End	0	5	Dark (SL)	Dry	Careless Driving				
66	544426500	7.466	N	N	4/2/97	Wednesday	11	Left Turn	0	0	Daylight	Dry	Signal				
67	544426600	7.466	U	U	3/1/97	Saturday	9	Sideswipe	0	0	Daylight	Dry	Careless Driving				
68	544426980	7.466	U	U	2/22/97	Saturday	10	Left Turn	0	2	Daylight	Dry	FTYRW				
69	544434270	7.466	S	S	4/4/97	Friday	7	Angle	0	0	Daylight	Dry	Careless Driving				
70	544434740	7.466	U	U	5/20/97	Tuesday	8	Sideswipe	0	0	Daylight	Dry	Improper Lane Change				
71	545460010	7.466	E	S	5/28/97	Wednesday	11	Sideswipe	0	0	Daylight	Dry	No Improper Driving				
72	551706640	7.466	W	E	11/2/97	Sunday	0	Angle	0	1	Daylight	Dry	No Improper Driving				
73	542159880	7.494	N	N	11/30/97	Sunday	16	Left Turn	0	2	Dark (SL)	Dry	FTYRW				
74	511420910	8.239	W	W	8/25/97	Monday	12	All Other	0	0	Daylight	Wet	Careless Driving				
75	535564920	8.285	W	-	1/27/97	Monday	11	Occupant Fell From Vehicle	0	1	Daylight	Dry	Careless Driving				
76	545454960	8.394	E	E	3/27/97	Thursday	8	Ran Into Ditch/Culvert	0	2	Daylight	Dry	Careless Driving				
77	545459920	8.470	E	E	5/15/97	Thursday	8	Rear End	0	0	Daylight	Dry	Careless Driving				
78	545465350	8.470	E	E	8/1/97	Friday	16	Sideswipe	0	0	Daylight	Dry	Careless Driving				
79	531399980	8.489	W	W	7/14/97	Monday	19	Rear End	0	0	Daylight	Wet	Improper Lane Change				
80	544432860	8.489	U	W	1/20/97	Monday	15	Other Fixed Object	0	0	Daylight	Dry	Careless Driving				
81	544434350	8.489	U	U	4/25/97	Friday	11	Rear End	0	1	Daylight	Dry	Improper Lane Change				
82	547245950	8.489	S	S	12/16/97	Tuesday	17	Sideswipe	0	0	Daylight	Dry	Careless Driving				
83	549576870	8.489	W	E	3/31/97	Monday	9	Sideswipe	0	3	Daylight	Dry	Careless Driving				
84	549583180	8.489	U	U	11/6/97	Thursday	16	Left Turn	0	2	Daylight	Dry	Improper Turn				
85	549586000	8.489	U	U	5/17/97	Saturday	11	Rear End	0	0	Daylight	Dry	FTYRW				
86	549590390	8.489	W	E	7/16/97	Wednesday	11	Angle	0	0	Daylight	Dry	Careless Driving				
87	549590880	8.489	S	S	7/15/97	Tuesday	14	Left Turn	0	1	Daylight	Wet	FTYRW				
88	549590820	8.489	U	S	7/29/97	Tuesday	7	Sideswipe	0	0	Daylight	Dry	FTYRW				
89	551892690	8.489	W	N	12/20/97	Saturday	23	Left Turn	0	1	Daylight	Wet	Careless Driving				
90	532450100	8.489	N	E	10/3/97	Friday	8	Left Turn	0	0	Dark (No SL)	Dry	FTYRW				
91	532471440	8.489	W	S	10/17/97	Friday	6	Angle	0	2	Daylight	Dry	Signal				
92	532494980	8.489	S	N	8/12/97	Tuesday	14	Left Turn	0	3	Dark (No SL)	Dry	Improper Turn				
93	535075730	8.489	E	W	7/25/97	Friday	12	Left Turn	0	1	Daylight	Dry	FTYRW				
94	542185430	8.489	E	E	4/14/97	Monday	16	Left Turn	0	0	Daylight	Dry	No Improper Driving				
95	532450020	8.508	N	N	8/15/97	Friday	13	Rear End	0	2	Daylight	Wet	Careless Driving				
96	545457980	8.527	W	W	6/12/97	Thursday	15	Rear End	0	1	Daylight	Dry	Careless Driving				
97	511447060	8.566	W	S	8/18/97	Monday	5	Rear End	0	0	Daylight	Wet	Careless Driving				
98	511420790	8.589	U	W	8/18/97	Monday	7	Angle	0	0	Dark (SL)	Dry	No Improper Driving				
99	539092210	8.589	U	W	2/14/97	Friday	6	Rear End	0	0	Daylight	Dry	Obstructing Traffic				
100	549577600	8.685	E	E	3/9/97	Sunday	11	Angle	0	0	Daylight	Dry	Improper Lane Change				
101	511420400	8.728	W	W	11/6/97	Thursday	7	Rear End	0	5	Daylight	Dry	Careless Driving				
102	544390930	8.728	S	S	10/2/97	Thursday	21	Rear End	0	1	Daylight	Wet	Careless Driving				
								Sideswipe	0	0	Daylight	Dry	Improper Lane Change				

Summary of Collisions During 1997

Section: 87090000				EMP: Through		Length: 9,749 Miles		Days 365		Route: SR 25 County: MIAMI-DADE City: N/A Engineer: Freddie Vargas, P.E.			
No.	HSMV No	Mile Post	Direction 1	Direction 2	Date	Weekday	Time	Type	Fatal	Injury	Lighting	Wet/Dry	Contributing Cause
103	500306710	8.766	U	U	9/24/97	Wednesday	8	Rear End	0	0	Daylight	Dry	Careless Driving
104	510839910	8.785	S	N	3/29/97	Saturday	21	Left Turn	0	6	Dark (SL)	Dry	FTYRW
105	511424550	8.785	N	N	4/12/97	Saturday	6	Rear End	0	3	Dark (SL)	Wet	Limit
106	511424560	8.785	N	U	4/12/97	Saturday	6	Rear End	0	0	Daylight	Wet	Careless Driving
107	532471530	8.785	E	N	11/11/97	Tuesday	8	Left Turn	0	1	Daylight	Dry	Improper Turn
108	535075440	8.785	E	E	6/28/97	Saturday	9	Angle	0	4	Daylight	Dry	Improper Lane Change
109	535314120	8.785	N	U	6/25/97	Wednesday	13	Left Turn	0	0	Daylight	Dry	FTYRW
110	542159840	8.785	S	N	11/23/97	Sunday	14	Left Turn	0	0	Daylight	Wet	Improper Turn
111	542173760	8.785	E	E	5/17/97	Saturday	14	Rear End	0	0	Daylight	Wet	Careless Driving
112	542176250	8.785	E	S	8/12/97	Tuesday	13	Left Turn	0	0	Daylight	Dry	FTYRW
113	542185590	8.785	U	U	4/28/97	Monday	18	Rear End	0	0	Daylight	Wet	Careless Driving
114	544380890	8.785	N	W	9/23/97	Tuesday	14	Angle	0	0	Daylight	Dry	Signal
115	544446870	8.785	E	W	2/12/97	Wednesday	16	Left Turn	0	1	Daylight	Dry	FTYRW
116	5445482050	8.785	S	N	2/28/97	Friday	6	Left Turn	0	0	Daylight	Dry	Improper Turn
117	549550010	8.785	E	W	6/30/97	Monday	21	Left Turn	0	6	Dark (SL)	Dry	FTYRW
118	549571620	8.785	N	W	10/24/97	Friday	17	Left Turn	0	0	Dusk/Dawn	Dry	FTYRW
119	549571630	8.785	N	N	8/22/97	Friday	17	Rear End	0	2	Daylight	Dry	Careless Driving
120	549592890	8.785	S	N	9/12/97	Friday	16	Left Turn	0	2	Daylight	Wet	FTYRW
121	549592890	8.785	N	N	5/7/97	Wednesday	14	Rear End	0	1	Daylight	Dry	All Others
122	549599420	8.785	S	N	7/21/97	Monday	1	Left Turn	0	2	Dark (SL)	Dry	No Improper Driving
123	551268960	8.785	E	N	11/29/97	Saturday	2	Left Turn	0	1	Dark (SL)	Dry	Careless Driving
124	511448440	8.795	W	N	11/30/97	Sunday	9	Left Turn	0	0	Daylight	Dry	FTYRW
125	532450560	8.804	U	N	7/24/97	Thursday	6	Sideswipe	0	0	Daylight	Dry	Improper Lane Change
126	542159890	8.823	S	-	12/4/97	Thursday	13	Hit Utility Pole	0	0	Daylight	Wet	Careless Driving
127	542159810	8.833	N	U	11/13/97	Thursday	16	Rear End	0	2	Daylight	Dry	FTYRW
128	511430000	8.880	U	U	9/23/97	Thursday	7	Angle	0	0	Dusk/Dawn	Wet	FTYRW
129	522273650	8.922	W	W	9/11/97	Thursday	14	Rear End	0	1	Daylight	Dry	No Improper Driving
130	511445870	8.975	S	N	1/16/97	Thursday	15	Parked Car	0	0	Daylight	Dry	No Improper Driving
131	545499460	9.035	N	S	2/5/97	Wednesday	17	All Other	0	1	Daylight	Dry	Improper Lane Change
132	532484630	9.187	W	W	11/25/97	Tuesday	19	Rear End	0	0	Dark (SL)	Dry	Careless Driving
133	531399710	9.365	W	W	5/18/97	Sunday	18	Rear End	0	0	Daylight	Dry	Careless Driving
134	544434290	9.437	W	W	4/8/97	Tuesday	13	Sideswipe	0	0	Daylight	Dry	Careless Driving
135	544434600	9.437	E	W	7/2/97	Wednesday	10	Head-On	0	2	Daylight	Dry	Careless Driving
136	535566360	9.470	S	S	3/12/97	Wednesday	7	Rear End	0	0	Daylight	Dry	Careless Driving
137	545480260	9.470	S	S	2/27/97	Thursday	9	Rear End	0	2	Daylight	Dry	Careless Driving
138	532471510	9.565	S	S	11/5/97	Wednesday	10	Hit Utility Pole	0	1	Daylight	Wet	Improper Lane Change
139	545454730	9.565	N	N	1/29/97	Wednesday	16	Sideswipe	0	0	Daylight	Dry	All Others
140	545458050	9.579	W	W	6/19/97	Thursday	16	All Other	0	0	Daylight	Dry	All Others
141	542185540	9.622	W	W	4/29/97	Wednesday	16	Rear End	0	0	Daylight	Dry	Careless Driving
142	511449020	9.660	U	U	9/10/97	Wednesday	18	Left Turn	0	0	Daylight	Dry	Careless Driving
143	544426410	9.665	U	W	8/25/97	Tuesday	8	Sideswipe	0	0	Daylight	Dry	FTYRW
144	532494940	9.937	U	S	12/29/97	Monday	8	Rear End	0	0	Daylight	Dry	Careless Driving
145	545482250	9.937	U	E	8/2/97	Saturday	19	Angle	0	0	Daylight	Dry	All Others
146	546509360	9.937	E	E	12/27/97	Saturday	17	Rear End	0	0	Dark (SL)	Wet	Careless Driving
147	551711020	9.937	W	W	12/19/97	Friday	21	Rear End	0	0	Daylight	Wet	All Others
148	551733400	9.987	E	U	11/17/97	Monday	6	Sideswipe	0	0	Dark (SL)	Dry	All Others
149	535566260	10.048	U	U	2/4/97	Tuesday	7	Sideswipe	0	1	Daylight	Dry	Improper Lane Change
150	522230210	10.062	E	E	3/25/97	Tuesday	8	Sideswipe	0	0	Daylight	Dry	Improper Lane Change
151	510340330	10.086	W	U	6/4/97	Wednesday	15	Rear End	0	0	Daylight	Dry	Careless Driving
152	545460170	10.092	E	E	2/11/97	Tuesday	6	Sideswipe	0	0	Daylight	Dry	Careless Driving
153	545465660	10.105	S	S	11/27/97	Thursday	15	Rear End	0	0	Daylight	Dry	Careless Driving

Summary of Collisions During 1997

Section: 870900000		Route: SR 25		County: MIAMI-DADE		City: N/A		Engineer: Freddie Vargas, P.E.	
BMP: 0.294		Length: 9.749		Miles Days		365			
Period: Jan-97		Through: Dec-97		Date		Weekday		Time	
		Direction 1		Direction 2		Type		Fatal	
No.	HSMV No	Mile Post	Direction 1	Direction 2	Date	Weekday	Time	Type	Fatal
154	535075540	10.106	E	W	7/26/97	Saturday	12	Left Turn	0
155	535566430	10.106	S	W	5/2/97	Friday	13	Left Turn	0
156	542161100	10.106	E	E	9/9/97	Tuesday	7	Sideswipe	0
157	542185250	10.106	E	W	3/22/97	Saturday	17	Left Turn	0
158	544434300	10.106	E	W	4/10/97	Thursday	7	Left Turn	0
159	545458120	10.106	S	W	6/21/97	Saturday	20	Left Turn	0
160	545492950	10.106	S	N	4/28/97	Monday	13	Left Turn	0
161	545542200	10.106	S	N	8/13/97	Wednesday	6	Left Turn	0
162	549585880	10.106	S	S	3/31/97	Monday	9	Sideswipe	0
163	551742130	10.106	N	W	12/20/97	Saturday	6	Left Turn	0
164	551744280	10.106	S	N	11/15/97	Saturday	7	Left Turn	0
165	502806800	10.130	U	-	10/30/97	Thursday	19	Hit Sign/Sign Post	0
Total		Fatal Crashes	Injury Crashes						
165		3	82						
100%		2%	50%						
Pedestrian	Hit	Bike	(Bike Lane)		Moped	Train	Animal	Sign/Sign Post	Hit
		0	0						
Br/Pier/Abut	Hit	Tree/Shrub	Construction		Traffic Gate	Crash Attenuator	Fixed Object Above Road	Other Fixed Object	Hit
		1	0						
Tree/Trail Jackknifed	Hit	Fire	Explosion		All Other	Daylight	Dusk/Dawn	Dark (Street Light)	Hit
		1	0						
		1%	0%		3%	75%	5%	12%	7%

Summary of Collisions During 1999

Section: 87090000 BMP: 0.294 Period: Jan-99										EMP: Through		Length: 9,749 Length: 365		Miles Days		Route: SR 25 County: MIAMI-DADE City: N/A		Engineer: Freddie Vargas, P.E.	
No.	HSMV No	Mile Post	Direction 1	Direction 2	Date	Weekday	Time	Type	Fatal	Injury	Lighting	Wet/Dry	Contributing Cause						
1	568944120	0.295	S	S	8/28/99	Thursday	10	Moveable Object	0	0	Daylight	Dry	Improper Load						
2	568913450	0.390	S	E	5/24/99	Monday	7	Angle	0	0	Daylight	Dry	Careless Driving						
3	551051310	0.406	N	S	7/14/99	Wednesday	9	Left Turn	0	1	Daylight	Dry	FTYRW						
4	551099730	0.406	E	S	10/11/99	Monday	21	Angle	0	2	Daylight	Dry	Disregarded Stop Sign						
5	565849030	0.406	N	-	4/12/99	Monday	5	Overturned	0	0	Dark (SL)	Dry	Careless Driving						
6	568940390	0.406	U	U	5/5/99	Wednesday	8	Angle	0	2	Daylight	Dry	FTYRW						
7	502477720	0.462	U	U	5/31/99	Monday	11	Backed Into	0	0	Daylight	Dry	Improper Parking						
8	546411520	0.462	S	S	8/18/99	Wednesday	7	Sideswipe	0	1	Daylight	Dry	Disregarded Stop Sign						
9	531461340	0.890	U	S	2/4/99	Thursday	15	Moveable Object	0	0	Daylight	Dry	Improper Load						
10	551890600	0.906	N	N	4/30/99	Friday	21	Sideswipe	0	0	Dark (No SL)	Dry	Careless Driving						
11	584665310	0.906	N	-	12/26/99	Sunday	8	Overturned	0	1	Daylight	Dry	FTYRW						
12	570113640	0.964	E	N	12/15/99	Wednesday	4	Angle	0	0	Dark (SL)	Dry	Careless Driving						
13	584703800	0.964	E	E	11/3/99	Wednesday	15	Rear End	0	0	Daylight	Dry	Improper Driving						
14	556113480	1.002	S	-	1/31/99	Sunday	17	Ran Into Ditch/Culvert	0	1	Daylight	Dry	Careless Driving						
15	558302750	1.129	S	S	2/7/99	Sunday	0	Rear End	0	0	Dark (No SL)	Dry	Improper Driving						
16	572927910	1.154	U	-	6/30/99	Wednesday	15	Fixed Object Above Road	0	0	Daylight	Wet	Limit						
17	551268650	1.156	E	-	11/2/99	Tuesday	7	Ran Into Ditch/Culvert	0	0	Daylight	Wet	No Improper Driving						
18	510814700	1.406	S	-	8/14/99	Saturday	22	Animal	0	0	Dark (No SL)	Dry	No Improper Driving						
19	568911180	3.045	U	U	3/22/99	Monday	8	Rear End	0	0	Daylight	Dry	Careless Driving						
20	551054670	3.161	U	S	5/17/99	Monday	10	Moveable Object	0	0	Daylight	Dry	Improper Load						
21	551088010	3.792	W	W	12/30/99	Thursday	7	Rear End	0	1	Dusk/Dawn	Dry	Careless Driving						
22	545542520	3.822	U	U	8/11/99	Wednesday	16	Angle	0	1	Daylight	Dry	FTYRW						
23	557039890	3.822	N	N	3/6/99	Saturday	19	Sideswipe	0	0	Dark (No SL)	Dry	FTYRW						
24	564851180	3.822	W	N	1/17/99	Sunday	0	Left Turn	0	2	Dark (No SL)	Dry	Improper Turn						
25	564851400	3.822	W	-	2/16/99	Tuesday	22	Overturned	0	0	Dark (No SL)	Dry	Careless Driving						
26	564899290	3.822	S	S	1/25/99	Monday	7	Sideswipe	0	1	Daylight	Dry	No Improper Driving						
27	569348800	3.822	S	W	8/6/99	Friday	13	Right Turn	0	0	Daylight	Wet	Careless Driving						
28	568940490	3.841	S	S	7/8/99	Thursday	6	Rear End	0	0	Dusk/Dawn	Dry	Careless Driving						
29	557022910	3.917	S	S	3/14/99	Sunday	23	Rear End	0	0	Dark (No SL)	Dry	Careless Driving						
30	554904520	4.129	N	-	3/15/99	Monday	2	All Other	0	0	Dark (No SL)	Dry	Careless Driving						
31	568948030	4.129	N	N	5/7/99	Friday	17	All Other	0	3	Daylight	Dry	FTYRW						
32	551069840	4.552	W	S	9/5/99	Sunday	19	Left Turn	0	2	Dark (No SL)	Dry	FTYRW						
33	546508120	4.629	U	U	10/13/99	Wednesday	7	Sideswipe	0	0	Daylight	Dry	No Improper Driving						
34	584684460	4.629	N	N	11/6/99	Saturday	22	Sideswipe	0	0	Dark (No SL)	Dry	Careless Driving						
35	557012750	4.879	E	E	11/1/99	Monday	18	Rear End	0	2	Dark (SL)	Dry	Improper Lane Change						
36	570124050	4.879	N	-	11/9/99	Tuesday	3	Animal	0	0	Dark (No SL)	Dry	Careless Driving						
37	584703810	4.929	S	-	10/22/99	Friday	8	Ran Into Ditch/Culvert	0	1	Daylight	Dry	No Improper Driving						
38	546419410	4.961	S	S	11/4/99	Thursday	0	Rear End	0	0	Daylight	Dry	Careless Driving						
39	551268650	4.961	E	E	10/29/99	Saturday	10	Rear End	0	0	Daylight	Dry	Improper Turn						
40	564899640	4.985	N	N	3/5/99	Friday	7	Angle	0	0	Daylight	Dry	Careless Driving						
41	568918640	4.985	E	E	5/9/99	Sunday	18	Rear End	0	2	Daylight	Dry	Improper Turn						
42	568929660	4.985	S	N	8/26/99	Thursday	6	Angle	0	0	Dusk/Dawn	Dry	Careless Driving						
43	572901270	4.985	E	E	5/31/99	Monday	20	Rear End	0	0	Daylight	Dry	Careless Driving						
44	572936260	4.985	W	E	2/10/99	Wednesday	16	Left Turn	0	3	Dark (SL)	Dry	Signal						
45	573065130	4.985	S	W	8/31/99	Tuesday	22	Left Turn	0	0	Daylight	Dry	FTYRW						
46	547312200	4.986	E	E	3/14/99	Sunday	22	Rear End	0	3	Dark (SL)	Dry	Signal						
47	568925480	4.986	U	N	4/27/99	Tuesday	14	Rear End	0	4	Daylight	Wet	Careless Driving						
48	568941690	4.986	S	N	5/29/99	Sunday	20	All Other	0	0	Dark (SL)	Wet	All Others						
49	572937110	4.986	S	N	4/28/99	Wednesday	17	Left Turn	0	1	Daylight	Dry	Improper Turn						
50	551070230	4.989	W	W	10/25/99	Monday	9	Rear End	0	3	Daylight	Wet	No Improper Driving						
51	551098520	4.989	U	U	8/8/99	Sunday	23	Angle	0	0	Dark (SL)	Dry	Careless Driving						
52	572331180	4.989	N	-	7/13/99	Tuesday	18	Overturned	0	1	Daylight	Dry	Signal						
									0	0			Careless Driving						

Summary of Collisions During 1999

Section: 87090000 BMP: 0.294 Period: Jan-99										EMP: Through		10.043 Dec-99		Length: 9.749 Length: 365		Miles Days		Route: SR 25 County: MIAMI-DADE City: N/A Engineer: Freddie Vargas, P.E.			
No.	HSMV No	Mile Post	Direction 1	Direction 2	Date	Weekday	Time	Type	Fatal	Injury	Lighting	Wet/Dry	Contributing Cause								
53	551070380	5.004	E	U	11/13/99	Saturday	7	Rear End	0	0	Daylight	Wet	Limit								
54	551087880	5.008	E	E	12/14/99	Tuesday	10	Rear End	0	0	Daylight	Wet	Careless Driving								
55	557018150	5.029	S	S	4/7/99	Wednesday	7	Rear End	0	0	Daylight	Dry	Careless Driving								
56	568949310	5.072	U	-	4/2/99	Friday	10	Moveable Object	0	0	Daylight	Dry	Careless Driving								
57	564899780	5.091	U	U	3/23/99	Tuesday	13	Sideswipe	0	0	Daylight	Dry	Improper Lane Change								
58	572900970	5.119	E	E	1/6/99	Wednesday	18	Rear End	0	0	Dark (SL)	Dry	All Others								
59	547304230	5.180	U	U	6/1/99	Tuesday	17	Rear End	0	0	Daylight	Dry	Careless Driving								
60	557038930	5.180	W	W	3/14/99	Sunday	21	Rear End	0	0	Daylight	Wet	Careless Driving								
61	551294270	5.180	N	-	8/26/99	Thursday	16	Ran Into Ditch/Culvert	0	2	Dark (SL)	Dry	Careless Driving								
62	551075260	5.230	E	E	12/26/99	Thursday	20	Rear End	0	0	Daylight	Wet	Careless Driving								
63	551088000	5.230	U	U	12/30/99	Thursday	14	Rear End	0	1	Dark (SL)	Dry	No Improper Driving								
64	568925380	5.230	U	U	4/5/99	Monday	17	Angle	0	0	Daylight	Dry	Careless Driving								
65	547245270	5.239	W	W	1/31/99	Sunday	20	Rear End	0	1	Daylight	Dry	FTYRW								
66	564874550	5.239	N	N	9/18/99	Saturday	20	Sideswipe	0	0	Dark (SL)	Dry	Careless Driving								
67	568940570	5.239	W	W	8/23/99	Monday	12	Trac/Trail Jackknifed	0	0	Daylight	Wet	Careless Driving								
68	568910890	5.261	N	N	6/11/99	Friday	17	Rear End	0	3	Daylight	Wet	Careless Driving								
69	512209730	5.361	N	W	5/24/99	Monday	8	Left Turn	0	1	Daylight	Dry	FTYRW								
70	546419350	5.650	E	N	10/28/99	Thursday	11	Angle	0	0	Daylight	Dry	Careless Driving								
71	546420240	5.650	W	W	8/9/99	Monday	18	Left Turn	0	2	Daylight	Wet	FTYRW								
72	546421630	5.650	W	E	6/16/99	Wednesday	9	Rear End	0	0	Daylight	Wet	FTYRW								
73	546421870	5.650	U	W	10/5/99	Tuesday	6	Angle	0	0	Dark (SL)	Wet	Careless Driving								
74	550882480	5.650	E	U	1/24/99	Sunday	20	Rear End	0	0	Dark (No SL)	Dry	All Others								
75	551257520	5.650	W	W	4/28/99	Wednesday	18	Rear End	0	1	Daylight	Wet	Careless Driving								
76	551257580	5.650	W	S	5/4/99	Tuesday	14	Left Turn	0	0	Daylight	Dry	Improper Turn								
77	557019590	5.650	N	E	2/18/99	Thursday	12	Angle	0	0	Daylight	Dry	No Improper Driving								
78	557025860	5.650	U	S	1/25/99	Monday	13	Left Turn	0	2	Daylight	Dry	FTYRW								
79	557037980	5.650	N	W	1/15/99	Friday	6	Angle	1	1	Dusk/Dawn	Dry	FTYRW								
80	557043910	5.650	E	N	5/14/99	Friday	14	Trac/Trail Jackknifed	0	1	Daylight	Dry	FTYRW								
81	564874560	5.650	N	S	9/17/99	Friday	19	Left Turn	0	1	Daylight	Dry	FTYRW								
82	564886570	5.650	N	S	11/3/99	Wednesday	12	Left Turn	0	2	Dark (SL)	Wet	FTYRW								
83	564889670	5.650	N	E	10/21/99	Thursday	17	Left Turn	0	0	Daylight	Dry	FTYRW								
84	565832220	5.650	W	N	6/7/99	Monday	18	Left Turn	0	2	Daylight	Dry	FTYRW								
85	568925630	5.650	W	E	5/22/99	Saturday	17	Overturned	1	0	Daylight	Wet	FTYRW								
86	568929160	5.650	S	-	5/12/99	Wednesday	11	Overturned	0	0	Daylight	Dry	All Others								
87	568929340	5.650	E	N	7/13/99	Tuesday	9	Angle	0	1	Daylight	Dry	Careless Driving								
88	568929430	5.650	N	N	7/29/99	Thursday	0	Left Turn	0	1	Daylight	Dry	FTYRW								
89	568943120	5.650	E	N	4/23/99	Friday	11	Angle	0	3	Daylight	Dry	FTYRW								
90	572186190	5.650	W	W	7/13/99	Tuesday	18	Rear End	0	2	Daylight	Dry	FTYRW								
91	572906660	5.650	N	W	2/12/99	Friday	10	Angle	0	0	Daylight	Dry	Careless Driving								
92	572928210	5.650	S	W	1/11/99	Monday	18	Angle	0	2	Daylight	Wet	FTYRW								
93	584694460	5.650	E	E	12/12/99	Sunday	20	Rear End	0	3	Dusk/Dawn	Dry	No Improper Driving								
94	568918870	5.661	W	W	6/1/99	Tuesday	17	Rear End	0	1	Dark (SL)	Dry	Improper Lane Change								
95	557013490	6.113	E	E	11/28/99	Sunday	3	Rear End	0	1	Daylight	Wet	Careless Driving								
96	572186940	6.151	U	-	11/29/99	Monday	0	All Other	0	0	Dark (SL)	Dry	Unknown								
97	564851800	6.170	S	-	5/24/99	Monday	2	Ht Concrete Barrier Wall	0	0	UK	Dry	Careless Driving								
98	572171200	6.183	S	U	9/2/99	Thursday	21	Rear End	0	0	Dark (SL)	Dry	All Others								
99	511413800	6.658	W	-	6/11/99	Friday	6	Pedestrian	0	0	Dark (SL)	Dry	Careless Driving								
100	584684000	6.761	N	N	9/23/99	Thursday	16	Rear End	0	1	Daylight	Dry	Traffic								
101	568914920	7.011	E	N	3/4/99	Thursday	10	Angle	0	0	Daylight	Dry	Improper Lane Change								
102	568949260	7.011	W	N	4/26/99	Monday	11	Left Turn	0	2	Daylight	Dry	Signal								
103	572906540	7.011	W	E	2/10/99	Wednesday	6	Left Turn	0	0	Daylight	Dry	Careless Driving								
104	568929460	7.011	N	S	8/4/99	Wednesday	6	Rear End	0	4	Dusk/Dawn	Dry	FTYRW								
									0	0	Daylight	Dry	All Others								

Summary of Collisions During 1999

Section: 870900000										Route: SR 25		County: MIAMI-DADE		City: N/A		Engineer: Freddie Vargas, P.E.	
BMP: 0.294										Length: 9.749		Miles					
Period: Jan-99										Length: 365		Days					
EMP: Through										Date: 10/043 Dec-99							
No.	HSMV No	Mile Post	Direction 1	Direction 2	Date	Weekday	Time	Type	Fatal	Injury	Lighting	Wet/Dry	Contributing Cause				
105	568940540	7.030	U	E	8/22/99	Sunday	13	Hit Guardrail	0	1	Daylight	Wet	Improper Lane Change				
106	551069910	7.371	W	W	9/25/99	Saturday	11	All Other	0	0	Daylight	Wet	All Others				
107	511408830	7.466	N	N	12/16/99	Thursday	9	Sideswipe	0	0	Dark (No SL)	Wet	Careless Driving				
108	511419870	7.466	N	N	7/2/99	Friday	17	Rear End	0	0	Daylight	Wet	Careless Driving				
109	532479940	7.466	E	E	12/5/99	Sunday	19	Rear End	0	0	Dark (SL)	Wet	Careless Driving				
110	545542510	7.466	U	U	8/6/99	Friday	17	Rear End	0	0	Daylight	Wet	Careless Driving				
111	546414880	7.466	N	N	12/19/99	Sunday	21	Rear End	0	4	Daylight	Dry	Careless Driving				
112	551060060	7.466	W	E	8/18/99	Wednesday	17	Left Turn	0	1	Daylight	Dry	FTYRW				
113	551060410	7.466	N	N	12/12/99	Sunday	18	Rear End	0	2	Daylight	Wet	Careless Driving				
114	551070190	7.466	W	W	10/22/99	Friday	8	Sideswipe	0	0	Daylight	Dry	All Others				
115	551087690	7.466	S	W	11/29/99	Monday	13	Left Turn	0	1	Daylight	Dry	Signal				
116	555961950	7.466	U	U	9/10/99	Friday	23	Rear End	0	0	Dark (SL)	Dry	Careless Driving				
117	557034420	7.466	S	S	3/25/99	Thursday	17	Rear End	0	0	Dark (No SL)	Dry	Careless Driving				
118	564851590	7.466	N	N	4/17/99	Saturday	5	All Other	0	0	Dark (SL)	Dry	Improper Turn				
119	564874010	7.466	E	S	9/25/99	Saturday	18	Angle	0	1	Daylight	Wet	Improper Turn				
120	564880670	7.466	E	E	6/9/99	Wednesday	8	Rear End	0	0	Daylight	Dry	Careless Driving				
121	564889900	7.466	N	N	12/2/99	Thursday	18	Sideswipe	0	0	Daylight	Dry	Improper Turn				
122	568925040	7.466	N	S	2/16/99	Thursday	19	Left Turn	0	2	Dark (SL)	Dry	Improper Turn				
123	568929830	7.466	S	S	9/13/99	Monday	11	Sideswipe	0	0	Daylight	Dry	All Others				
124	568929840	7.466	E	N	6/22/99	Monday	10	Angle	0	2	Daylight	Dry	Improper Lane Change				
125	572013330	7.466	E	N	9/13/99	Monday	10	Angle	0	3	Daylight	Dry	Signal				
126	572023050	7.466	S	S	10/3/99	Tuesday	21	Rear End	0	0	Dark (SL)	Wet	Careless Driving				
127	572919490	7.466	W	W	8/22/99	Sunday	19	Rear End	0	5	Dark (SL)	Wet	Careless Driving				
128	557031770	7.489	E	E	5/6/99	Thursday	14	Rear End	0	3	Daylight	Dry	Careless Driving				
129	551057500	7.566	U	N	11/18/99	Thursday	16	All Other	0	0	Daylight	Dry	All Others				
130	572049810	7.599	W	E	11/17/99	Wednesday	9	Angle	0	1	Daylight	Dry	Drove Left of Center				
131	564889890	7.716	W	W	12/14/99	Tuesday	17	Rear End	0	2	Dark (SL)	Dry	Careless Driving				
132	572920070	7.716	S	S	1/29/99	Friday	14	Rear End	0	2	Daylight	Dry	Careless Driving				
133	546421100	7.766	W	W	5/25/99	Tuesday	1	Sideswipe	0	1	Dark (SL)	Dry	Improper Lane Change				
134	584703790	7.966	W	W	11/4/99	Thursday	18	Rear End	0	0	Dark (SL)	Wet	All Others				
135	551257500	7.989	S	S	4/28/99	Wednesday	15	Hit Guardrail	0	1	Daylight	Dry	Careless Driving				
136	557013440	7.989	U	E	11/21/99	Sunday	3	Hit Utility Pole	0	0	Dark (SL)	Dry	Careless Driving				
137	564889460	8.239	N	N	8/16/99	Monday	22	Hit Utility Pole	0	3	Dark (SL)	Dry	No Improper Driving				
138	564897510	8.389	S	N	2/13/99	Saturday	23	Angle	0	2	Dark (SL)	Dry	FTYRW				
139	510490620	8.413	E	N	8/4/99	Wednesday	12	Left Turn	0	1	Daylight	Wet	FTYRW				
140	551087870	8.460	E	E	12/13/99	Monday	8	Sideswipe	0	0	Daylight	Wet	Improper Lane Change				
141	313303550	8.489	N	N	10/7/99	Thursday	12	Sideswipe	0	1	Daylight	Dry	Careless Driving				
142	546411350	8.489	N	S	7/19/99	Monday	8	Left Turn	0	0	Daylight	Dry	Improper Turn				
143	547232790	8.489	S	N	11/3/99	Wednesday	7	Left Turn	0	0	Daylight	Dry	Improper Turn				
144	557019750	8.489	S	E	2/5/99	Friday	6	Left Turn	0	0	Daylight	Dry	Improper Turn				
145	557022880	8.489	E	E	3/14/99	Sunday	2	Rear End	0	4	Dark (SL)	Dry	Careless Driving				
146	564889990	8.489	S	-	11/15/99	Monday	19	Hit Concrete Barrier Wall	0	0	Dark (SL)	Dry	Careless Driving				
147	564899240	8.489	N	S	1/12/99	Tuesday	7	Left Turn	0	0	Daylight	Dry	Improper Turn				
148	564899360	8.489	N	N	2/1/99	Monday	12	Sideswipe	0	0	Daylight	Dry	FTYRW				
149	564899850	8.489	N	S	4/5/99	Monday	9	Left Turn	0	1	Daylight	Dry	Careless Driving				
150	564899930	8.489	N	S	4/20/99	Tuesday	8	Left Turn	0	1	Daylight	Dry	Improper Turn				
151	568911280	8.489	S	S	2/15/99	Monday	17	Sideswipe	0	0	Daylight	Dry	FTYRW				
152	568911390	8.489	S	S	2/18/99	Thursday	16	Sideswipe	0	3	Daylight	Dry	Improper Turn				
153	568949010	8.489	S	S	2/25/99	Thursday	7	Backed Into	0	1	Daylight	Dry	Improper Turn				
154	572014940	8.489	U	N	1/27/99	Wednesday	14	Rear End	0	0	Daylight	Dry	Improper Parking				
155	546419460	8.489	N	S	11/19/99	Friday	7	Left Turn	0	2	Daylight	Dry	Careless Driving				
156	546428640	8.489	E	W	6/9/99	Wednesday	19	Left Turn	0	1	Daylight	Wet	Improper Turn				

Summary of Collisions During 1999

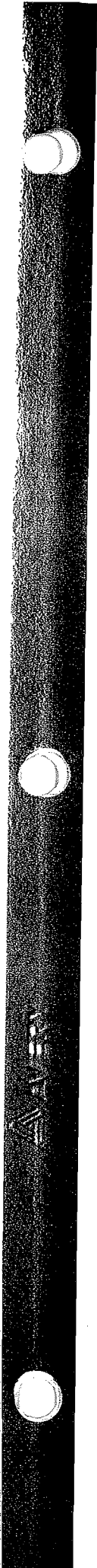
Section: 87090000 BMP: 0.294 Period: Jan-99				EMP: Through		Date		Weekday		Time		Type		Fatal		Injury		Lighting		Weather		Contributing Cause	
No.	HSMV No	Mile Post	Direction 1	Direction 2	Date	Weekday	Time	Type	Fatal	Injury	Lighting	Weather	Contributing Cause										
157	572920290	8.508	S	S	2/14/99	Sunday	20	Sidewalk	0	0	Dark (SL)	Dry	Careless Driving										
158	547245300	8.584	W	W	5/11/99	Tuesday	15	Ran Into Ditch/Culvert	0	1	Daylight	Wet	Improper Lane Change										
159	568911080	8.689	W	W	9/1/99	Monday	8	Sidewalk	0	0	Daylight	Dry	Improper Lane Change										
160	584665280	8.690	N	N	12/20/99	Monday	8	Rear End	0	0	Daylight	Dry	Careless Driving										
161	551850600	8.728	E	E	4/18/99	Sunday	22	Rear End	0	0	Daylight	Dry	Careless Driving										
162	584889230	8.728	N	N	4/21/99	Wednesday	21	Pedestrian	0	1	Dark (No SL)	Dry	Careless Driving										
163	568949020	8.747	N	N	2/25/99	Thursday	8	All Other	0	0	Daylight	Dry	No Improper Driving										
164	511435700	8.785	S	S	12/9/99	Thursday	7	Sidewalk	0	0	Daylight	Dry	Careless Driving										
165	532479800	8.785	W	W	9/26/99	Tuesday	3	Rear End	0	0	Daylight	Wet	No Improper Driving										
166	546411400	8.785	S	S	7/26/99	Monday	14	Rear End	0	0	Daylight	Dry	Careless Driving										
167	546421420	8.785	W	W	9/6/99	Monday	7	Rear End	0	0	Daylight	Dry	All Others										
168	546439470	8.785	N	N	8/31/99	Tuesday	17	Left Turn	0	1	Dusk/Dawn	Dry	Careless Driving										
169	546594860	8.785	W	E	10/5/99	Tuesday	19	Left Turn	0	4	Daylight	Wet	Improper Turn										
170	547230650	8.785	N	W	1/17/99	Sunday	12	Left Turn	0	0	Dark (SL)	Dry	Careless Driving										
171	551087730	8.785	E	E	12/2/99	Thursday	8	Rear End	0	0	Daylight	Dry	Careless Driving										
172	551099760	8.785	N	W	10/10/99	Sunday	22	Left Turn	0	0	Daylight	Dry	Careless Driving										
173	551257510	8.785	S	N	4/28/99	Wednesday	15	Left Turn	0	0	Dark (SL)	Dry	Signal										
174	551877790	8.785	N	N	1/18/99	Monday	17	Left Turn	0	0	Daylight	Wet	Improper Turn										
175	564851320	8.785	W	N	2/1/99	Monday	4	Left Turn	0	1	Daylight	Dry	Improper Turn										
176	564899860	8.785	W	N	4/5/99	Monday	9	Angle	0	0	Dark (SL)	Dry	Signal										
177	568912430	8.785	E	W	5/16/99	Sunday	17	Left Turn	0	3	Daylight	Dry	Signal										
178	568925030	8.785	S	N	2/16/99	Tuesday	20	Rear End	0	0	Daylight	Dry	FTYRW										
179	568925060	8.785	N	N	2/16/99	Thursday	17	Left Turn	0	0	Daylight	Dry	Improper Turn										
180	568925110	8.785	U	N	2/26/99	Friday	0	Left Turn	0	2	Dark (SL)	Dry	Improper Turn										
181	570137050	8.785	U	-	8/7/99	Saturday	3	Hit Guardrail	0	0	Daylight	Dry	Improper Turn										
182	572013620	8.785	E	W	2/27/99	Saturday	10	Left Turn	0	0	Dark (SL)	Dry	Improper Turn										
183	572919440	8.785	N	W	8/4/99	Wednesday	16	Left Turn	0	5	Daylight	Dry	Careless Driving										
184	511407600	8.794	S	S	6/2/99	Wednesday	11	Sidewalk	0	0	Daylight	Dry	FTYRW										
185	557034600	8.804	N	N	2/28/99	Sunday	15	Sidewalk	0	0	Daylight	Dry	Improper Turn										
186	551070450	8.833	E	E	12/9/99	Thursday	12	Hit Fence	0	0	Daylight	Dry	FTYRW										
187	568943020	8.842	E	E	3/6/99	Monday	8	Rear End	0	1	Daylight	Wet	Improper Lane Change										
188	547245310	8.885	W	W	5/12/99	Wednesday	17	Rear End	0	1	Daylight	Dry	Improper Lane Change										
189	551057510	8.885	U	-	11/19/99	Friday	19	Hit Guardrail	0	0	Daylight	Wet	Careless Driving										
190	584671130	8.885	E	E	9/5/99	Sunday	14	Sidewalk	0	0	Dark (SL)	Dry	Careless Driving										
191	556130830	8.894	E	E	7/31/99	Saturday	18	Rear End	0	1	Daylight	Dry	Improper Lane Change										
192	568925460	8.989	S	-	4/22/99	Thursday	13	Hit Utility Pole	0	1	Daylight	Wet	Careless Driving										
193	564889360	9.315	U	N	7/22/99	Thursday	17	Rear End	0	1	Daylight	Dry	Improper Lane Change										
194	564889880	9.315	E	E	11/8/99	Monday	16	Rear End	0	0	Daylight	Dry	All Others										
195	503030510	9.485	E	E	8/12/99	Monday	8	Rear End	0	0	Daylight	Dry	Careless Driving										
196	551890430	9.465	S	S	2/1/99	Monday	8	Sidewalk	0	3	Daylight	Dry	Improper Lane Change										
197	568949000	9.465	S	S	2/24/99	Wednesday	8	Rear End	0	1	Dark (SL)	Dry	Careless Driving										
198	551070270	9.508	E	E	10/29/99	Friday	8	Rear End	0	0	Daylight	Dry	Careless Driving										
199	572906700	9.508	E	E	2/16/99	Tuesday	7	Rear End	0	0	Daylight	Dry	Careless Driving										
200	545542540	9.565	S	S	8/23/99	Monday	14	Rear End	0	0	Daylight	Dry	Careless Driving										
201	551075200	9.565	E	S	12/18/99	Saturday	19	Overturned	0	1	Daylight	Wet	Careless Driving										
202	557016480	9.565	W	W	1/28/99	Thursday	6	Rear End	1	2	Dark (SL)	Dry	Improper Lane Change										
203	557039470	9.565	W	W	2/9/99	Tuesday	11	Rear End	0	1	Dusk/Dawn	Dry	Careless Driving										
204	563282550	9.565	W	S	10/6/99	Wednesday	13	Left Turn	0	0	Daylight	Dry	Careless Driving										
205	564899700	9.565	S	S	3/11/99	Thursday	8	Rear End	0	0	Daylight	Dry	FTYRW										
206	564898710	9.565	S	S	3/11/99	Thursday	9	Rear End	0	0	Daylight	Dry	Careless Driving										
207	568904550	9.565	S	S	6/25/99	Friday	17	Sidewalk	0	0	Daylight	Dry	Careless Driving										
208	568929150	9.565	N	N	5/11/99	Tuesday	13	Rear End	0	1	Daylight	Wet	Careless Driving										

Summary of Collisions During 1999

Section: 87090000 BMP: 0.294 Period: Jan-99										Route: SR 25 County: MIAMI-DADE City: N/A		Engineer: Freddie Vargas, P.E.							
EMP: Through		Date		Weekday		Time		Type		Fatal		Injury		Lighting		Wet/Dry		Contributing Cause	
No.	HSMV No	Mile Post	Direction 1	Direction 2	Date	Weekday	Time	Hit Sign/Sign Post	Time	Fatal	Injury	Lighting	Wet/Dry	Contributing Cause					
209	572023230	9.565	S	-	5/24/99	Monday	11	Hit Sign/Sign Post		0	1	Daylight	Dry	Careless Driving					
210	572901780	9.565	W	W	6/17/99	Thursday	20	Rear End		0	2	Dark (SL)	Wet	Careless Driving					
211	572924310	9.565	W	S	8/5/99	Thursday	14	Angle		0	3	Daylight	Dry	Signal					
212	557025850	9.603	S	S	1/25/99	Monday	8	Rear End		0	0	Daylight	Dry	Followed Too Closely					
213	551070210	9.622	E	W	10/23/99	Saturday	11	Rear End		0	2	Daylight	Dry	Careless Driving					
214	572013820	9.660	E	E	11/3/99	Wednesday	11	Rear End		0	2	Daylight	Dry	Careless Driving					
215	551268680	9.665	E	E	11/8/99	Monday	6	Rear End		0	1	Daylight	Dry	Careless Driving					
216	568903570	9.665	U	U	3/25/99	Thursday	7	Rear End		0	0	Daylight	Dry	Careless Driving					
217	568925080	9.665	N	N	2/19/99	Friday	16	Rear End		0	0	Daylight	Dry	Careless Driving					
218	584666010	9.679	S	S	9/27/99	Monday	11	Rear End		0	1	Daylight	Dry	Careless Driving					
219	551060400	9.687	S	S	12/12/99	Sunday	16	Rear End		0	3	Daylight	Wet	Careless Driving					
220	584695940	9.687	E	E	12/8/99	Wednesday	8	Sideswipe		0	4	Daylight	Wet	Careless Driving					
221	568940500	9.815	E	E	8/13/99	Friday	13	Rear End		0	0	Daylight	Wet	Careless Driving					
222	551890910	9.937	U	U	9/26/99	Sunday	1	Sideswipe		0	0	Daylight	Dry	Improper Lane Change					
223	584899310	9.937	S	S	1/26/99	Tuesday	8	Sideswipe		0	1	Dark (SL)	Dry	Careless Driving					
224	568923560	9.937	S	S	8/12/99	Thursday	7	Sideswipe		0	0	Daylight	Dry	Improper Lane Change					
225	568923250	9.937	S	S	6/1/99	Tuesday	8	Rear End		0	1	Daylight	Dry	Careless Driving					
226	564880680	9.991	E	-	6/9/99	Wednesday	12	Hit Guardrail		0	1	Daylight	Dry	Improper Lane Change					
227	551087780	10.035	W	W	12/6/99	Monday	11	Rear End		0	3	Daylight	Wet	Careless Driving					
														No Improper Driving					

Summary of Crashes During 1999

Section: 87090000		BMP: 0.294		EMP: Through		10.043 Dec-99		Length: 9.749 365		Miles Days		Route: SR 25		County: MIAMI-DADE		City: N/A		Engineer: Freddie Vargas, P.E.							
No.	HSMV No	Mile Post	Direction 1	Direction 2	Date	Weekday	Time	Type	Fatal	Injury	Lighting	Wet/Dry	Contributing Cause												
Total	No.	Fatal Crashes	Injury Crashes		Rear End	Head-On	Angle	Left Turn	Right Turn	Sidewipe	Backed Into	Parked Car	Collision W/MV Other Road												
227	100%	3	137		83	0	28	42	1	30	2	0	0												
		1%	60%		37%	0%	11%	19%	0%	13%	1%	0%	0%												
Pedestrian		Bike	Bike (Bike Lane)		Moped	Train	Animal	Hit Sign/Sign Post	Hit Utility Pole	Hit Light Pole	Hit Guardrail	Hit Fence	Hit Concrete Barrier Wall												
2		0	0		0	0	2	1	3	0	5	1	2												
1%		0%	0%		0%	0%	1%	0%	1%	0%	2%	0%	1%												
Hit		Hit	Construction Barrired/Sign		Traffic Gate	Crash Attenuator	Fixed Object Above Road	Other Fixed Object	Moveable Object	Ran Into Ditch/Culvert	Ran Off Rd Into Water	Overtaken	Occupant Fell From Vehicle												
0		0	0		0	0	1	0	4	5	0	7	0												
0%		0%	0%		0%	0%	0%	0%	2%	2%	0%	3%	0%												
Trac/Trail Jackknifed		Fire	Explosion		All Other	Daylight	Dusk/Dawn	Dark (Street Light)	Dark (No SL)	Careless Driving	Wet	Dry	Wet/Dry All Other												
2		0	0		8	168	8	45	15	100	47	173	1												
1%		0%	0%		4%	70%	4%	20%	7%	44%	21%	79%	0%												
Total No. of Vehicles Entering/ADT:														Actual Crash Rate:						COL/MVM					



Appendix (E)

APPENDIX E

TRAFFIC SIGNAL WARRANT SUMMARY

City: Medley
County: Miami-Dade

Engineer: C3TS-DJ
Date: September 9, 2005

Major Street: W. Okeechobee Road (SR 25/US 27)
Minor Street: NW 107 Avenue

Lanes: 3 Critical Approach Speed: 50
Lanes: 1

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph)? ☒ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ☒ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☒ 70% ☐ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.

Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied.

Applicable: ☒ Yes ☐ No
Satisfied: ☒ Yes ☐ No

Condition A - Minimum Vehicular Volume

100% Satisfied: ☒ Yes ☐ No
80% Satisfied: ☒ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
	1		2 or more		7:00 - 8:00 AM	8:00 - 9:00 AM	9:00 - 10:00 AM	10:00 - 11:00 AM	2:00 - 3:00 PM	3:00 - 4:00 PM	4:00 - 5:00 PM	5:00 - 6:00 PM
	100%	70%	100%	70%								
Both Approaches on Major Street	500 (400)	350	600 (480)	420	1,967	1,914	1,451	1,119	1,226	1,261	1,412	1,679
Highest Approach on Minor Street	150 (120)	105	200 (160)	140	241	245	177	176	155	185	171	253

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if parenthetical volumes are met for eight hours.

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where the traffic volume is so heavy that traffic on the minor street suffers excessive delay.

Applicable: ☒ Yes ☐ No
Excessive Delay: ☒ Yes ☐ No
100% Satisfied: ☒ Yes ☐ No
80% Satisfied: ☒ Yes ☐ No

(volumes in veh/hr)	Minimum Requirements (80% Shown in Brackets)				Eight Highest Hours							
	1		2 or more		7:00 - 8:00 AM	8:00 - 9:00 AM	9:00 - 10:00 AM	10:00 - 11:00 AM	2:00 - 3:00 PM	3:00 - 4:00 PM	4:00 - 5:00 PM	5:00 - 6:00 PM
	100%	70%	100%	70%								
Both Approaches on Major Street	750 (600)	525	900 (720)	630	1,967	1,914	1,451	1,119	1,226	1,261	1,412	1,679
Highest Approach on Minor Street	75 (60)	53	100 (80)	70	241	245	177	176	155	185	171	253

Record 8 highest hours and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if parenthetical volumes are met for eight hours.

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01
TRAFFIC ENGINEERING - 07/99
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City: Medley
County: Miami-Dade
Engineer: C3TS-DJ
Date: September 9, 2005
Major Street: W. Okeechobee Road (SR 25/US 27)
Minor Street: NW 107 Avenue
Lanes: 3
Lanes: 1
Critical Approach Speed: 50

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph)? ☒ Yes ☐ No
 2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ☒ No
- If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☒ 70% ☐ 100%

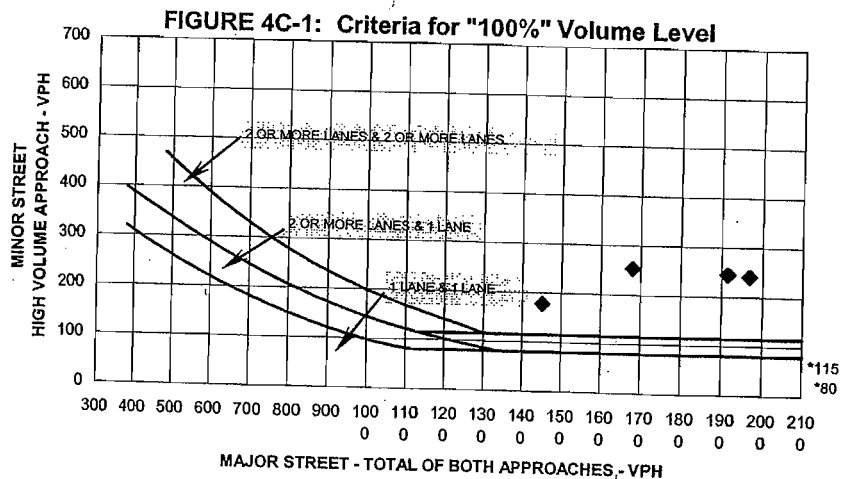
WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

If all four points lie above the appropriate line, then the warrant is satisfied.

Applicable: ☒ Yes ☐ No
Satisfied: ☒ Yes ☐ No

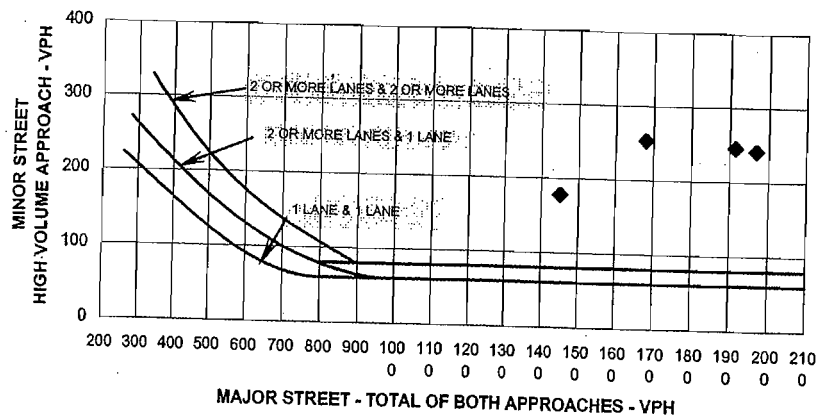
Plot four volume combinations on the applicable figure below.

Four Highest Hours	Volumes	
	Major Street	Minor Street
7:00 - 8:00 AM	1,967	241
8:00 - 9:00 AM	1,914	245
9:00 - 10:00 AM	1,451	177
5:00 - 6:00 PM	1,679	253



* Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

FIGURE 4C-2: Criteria for "70%" Volume Level



* Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01
TRAFFIC ENGINEERING - 07/99
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City: Medley
County: Miami-Dade
Major Street: W. Okeechobee Road (SR 25/US 27)
Minor Street: NW 107 Avenue

Engineer: C3TS-DJ
Date: September 9, 2005

Lanes: 3 Critical Approach Speed: 50
Lanes: 1

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph)?
2. Is the intersection in a built-up area of isolated community of <10,000 population?

☒ Yes ☐ No
☐ Yes ☒ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level

☒ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

If all three criteria are fulfilled or the plotted point lies above the appropriate line, then the warrant is satisfied.

Applicable: ☒ Yes ☐ No
Satisfied: ☒ Yes ☐ No

Unusual condition justifying
use of warrant:
Industrial Complex

Record hour when criteria are fulfilled
and the corresponding delay or volume
in boxes provided.

Peak Hour		
7:00 - 8:00 AM	241	1,967

Criteria

1. Delay on Minor Approach (vehicle-hours)

Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*	2.0	
Fulfilled?:	<input checked="" type="checkbox"/> Yes	No

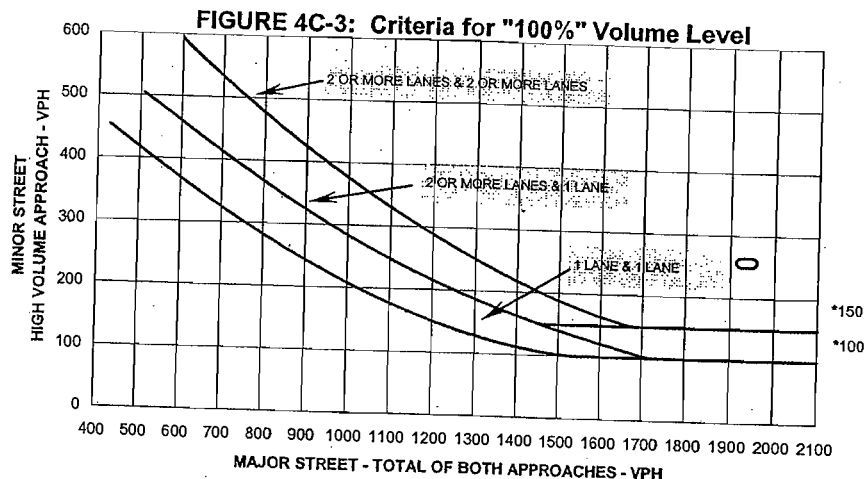
2. Volume on Minor Approach (vehicles per hour)

Approach Lanes	1	2
Volume Criteria*	100	150
Volume*	241	
Fulfilled?:	<input checked="" type="checkbox"/> Yes	No

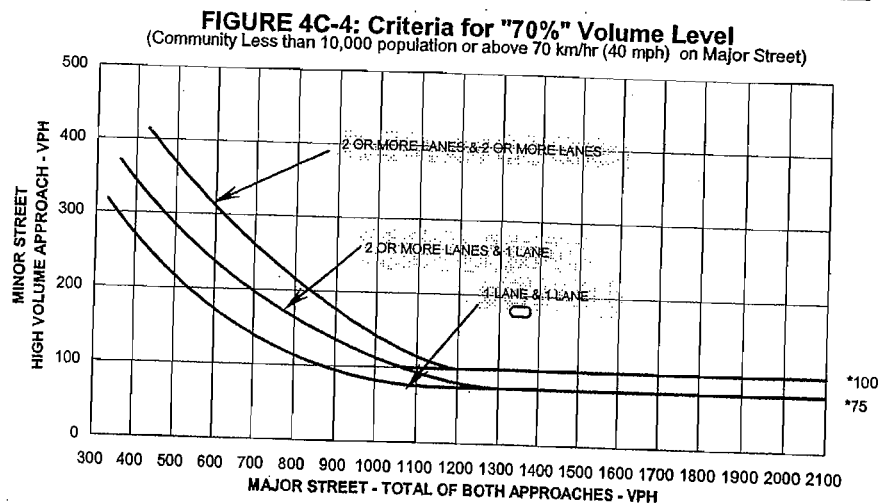
3. Total Entering Volume (vehicles per hour)

No. of Approaches	3	4
Volume Criteria*	650	800
Volume*	1,967	
Fulfilled?:	<input checked="" type="checkbox"/> Yes	No

Plot volume combination on the applicable figure below.



* Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.



* Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

See section 4.1.1.1 in report for explanation on delay

TRAFFIC SIGNAL WARRANT SUMMARY

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City: Medley
County: Miami-Dade

Engineer: C3TS-DJ
Date: September 9, 2005

Major Street: W. Okeechobee Road (SR 25/US 27)
Minor Street: NW 107 Avenue

Lanes: 3 Critical Approach Speed: 50
Lanes: 1

WARRANT 4 - PEDESTRIAN VOLUME

Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if condition 1 or 2 is fulfilled and condition 3 is fulfilled.

Applicable: ☐ Yes ☒ No
Satisfied: ☐ Yes ☐ No

Criteria	Hour	Pedestrian Volume	Pedestrian Gaps	Fulfilled?	
				Yes	No
1. Pedestrian volume crossing the major street is 100 ped/hr or more for each of any four hours and there are less than 60 gaps per hour in the major street traffic stream of adequate length.					
2. Pedestrian volume crossing the major street is 190 ped/hr or more for any one hour and there are less than 60 gaps per hour in the major street traffic stream of adequate length.					
3. The nearest traffic signal along the major street is located more than 90 m (300 ft) away, or the nearest signal is within 90 m (300 ft) but the proposed traffic signal will not restrict the progressive movement of traffic.					

WARRANT 5 - SCHOOL CROSSING

Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Applicable: ☐ Yes ☒ No
Satisfied: ☐ Yes ☐ No

Criteria	Students	Hour	Minutes	Gaps	Fulfilled?	
					Yes	No
1. There are a minimum of 20 students crossing the major street during the highest crossing hour.						
2. There are fewer adequate gaps in the major street traffic stream during the period when the children are using the crossing than the number of minutes in the same period.						
3. The nearest traffic signal along the major street is located more than 90 m (300 ft) away, or the nearest signal is within 90 m (300 ft) but the proposed traffic signal will not restrict the progressive movement of traffic.						

WARRANT 6 - COORDINATED SIGNAL SYSTEM

Indicate if the criteria are fulfilled in the boxes provided. The warrant is satisfied if either criterion is fulfilled. This warrant should not be applied when the resulting signal spacing would be less than 300 m (1,000 ft).

Applicable: ☒ Yes ☐ No
Satisfied: ☒ Yes ☐ No

Criteria	Fulfilled?	
	Yes	No
1. On a one-way street or a street that has traffic predominately in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.		
2. On a two-way street, adjacent signals do not provide the necessary degree of platooning, and the proposed and adjacent signals will collectively provide a progressive operation.	X	

Source: Revised from NCHRP Report 457

TRAFFIC SIGNAL WARRANT SUMMARY

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City: Medley
County: Miami-Dade
Engineer: C3TS-DJ
Date: September 9, 2005
Major Street: W. Okeechobee Road (SR 25/US 27)
Minor Street: NW 107 Avenue
Lanes: 3
Lanes: 1
Critical Approach Speed: 50

WARRANT 7 - CRASH EXPERIENCE

Record hours where criteria are fulfilled, the corresponding volume, and other information in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Applicable: ☐ Yes ☒ No
Satisfied: ☐ Yes ☒ No

Criteria		Hour	Volume	Met?		Fulfilled?	
				Yes	No	Yes	No
1. One of the warrants to the right is met.	Warrant 1, Condition A (80% satisfied)			<input checked="" type="checkbox"/>			
	Warrant 1, Condition B (80% satisfied)			<input checked="" type="checkbox"/>			
	Warrant 4, Pedestrian Volume at 80% of volume requirements:				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	80 ped/hr for four (4) hours or 152 ped/hr for one (1) hour						
2. Adequate trial of other remedial measure has failed to reduce crash frequency.		Measure tried: no remedial measures reported					<input checked="" type="checkbox"/>
3. Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12-mo. period.		Number of crashes per 12 months: 2					<input checked="" type="checkbox"/>

WARRANT 8 - ROADWAY NETWORK

Record hours where criteria are fulfilled, and the corresponding volume or other information in the boxes provided. The warrant is satisfied if at least one of the criteria is fulfilled and if all intersecting routes have one or more of the characteristics listed.

Applicable: ☒ Yes ☐ No
Satisfied: ☐ Yes ☒ No

Criteria		Met?		Fulfilled?	
		Yes	No	Yes	No
1. Both of the criteria to the right are met.	a. Total entering volume of at least 1,000 veh/hr during a typical weekday peak hour.	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
	b. Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
2. Total entering volume at least 1,000 veh/hr for each of any 5 hrs of a non-normal business day (Sat. or Sun.)	Warrant: 1 2 3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	Satisfied?:	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
		← Hour			
		← Volume			

Characteristics of Major Routes		Met?		Fulfilled?	
		Yes	No	Yes	No
1. Part of the street or highway system that serves as the principal roadway network for through traffic flow.	Major Street:	<input checked="" type="checkbox"/>			
	Minor Street:		<input checked="" type="checkbox"/>		
2. Rural or suburban highway outside of, entering, or traversing a city.	Major Street:	<input checked="" type="checkbox"/>			
	Minor Street:	<input checked="" type="checkbox"/>			
3. Appears as a major route on an official plan.	Major Street:	<input checked="" type="checkbox"/>			
	Minor Street:		<input checked="" type="checkbox"/>		

CONCLUSIONS

Warrants Satisfied: ☒ 1 ☒ 2 ☒ 3

Remarks: Traffic Signal Warranted and should remain

Appendix (F)

EXISTING USE

ID	Parcel No.	Folio	Acres	Lot Size	Bldg Sq Ft	Employees	Land Use	Zoning	Adjacent Street	Trip Generation Zone
A-01	0	22-2029-001-0490	2.636	114,873	840	17	0002 - DUPLEX	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
A-02	1-7	22-2029-024-0070	0.861	37,500	6,300	60	0013 - OFFICE BUILDING	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
A-03	0	22-2030-006-0050	2.609	113,692	3,624	20	0013 - OFFICE BUILDING	7100-INDUSTRIAL - LIGHT MFG	NW 113TH CT	3
A-04	25	22-2030-006-0090	1.749	76,230	10,930	0	0013 - OFFICE BUILDING	7100-INDUSTRIAL - LIGHT MFG	NW 113TH CT	3
A-05	17a	22-2030-004-0010	1.340	58,370	8,281	30	0019 - AUTOMOTIVE OR MARINE	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	7
A-06	0	22-2030-008-0110	2.380	0	20,479	NO DATA	0019 - AUTOMOTIVE OR MARINE	7100-INDUSTRIAL - LIGHT MFG	NW 131TH ST	3
A-07	18	22-2030-003-0010	7.260	0	23,072	100	0032 - LIGHT MFG & FOOD PROCESSING	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	7
A-08	21	22-2030-006-0030	1.720	74,926	27,531	Judy - 305-593	0032 - LIGHT MFG & FOOD PROCESSING	7100-INDUSTRIAL - LIGHT MFG	NW 113TH CT	3
A-09	0	22-2030-012-0010	0.000	0	48,181	NO DATA	0032 LIGHT MANUFACTURING	7100-INDUSTRIAL - LIGHT MFG	NW 127TH ST	3
A-10	05	22-2030-001-0060	3.188	138,913	28,140	NO DATA	0034 - CANNERIES - BOTTLER	7100-INDUSTRIAL - LIGHT MFG	NW 113TH AVE	1
A-11	20	22-2030-008-0190	2.349	102,366	12,500	0	0034 - CANNERIES - BOTTLER	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	8
A-12	07	22-2030-011-0010	6.998	304,920	19,711	LM for Mark W	0034 - CANNERIES - BOTTLER	7100-INDUSTRIAL - LIGHT MFG	NW 113TH AVE	1
A-13	0	22-2030-001-0570	2.500	0	1,132	NO DATA	0036 - HEAVY IND OR LUMBER YARD	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
A-14	04	22-2030-001-0221	1.796	78,267	9,945	18	0036 - HEAVY IND OR LUMBER YARD	7100-INDUSTRIAL - LIGHT MFG	NW 134TH ST	1
A-15	16	22-2030-002-0010	6.178	269,202	33,848	16	0036 - HEAVY IND OR LUMBER YARD	7100-INDUSTRIAL - LIGHT MFG	NW 113TH AVE	1
A-16	2-17	22-2029-001-0481	0.892	30,139	6,095	Faxed Shirley N	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
A-17	2-1	22-2029-024-0140	0.956	41,648	13,101	305-884-1010	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 112TH AVE	6
A-18	2-4	22-2029-024-0170	0.918	40,000	5,173	10	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 122ND ST	3
A-19	2-16	22-2029-024-0280	1.540	67,123	38,799	15	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 107TH AVE	4
A-20	3-5	22-2029-024-0340	0.827	36,028	14,120	25	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 122ND WAY	5
A-21	02	22-2030-001-0100	16.545	720,918	64,488	100	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 113TH AVE	1
A-22	SYS-1	22-2030-001-0132	48.566	2,116,145	572,866	300	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 115TH AVE	2
A-23	1-1	22-2030-001-0133	10.050	437,778	173,023	90	0037 - WAREHOUSE OR STORAGE	8900-INTERIM-AWAIT SPECIFIC ZONE	NW 155TH AVE	2
A-24	0	22-2030-006-0010	0.000	0	30,836	NO DATA	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 113TH AVE	3
A-25	20b	22-2030-006-0020	12.686	552,776	31,449	135/45	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 113TH CT	3
A-26	0	22-2030-006-0031	1.300	56,626	23,680	5	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 113TH CT	3
A-27	0	22-2030-006-0040	2.199	95,832	4,632	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 113TH CT	3
A-28	0	22-2030-006-0060	7.488	326,264	63,913	NO DATA	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 131TH ST	3
A-29	26	22-2030-006-0100	1.997	87,000	6,818	35	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 113TH AVE	3
A-30	11	22-2030-007-0010	1.797	78,322	17,080	40	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 134TH ST	1
A-31	0	22-2030-008-0010	6.474	282,100	42,186	101	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 113TH CT	3
A-32	0	22-2030-008-0030	3.968	172,900	7,920	7	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 113TH CT	3
A-33	29B	22-2030-008-0080	5.505	239,882	172,609	CB - 305	863-0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 113TH CT	3
A-34	0	22-2030-008-0100	3.479	151,569	81,904	305-674-8820	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 128TH ST	3
A-35	0	22-2030-008-0140	2.679	0	63,852	305-593-2028	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	3
A-36	0	22-2030-008-0150	1.430	0	33,078	(305) 863-0034	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	3
A-37	0	22-2030-008-0170	4.680	0	91,986	7	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 131TH ST	3
A-38	8-6	22-2030-009-0010	9.720	423,541	423,541	115	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 128TH ST	4
A-39	8-5	22-2030-009-0040	5.398	235,226	49,043	C/B on Monday	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 128TH ST	3
A-40	0	22-2030-009-0050	4.347	189,408	111,564	20	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	3
A-41	0	22-2030-009-0070	3.454	150,521	69,102	Emailed Rosan	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 128TH ST	3
A-42	0	22-2030-009-0080	0.739	32,189	15,468	NO DATA	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 107TH AVE	4
A-43	40	22-2032-004-0250	20.308	504,646	243,702	0	0036 - HEAVY IND OR LUMBER YARD	7100-INDUSTRIAL - LIGHT MFG	NW 121ST WAY	10
B-01	06	22-2030-001-0320	5.369	233,963	64,433	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	7
B-02	17b	22-2030-004-0020	3.479	151,589	41,748	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	7

ID	Parcel No.	Folio	Acres	Lot Size	Bldg Sq Ft	Employees	Land Use	Zoning	Adjacent Street	Trip Generation Zone
B-03	12	22-2030-007-0020	1.797	78,321	21,570	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 134TH ST	1
B-04	13	22-2030-007-0030	2.520	109,811	30,242	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	7
B-05	15	22-2030-007-0050	2.590	112,869	31,084	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	7
B-07	50	22-2032-004-0310	18.097	788,519	217,168	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 121ST WAY	10
B-08	1-14	22-2029-001-0485	0.177	7,694	2,119	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
B-09	1-1	22-2029-024-0010	1.432	62,393	17,183	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
B-10	0	22-2030-008-0120	2.360	0	28,560	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 131TH ST	3
B-11	19	22-2030-008-0200	2.090	0	25,080	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	8
B-12	1-2	22-2030-016-0120	1.130	49,248	13,563	0	VACANT	7100-INDUSTRIAL	NW 115TH AVE	2
B-13	5-3	22-2030-016-0460	1.360	0	16,320	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-14	14	22-2030-007-0040	2.844	115,200	31,726	NO DATA	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	7
B-15	0	22-2029-001-0488	3.804	165,757	45,649	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 107TH AVE	4
B-16	0	22-2029-001-0590	0.520	0	6,240	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
B-17	0	22-2029-024-0020	0.861	37,500	10,328	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
B-18	1-3	22-2029-024-0030	0.861	37,500	10,328	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
B-19	1-4	22-2029-024-0040	0.861	37,500	10,328	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
B-20	1-5	22-2029-024-0050	0.861	37,500	10,328	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
B-21	1-6	22-2029-024-0060	0.861	37,500	10,328	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
B-22	1-8	22-2029-024-0080	0.826	36,000	9,914	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5
B-23	1-9	22-2029-024-0090	0.826	36,000	9,914	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5
B-24	1-10	22-2029-024-0100	0.831	36,222	9,976	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5
B-25	0	22-2029-024-0110	0.964	42,007	11,569	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5
B-26	0	22-2029-024-0120	0.949	41,365	11,392	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 122ND ST	5
B-27	0	22-2029-024-0130	0.648	28,242	7,778	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 122ND ST	5
B-28	2-2	22-2029-024-0150	0.918	40,000	11,016	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
B-29	2-3	22-2029-024-0160	0.689	30,000	8,262	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
B-30	0	22-2029-024-0180	1.102	48,000	13,219	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6
B-31	0	22-2029-024-0190	1.128	48,133	13,531	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5
B-32	2-7	22-2029-024-0200	1.755	76,465	21,058	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5
B-33	2-8	22-2029-024-0210	1.622	0	19,466	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5
B-34	2-9	22-2029-024-0220	0.963	41,968	11,558	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5
B-35	2-10	22-2029-024-0230	2.202	95,928	26,419	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5
B-36	2-11	22-2029-024-0240	2.104	91,690	25,251	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5
B-37	2-12	22-2029-024-0250	1.132	49,324	13,584	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 122ND ST	5
B-38	2-13	22-2029-024-0260	1.161	50,574	13,928	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 122ND ST	5
B-39	2-14	22-2029-024-0270	1.161	50,574	13,928	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 122ND ST	5
B-40	2-15	22-2029-024-0280	1.164	50,721	13,969	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 107TH AVE	4
B-41	3-1	22-2029-024-0300	0.972	42,366	11,688	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5
B-42	3-2	22-2029-024-0310	0.975	42,500	11,705	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5
B-43	3-3	22-2029-024-0320	0.936	40,765	11,227	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5
B-44	3-4	22-2029-024-0330	0.974	42,446	11,690	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 122ND ST	5
B-45	01	22-2030-001-0090	16.685	727,016	200,220	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 134TH ST	1
B-46	10-1	22-2030-001-0140	37.839	1,648,746	662,606	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 115TH AVE	2
B-47	0	22-2030-008-0130	2.380	0	28,560	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 107TH CT	3

EXISTING USE

ID	Parcel No.	Folio	Acres	Lot Size	Bldg Sq Ft	Employees	Land Use	Zoning	Adjacent Street	Trip Generation Zone
B-48	0	22-2030-008-0160	2.384	0	28,804	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 107TH CT	3
B-49	0	22-2030-009-0090	1.410	61,439	16,925	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 127TH ST	3
B-50	29A	22-2030-010-0010	2.238	97,487	26,856	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 113TH CT	3
B-51	0	22-2030-012-0020	2.376	103,517	28,517	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 107TH AVE	4
B-52	03	22-2030-013-0010	11.210	130,680	134,520	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	9
B-53	0	22-2030-013-0030	4.864	211,879	58,369	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	9
B-54	0	22-2029-001-0500	2.561	111,592	30,732	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 107TH AVE	4
B-56	2-1	22-2030-016-0130	1.130	49,248	13,563	0	VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 112TH AVE	2
B-57	2-2	22-2030-016-0140	1.130	49,248	13,563	0	VACANT	7100-INDUSTRIAL	NW 112TH AVE	2
B-58	2-3	22-2030-016-0150	1.130	49,248	13,563	0	VACANT	7100-INDUSTRIAL	NW 112TH AVE	2
B-59	2-4	22-2030-016-0160	1.130	49,248	13,563	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-60	2-5	22-2030-016-0170	1.130	49,248	13,563	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-61	2-6	22-2030-016-0180	1.130	49,248	13,563	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-62	2-7	22-2030-016-0190	1.130	49,244	13,562	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-63	3-1	22-2030-016-0200	0.944	41,119	11,324	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-64	3-2	22-2030-016-0210	0.947	41,263	11,361	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-65	3-3	22-2030-016-0220	0.750	32,689	9,003	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-66	3-4	22-2030-016-0230	0.693	30,175	8,310	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-67	3-5	22-2030-016-0240	0.896	30,334	8,354	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-68	3-6	22-2030-016-0250	1.408	61,348	16,895	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-69	3-7	22-2030-016-0260	1.226	53,417	14,711	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-70	3-8	22-2030-016-0270	0.807	35,157	9,682	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-71	3-9	22-2030-016-0280	0.812	35,385	9,745	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-72	3-10	22-2030-016-0290	0.696	30,336	8,355	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-73	4-1	22-2030-016-0300	0.693	30,176	8,310	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-74	4-2	22-2030-016-0310	0.750	32,690	9,003	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-75	4-3	22-2030-016-0320	0.947	41,254	11,361	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-76	4-4	22-2030-016-0330	0.944	41,119	11,324	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-77	4-5	22-2030-016-0340	1.360	59,277	16,325	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-78	4-6	22-2030-016-0350	1.360	59,277	16,325	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-79	4-7	22-2030-016-0360	1.360	59,277	16,325	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-80	4-8	22-2030-016-0370	1.360	59,277	16,325	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-81	4-9	22-2030-016-0380	1.221	53,190	14,649	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-82	4-10	22-2030-016-0390	1.348	58,742	16,178	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-83	4-11	22-2030-016-0400	1.361	59,291	16,329	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-84	4-12	22-2030-016-0410	1.361	59,291	16,329	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-85	4-13	22-2030-016-0420	1.356	59,098	16,276	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-87	5-1	22-2030-016-0440	1.360	0	16,320	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-88	5-2	22-2030-016-0450	1.360	0	16,320	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-89	5-4	22-2030-016-0470	1.360	0	16,320	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-90	5-5	22-2030-016-0480	1.220	0	14,640	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-91	5-6	22-2030-016-0490	1.350	0	16,200	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-92	5-7	22-2030-016-0500	1.360	0	16,320	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-93	5-8	22-2030-016-0510	1.360	0	16,320	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2

EXISTING USE

ID	Parcel No.	Folio	Acres	Lot Size	Bldg Sq Ft	Employees	Land Use	Zoning	Adjacent Street	Trip Generation Zone
B-94	5-9	22-2030-016-0520	1.360	0	16,320	0	VACANT	7100-INDUSTRIAL	NW 122ND ST	2
B-95	0	30-2031-001-0040	67.026	2,919,653	688,500		VACANT	9600 - OFFICE PARK DISTRICT	NW 122ND ST	2
B-96	0	22-2030-013-0020	3.529	153,776	42,350		VACANT	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	9

TRIP GENERATION - VACANT PROPERTIES

ID	Parcel No.	Folio	Acres	Lot Size	Bldg Sq Ft	Employees	Land Use	Zoning	Adjacent Street	Trip Generation Zone	ITE Table	Independent variable	Weekday	AM Peak Trips - Total	AM In	AM Out	PM Peak Trips - Total	PM In	PM Out
B-01	06	22-2030-001-0320	5.369	233,963	64,433	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	7	150	Bldg Sq Ft.	320	61	50	11	46	12	35
B-02	17b	22-2030-004-0020	3.479	151,589	41,748	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	7	150	Bldg Sq Ft.	207	45	37	8	33	8	25
B-03	12	22-2030-007-0020	1.797	78,321	21,570	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 134TH ST	1	150	Bldg Sq Ft.	107	28	23	5	19	5	15
B-04	13	22-2030-007-0030	2.520	109,811	30,242	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	7	150	Bldg Sq Ft.	150	36	29	6	25	6	19
B-05	15	22-2030-007-0050	2.590	112,869	31,084	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	7	150	Bldg Sq Ft.	154	36	30	7	26	6	19
B-07	50	22-2032-004-0310	18.097	788,519	217,158	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 121ST WAY	10	150	Bldg Sq Ft.	1077	144	118	26	120	30	90
B-08	1-14	22-2029-001-0485	0.177	7,694	2,119	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6	150	Bldg Sq Ft.	11	5	4	1	3	1	2
B-09	1-1	22-2029-024-0010	1.432	62,393	17,183	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6	150	Bldg Sq Ft.	85	24	20	4	16	4	12
B-10	0	22-2030-008-0120	2.380	0	28,560	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 131TH ST	3	150	Bldg Sq Ft.	142	34	28	6	24	6	18
B-11	19	22-2030-008-0200	2.090	0	25,080	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	8	150	Bldg Sq Ft.	124	31	26	6	22	5	16
B-12	1-2	22-2030-016-0120	1.130	49,248	13,563	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 115TH AVE	2	150	Bldg Sq Ft.	67	20	16	4	13	3	10
B-13	5-3	22-2030-016-0460	1.360	0	16,320	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	81	23	19	4	16	4	12
B-14	14	22-2030-007-0040	2.644	115,200	31,726	NO DATA	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	7	150	Bldg Sq Ft.	157	37	30	7	26	7	20
B-15	0	22-2029-001-0488	3.804	165,757	45,649	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 107TH AVE	4	150	Bldg Sq Ft.	226	48	39	9	35	9	26
B-16	0	22-2029-001-0590	0.520	0	6,240	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6	150	Bldg Sq Ft.	31	12	10	2	7	2	5
B-17	0	22-2029-024-0020	0.861	37,500	10,328	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6	150	Bldg Sq Ft.	51	17	14	3	11	3	8
B-18	1-3	22-2029-024-0030	0.861	37,500	10,328	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6	150	Bldg Sq Ft.	51	17	14	3	11	3	8
B-19	1-4	22-2029-024-0040	0.861	37,500	10,328	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6	150	Bldg Sq Ft.	51	17	14	3	11	3	8
B-20	1-5	22-2029-024-0050	0.861	37,500	10,328	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6	150	Bldg Sq Ft.	51	17	14	3	11	3	8
B-21	1-6	22-2029-024-0060	0.861	37,500	10,328	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6	150	Bldg Sq Ft.	51	17	14	3	11	3	8
B-22	1-8	22-2029-024-0080	0.826	36,000	9,914	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5	150	Bldg Sq Ft.	49	16	13	3	11	3	8
B-23	1-9	22-2029-024-0090	0.826	36,000	9,914	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5	150	Bldg Sq Ft.	49	16	13	3	11	3	8
B-24	1-10	22-2029-024-0100	0.831	36,222	9,976	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5	150	Bldg Sq Ft.	49	16	13	3	11	3	8
B-25	0	22-2029-024-0110	0.964	42,007	11,569	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5	150	Bldg Sq Ft.	57	18	15	3	12	3	9
B-26	0	22-2029-024-0120	0.949	41,365	11,392	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 122ND ST	5	150	Bldg Sq Ft.	57	18	15	3	12	3	9
B-27	0	22-2029-024-0130	0.648	28,242	7,778	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 122ND ST	5	150	Bldg Sq Ft.	39	14	11	2	9	2	7
B-28	2-2	22-2029-024-0150	0.918	40,000	11,016	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6	150	Bldg Sq Ft.	55	17	14	3	11	3	9
B-29	2-3	22-2029-024-0160	0.689	30,000	8,262	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6	150	Bldg Sq Ft.	41	14	12	3	9	2	7
B-30	0	22-2029-024-0180	1.102	48,000	13,219	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW SOUTH RIVER DRIVE	6	150	Bldg Sq Ft.	66	20	16	4	13	3	10
B-31	0	22-2029-024-0190	1.128	49,133	13,531	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5	150	Bldg Sq Ft.	67	20	16	4	13	3	10
B-32	2-7	22-2029-024-0200	1.755	76,465	21,058	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5	150	Bldg Sq Ft.	104	27	23	5	19	5	14
B-33	2-8	22-2029-024-0210	1.622	0	19,466	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5	150	Bldg Sq Ft.	97	26	21	5	18	4	13
B-34	2-9	22-2029-024-0220	0.963	41,968	11,558	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5	150	Bldg Sq Ft.	57	18	15	3	12	3	9
B-35	2-10	22-2029-024-0230	2.202	95,928	26,419	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5	150	Bldg Sq Ft.	131	32	26	6	23	6	17
B-36	2-11	22-2029-024-0240	2.104	91,690	25,251	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 122ND ST	5	150	Bldg Sq Ft.	125	31	26	6	22	5	16
B-37	2-12	22-2029-024-0250	1.132	49,324	13,584	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 122ND ST	5	150	Bldg Sq Ft.	67	20	17	4	13	3	10
B-38	2-13	22-2029-024-0260	1.161	50,574	13,928	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 122ND ST	5	150	Bldg Sq Ft.	69	20	17	4	14	3	10
B-39	2-14	22-2029-024-0270	1.161	50,574	13,928	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 122ND ST	5	150	Bldg Sq Ft.	69	20	17	4	14	3	10
B-40	2-15	22-2029-024-0280	1.164	50,721	13,969	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 107TH AVE	4	150	Bldg Sq Ft.	69	21	17	4	14	3	10
B-41	3-1	22-2029-024-0300	0.972	42,366	11,668	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5	150	Bldg Sq Ft.	58	18	15	3	12	3	9
B-42	3-2	22-2029-024-0310	0.975	42,500	11,705	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5	150	Bldg Sq Ft.	58	18	15	3	12	3	9
B-43	3-3	22-2029-024-0320	0.936	40,765	11,227	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 124TH ST	5	150	Bldg Sq Ft.	56	18	14	3	12	3	9
B-44	3-4	22-2029-024-0330	0.974	42,446	11,690	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 122ND ST	5	150	Bldg Sq Ft.	58	18	15	3	12	3	9
B-45	01	22-2030-001-0090	16.685	727,016	200,220	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 134TH ST	1	150	Bldg Sq Ft.	993	136	112	24	113	28	85
B-46	10-1	22-2030-001-0140	37.839	1,648,746	662,606	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 115TH AVE	2	150	Bldg Sq Ft.	3287	318	261	57	291	73	218
B-47	0	22-2030-008-0130	2.380	0	28,560	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 107TH CT	3	150	Bldg Sq Ft.	142	34	28	6	24	6	18
B-48	0	22-2030-008-0160	2.384	0	28,604	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 107TH CT	3	150	Bldg Sq Ft.	142	34	28	6	24	6	18
B-49	0	22-2030-009-0090	1.410	61,439	16,925	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 127TH ST	3	150	Bldg Sq Ft.	84	24	19	4	16	4	12
B-50	29A	22-2030-010-0010	2.238	97,487	26,856	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 113TH CT	3	150	Bldg Sq Ft.	133	33	27	6	23	6	17
B-51	0	22-2030-012-0020	2.376	103,517	28,517	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 107TH AVE	4	150	Bldg Sq Ft.	141	34	28	6	24	6	18
B-52	03	22-2030-013-0010	11.210	130,880	134,520	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	9	150	Bldg Sq Ft.	667	103	84	18	82	21	62
B-53	0	22-2030-013-0030	4.864	211,879	58,369	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	9	150	Bldg Sq Ft.	290	57	46	10	43	11	32
B-54	0	22-2029-001-0500	2.561	111,592	30,732	0	0037 - WAREHOUSE OR STORAGE	7100 INDUSTRIAL	NW 107TH AVE	4	150	Bldg Sq Ft.	152	36	29	6	26	6	19
B-56	2-1	22-2030-016-0130	1.130	49,248	13,563	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 112TH AVE	2	150	Bldg Sq Ft.	67	20	16	4	13	3	10
B-57	2-2	22-2030-016-0140	1.130	49,248	13,563	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 112TH AVE	2	150	Bldg Sq Ft.	67	20	16	4	13	3	10
B-58	2-3	22-2030-016-0150	1.130	49,248	13,563	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 112TH AVE	2	150	Bldg Sq Ft.	67	20	16	4	13	3	10

TRIP GENERATION - VACANT PROPERTIES

ID	Parcel No.	Folio	Acres	Lot Size	Bldg Sq Ft	Employees	Land Use	Zoning	Adjacent Street	Trip Generation Zone	ITE Table	Independent variable	Weekday	AM Peak Trips - Total	AM In	AM Out	PM Peak Trips - Total	PM In	PM Out
B-59	2-4	22-2030-016-0160	1.130	49,248	13,563	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	67	20	16	4	13	3	10
B-60	2-5	22-2030-016-0170	1.130	49,248	13,563	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	67	20	16	4	13	3	10
B-61	2-6	22-2030-016-0180	1.130	49,248	13,563	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	67	20	16	4	13	3	10
B-62	2-7	22-2030-016-0190	1.130	49,244	13,562	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	67	20	16	4	13	3	10
B-63	3-1	22-2030-016-0200	0.944	41,119	11,324	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	56	18	15	3	12	3	9
B-64	3-2	22-2030-016-0210	0.947	41,253	11,361	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	56	18	15	3	12	3	9
B-65	3-3	22-2030-016-0220	0.750	32,689	9,003	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	45	15	12	3	10	2	7
B-66	3-4	22-2030-016-0230	0.693	30,175	8,310	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	41	14	12	3	9	2	7
B-67	3-5	22-2030-016-0240	0.696	30,334	8,354	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	41	14	12	3	9	2	7
B-68	3-6	22-2030-016-0250	1.408	61,348	16,895	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	84	24	19	4	16	4	12
B-69	3-7	22-2030-016-0260	1.226	53,417	14,711	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	73	21	17	4	14	4	11
B-70	3-8	22-2030-016-0270	0.807	35,157	9,682	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	48	16	13	3	10	3	8
B-71	3-9	22-2030-016-0280	0.812	35,385	9,745	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	48	16	13	3	10	3	8
B-72	3-10	22-2030-016-0290	0.696	30,336	8,355	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	41	14	12	3	9	2	7
B-73	4-1	22-2030-016-0300	0.693	30,176	8,310	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	41	14	12	3	9	2	7
B-74	4-2	22-2030-016-0310	0.750	32,690	9,003	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	45	15	12	3	10	2	7
B-75	4-3	22-2030-016-0320	0.947	41,254	11,361	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	56	18	15	3	12	3	9
B-76	4-4	22-2030-016-0330	0.944	41,119	11,324	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	56	18	15	3	12	3	9
B-77	4-5	22-2030-016-0340	1.360	59,277	16,325	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	81	23	19	4	16	4	12
B-78	4-6	22-2030-016-0350	1.360	59,277	16,325	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	81	23	19	4	16	4	12
B-79	4-7	22-2030-016-0360	1.360	59,277	16,325	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	81	23	19	4	16	4	12
B-80	4-8	22-2030-016-0370	1.360	59,277	16,325	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	81	23	19	4	16	4	12
B-81	4-9	22-2030-016-0380	1.221	53,190	14,649	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	73	21	17	4	14	4	11
B-82	4-10	22-2030-016-0390	1.348	58,742	16,178	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	80	23	19	4	15	4	12
B-83	4-11	22-2030-016-0400	1.361	59,291	16,329	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	81	23	19	4	16	4	12
B-84	4-12	22-2030-016-0410	1.361	59,291	16,329	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	81	23	19	4	16	4	12
B-85	4-13	22-2030-016-0420	1.356	59,098	16,276	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	81	23	19	4	16	4	12
B-87	5-1	22-2030-016-0440	1.360	0	16,320	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	81	23	19	4	16	4	12
B-88	5-2	22-2030-016-0450	1.360	0	16,320	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	81	23	19	4	16	4	12
B-89	5-4	22-2030-016-0470	1.360	0	16,320	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	81	23	19	4	16	4	12
B-90	5-5	22-2030-016-0480	1.220	0	14,640	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	73	21	17	4	14	4	11
B-91	5-6	22-2030-016-0490	1.350	0	16,200	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	80	23	19	4	15	4	12
B-92	5-7	22-2030-016-0500	1.360	0	16,320	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	81	23	19	4	16	4	12
B-93	5-8	22-2030-016-0510	1.360	0	16,320	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	81	23	19	4	16	4	12
B-94	5-9	22-2030-016-0520	1.360	0	16,320	0	0037 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL	NW 122ND ST	2	150	Bldg Sq Ft.	81	23	19	4	16	4	12
B-95	0	30-2031-001-0040	67.026	2,919,653	688,500		9500 - OFFICE PARK DISTRICT	9500 - OFFICE PARK DISTRICT	NW 122ND ST	2	750	Bldg Sq Ft.	7863						
B-96	0	22-2030-013-0020	3.529	153,778	42,350		38 - WAREHOUSE OR STORAGE	7100-INDUSTRIAL - LIGHT MFG	NW 138TH ST	9	150	Bldg Sq Ft.	210	45	37	8	33	8	25

Appendix (G)

MORNING PEAK ANALYSIS (TRIP DISTRIBUTION AND ASSIGNMENT)

EXISTING TMC		NW 138th Street & NW 115th Avenue				NW 138th Street & NW 113rd Av Road				US 27 / Okeechobee Road & NW 138th Street				US 27 / Okeechobee Road & NW 107th Avenue				NW 107th Avenue & NW 127th Street				NW 107th Avenue & NW 122nd Street				NW South River Drive & NW 122nd Way				NW 121st Way & NW South River Drive				US 27 / Okeechobee Road & NW 121st Way			
	Approach	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W				
	R	1	0	0	0	0	48	49	4	106	391	35	17	0	0	56	142	83	7	3	12	0	25	7	0	3	0	0	27	6	49	39	8	73	0	0	78
	T	56	0	18	0	6	69	4	31	1236	67	406	18	0	487	0	1401	157	11	49	7	66	0	43	0	44	0	42	0	23	140	14	48	1318	0	414	0
	L	0	2	0	1	21	126	3	0	305	80	20	61	0	121	27	0	23	4	11	33	32	3	0	0	0	0	48	3	29	63	14	5	0	0	149	49
Total	57	2	18	1	27	243	56	35	1647	538	461	96	0	608	83	1543	263	22	63	52	98	28	50	0	47	0	90	30	58	252	67	61	1391	0	563	127	
% TMC	R	1.8%	0.0%	0.0%	0.0%	0.0%	19.8%	87.5%	11.4%	6.4%	72.7%	7.6%	17.7%	0.0%	0.0%	67.5%	9.2%	31.6%	31.8%	4.8%	23.1%	0.0%	89.3%	14.0%	0.0%	6.4%	0.0%	0.0%	90.0%	10.3%	19.4%	58.2%	13.1%	5.2%	0.0%	0.0%	61.4%
	T	98.2%	0.0%	100.0%	0.0%	22.2%	28.4%	7.1%	88.6%	75.0%	12.5%	88.1%	18.8%	0.0%	80.1%	0.0%	90.8%	59.7%	50.0%	77.8%	13.5%	67.3%	0.0%	86.0%	0.0%	93.6%	0.0%	46.7%	0.0%	39.7%	55.6%	20.9%	78.7%	94.8%	0.0%	73.5%	0.0%
	L	0.0%	100.0%	0.0%	100.0%	77.8%	51.9%	5.4%	0.0%	18.5%	14.9%	4.3%	63.5%	0.0%	19.9%	32.5%	0.0%	8.7%	18.2%	17.5%	63.5%	32.7%	10.7%	0.0%	0.0%	0.0%	0.0%	53.3%	10.0%	50.0%	25.0%	20.9%	8.2%	0.0%	0.0%	26.5%	38.6%
EXIST PEAK DIRECTIONAL VOLUMES	Approach	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W				
	Inbound	57	2	18	1	27	243	56	35	1647	538	461	96	0	608	83	1543	263	22	63	52	98	28	50	0	47	0	90	30	58	252	67	61	1391	0	563	127
	Outbound	19	0	58	1	52	101	136	72	858	358	1333	193	0	1457	263	514	89	33	173	105	68	39	69	0	45	0	71	51	68	116	94	160	463	0	1396	222
	Total	76	2	76	2	79	344	192	107	2505	896	1794	289	0	2065	346	2057	352	55	236	157	166	67	119	0	92	0	161	81	126	368	161	221	1854	0	1959	349
	Directional Distribution	56.0%	100.0%	23.7%	50.0%	34.2%	57.0%	29.2%	32.7%	65.7%	60.0%	25.7%	25.0%	0.0%	32.0%	24.0%	80.0%	65.0%	40.0%	35.0%	35.0%	53.0%	30.0%	30.0%	0.0%	51.1%	0.0%	55.9%	37.0%	46.0%	68.5%	41.6%	25.0%	75.0%	0.0%	28.7%	36.4%
BALANCED EXIST DDHV (2005)	EXIST AADT	1212	17	1212	34	1080	4817	2109	1212	28276	10737	21436	4817	0	21604	4734	21436	4734	630	2104	1665	2104	1145	2008	0	962	0	1693	1145	1440	4426	1839	3581	20344	0	22761	3886
	EXIST DDHV	60	2	26	2	33	244	55	35	1675	573	496	107	0	615	101	1525	274	22	65	52	99	31	54	0	44	0	84	38	59	269	68	80	1357	0	582	126
	Approach	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W
	R	1	0	0	0	0	48	48	4	108	417	38	19	0	0	68	140	86	7	3	12	0	27	7	0	3	0	0	34	6	52	40	10	71	0	0	77
	T	59	0	26	0	7	69	4	31	1257	71	437	20	0	492	0	1384	163	11	51	7	67	0	46	0	41	0	39	0	23	150	14	63	1286	0	428	0
L	0	2	0	2	26	127	3	0	310	85	22	68	0	122	33	0	24	4	11	33	32	3	0	0	0	0	45	4	29	67	14	7	0	0	154	49	
2008 TRIP ASSIGNMENT		NW 138th Street & NW 115th Avenue				NW 138th Street & NW 113rd Av Road				US 27 / Okeechobee Road & NW 138th Street				US 27 / Okeechobee Road & NW 107th Avenue				NW 107th Avenue & NW 127th Street				NW 107th Avenue & NW 122nd Street				NW South River Drive & NW 122nd Way				NW 121st Way & NW South River Drive				US 27 / Okeechobee Road & NW 121st Way			
	GENERATED AADT	0	0	5217	0	0	124	0	0	0	0	0	124	0	0	0	0	0	544	152	0	152	1317	8643		544	0	0	1317	0	0	0	0	0	0	0	
	DDHV (Inbound)	0	0	110	0	0	6	0	110	0	0	142	346	0	0	435	198	0	19	551	0	7	35	230	0	25	0	0	43	62	0	0	0	272	0	0	31
	DDHV (Outbound)	0	0	354	0	0	5	0	342	0	0	137	120	0	0	254	154	0	29	258	0	6	82	538	0	24	0	0	74	91	0	0	0	443	0	0	66
Inbound	R	0	0	0	0	0	1	0	13	0	0	11	61	0	0	293	18	0	6	26	0	0	31	32	0	2	0	0	39	6	0	0	0	14	0	0	19
	T	0	0	110	0	0	2	0	97	0	0	125	65	0	0	0	180	0	10	429	0	5	0	198	0	23	0	0	0	25	0	0	0	258	0	0	0
	L	0	0	0	0	0	3	0	0	0	0	6	220	0	0	142	0	0	4	96	0	2	4	0	0	0	0	4	31	0	0	0	0	0	0	12	
Outbound	R	0	0	0	0	0	0	2	0	66	0	0	2	0	0	0	137	0	0	3	18	0	2	15	0	4	0	0	0	0	66	0	0	22	0	0	0
	T	342	0	0	0	0	327	0	1	127	42	0	0	0	146	0	0	234	0	0	6	514	0	4	0	0	0	22	0	0	0	19	0	0	396	0	
	L	0	12	0	0	1	0	14	0	0	8	12	0	0	117	8	0	20	6	0	0	67	23	0	0	0	0	69	2	0	0	0	7	0	0	44	47
GEN PEAK DIRECTIONAL VOLUME	Approach	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W				
	Inbound	342	12	110	0	1	334	17	111	193	50																										

MORNING PEAK ANALYSIS (TRIP DISTRIBUTION AND ASSIGNMENT)

2018 TRIP ASSIGNMENT		NW 138th Street & NW 115th Avenue				NW 138th Street & NW 113rd Av Road				US 27 / Okeechobee Road & NW 138th Street				US 27 / Okeechobee Road & NW 107th Avenue				NW 107th Avenue & NW 127th Street				NW 107th Avenue & NW 122nd Street				NW South River Drive & NW 122nd Way				NW 121st Way & NW South River Drive				US 27 / Okeechobee Road & NW 121st Way			
	GENERATED AADT	988	0	0	1167	1100	0	642	988	0	0	0	0	0	0	0	0	0	437	642	437	0	0	0	0	0	0	0	0	0	0	1077	0	0	0	0	
	DDHV (Inbound)	49	0	0	52	33	0	17	83	0	0	31	161	0	0	34	125	0	0	27	20	21	0	0	0	0	0	0	0	0	24	75	0	0	19		
	DDHV (Outbound)	2	0	0	52	64	0	40	160	0	0	159	84	0	0	63	20	0	0	37	37	18	0	0	0	0	0	0	0	0	72	35	0	0	63		
Inbound																																					
	R	1	0	0	0	0	0	15	9	0	0	2	29	0	0	23	12	0	0	1	5	0	0	0	0	0	0	0	0	0	3	4	0	0	12		
	T	48	0	0	0	0	7	0	1	73	0	0	27	30	0	0	0	113	0	0	21	3	14	0	0	0	0	0	0	0	19	71	0	0	0		
L	0	0	0	0	52	26	0	1	0	0	0	1	102	0	0	11	0	0	0	5	13	7	0	0	0	0	0	0	0	2	0	0	0	7			
Outbound																																					
	R	52	0	0	0	0	59	0	1	46	0	0	2	0	0	0	34	29	0	0	3	0	7	0	0	0	0	0	3	0	0	0	0	0			
	T	0	0	2	0	2	154	5	0	147	29	0	0	0	19	0	0	33	4	0	0	0	0	12	0	0	0	0	63	0	0	0	0	0			
L	0	0	0	0	0	37	7	0	0	10	9	0	0	29	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	42	4	0			
GEN PEAK DIRECTIONAL VOLUME (2018)	Approach	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W
	Inbound	101	0	2	52	35	250	28	84	193	39	40	163	0	48	35	159	63	5	31	23	21	7	12	0	0	0	0	3	63	6	24	95	0	74	23	
	Outbound	54	0	48	53	66	114	57	161	130	33	188	85	0	136	75	31	34	4	41	42	18	7	14	0	0	0	0	2	19	3	72	42	0	82	67	
	Total	155	0	50	105	101	364	86	245	323	71	227	248	0	184	110	190	97	9	73	64	39	13	25	0	0	0	0	5	82	9	96	137	0	156	89	
GENERATED PEAK TMC (2018)		A				B				C				D				E				F				G				H				I			
	Approach	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W
	R	2	0	0	0	0	49	25	10	12	28	3	29	0	0	24	15	20	2	1	5	0	6	2	0	0	0	0	0	12	4	3	5	0	0	14	
	T	99	0	2	0	8	71	2	74	145	5	35	31	0	38	0	144	37	2	24	3	14	0	10	0	0	0	0	1	35	1	19	90	0	54	0	
	L	0	0	0	52	27	130	2	0	36	6	2	104	0	10	11	0	5	1	5	14	7	1	0	0	0	0	0	1	16	1	2	0	0	19	9	
Total	101	0	2	52	35	250	28	84	193	39	40	163	0	48	35	159	63	5	31	23	21	7	12	0	0	0	0	3	63	6	24	95	0	74	23		
COMBINED PEAK TMC (2018)	10	NW 138th Street & NW 115th Avenue				NW 138th Street & NW 113rd Av Road				US 27 / Okeechobee Road & NW 138th Street				US 27 / Okeechobee Road & NW 107th Avenue				NW 107th Avenue & NW 127th Street				NW 107th Avenue & NW 122nd Street				NW South River Drive & NW 122nd Way				NW 121st Way & NW South River Drive				US 27 / Okeechobee Road & NW 121st Way			
	Approach	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W
	R	10	0	0	0	0	192	104	30	167	611	66	129	0	0	476	212	229	21	38	27	0	107	54	0	6	0	0	93	16	96	68	18	116	0	0	172
	T	585	0	169	0	18	276	9	235	1948	105	766	136	0	932	0	2087	434	32	615	16	584	0	331	0	86	0	103	0	61	273	25	106	2093	0	1002	0
	L	0	17	0	54	61	505	6	0	481	125	38	461	0	232	230	0	64	12	138	75	283	13	0	0	0	0	118	10	77	123	25	11	0	0	361	108
	Total	596	17	169	54	79	973	119	265	2595	841	870	726	0	1163	706	2298	727	65	791	119	867	120	385	0	92	0	220	104	155	492	117	135	2209	0	1363	280
3 % TMC (2018)	R	1.8%	0.0%	0.0%	0.0%	0.0%	19.8%	87.5%	11.4%	6.4%	72.7%	7.6%	17.7%	0.0%	0.0%	67.5%	9.2%	31.6%	31.8%	4.8%	23.1%	0.0%	89.3%	14.0%	0.0%	6.4%	0.0%	0.0%	90.0%	10.3%	19.4%	58.2%	13.1%	5.2%	0.0%	0.0%	61.4%
	T	98.2%	0.0%	100.0%	0.0%	22.2%	28.4%	7.1%	88.6%	75.0%	12.5%	88.1%	18.8%	0.0%	80.1%	0.0%	90.8%	59.7%	50.0%	77.8%	13.5%	67.3%	0.0%	86.0%	0.0%	93.6%	0.0%	46.7%	0.0%	39.7%	55.6%	20.9%	78.7%	94.8%	0.0%	73.5%	0.0%
	L	0.0%	0.0%	0.0%	100.0%	77.8%	51.9%	5.4%	0.0%	18.5%	14.9%	4.3%	63.5%	0.0%	19.9%	32.5%	0.0%	8.7%	18.2%	17.5%	63.5%	32.7%	10.7%	0.0%	0.0%	0.0%	0.0%	53.3%	10.0%	50.0%	25.0%	20.9%	8.2%	0.0%	0.0%	26.5%	38.6%
COMB PEAK DIRECTIONAL VOLUMES (2018)	Approach	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W
	Inbound	596	17	169	54	79	973	119	265	2595	841	870	726	0	1163	706	2298	727	65	791	119	867	120	385	0	92	0	220	104	155	492	117	135	2209	0	1363	280
	Outbound	223	0	602	10	201	400	552	283	1838	683	2201	309	0	2563	443	1161	711	117	473	400	438	337	597	0	113	0	179	123	131	252	202	314	1110	0	2265	477
	Total	818	17	771	64	280	1373	672	548	4433	1523	3071	1035	0	3726	1149	3460	1438	182	1264	519	1305	457	981	0	205	0	400	227	286	744	319	449	3319	0	3628	757
	Future 2018 AADT	9205	189	8670	724	3145	15448	7554	6160	49206	17136	34084	11645	0	41357	12922	38398	16176	2045	14220	5834	14679	5143	11038	0	2307	0	4495	2553	3216	8365	3591	5048	36836	0	40262	8513

COMBINED PEAK TMC (2028)	10	NW 138th Street & NW 115th Avenue				NW 138th Street & NW 113rd Av Road				US 27 / Okeechobee Road & NW 138th Street				US 27 / Okeechobee Road & NW 107th Avenue				NW 107th Avenue & NW 127th Street				NW 107th Avenue & NW 122nd Street				NW South River Drive & NW 122nd Way				NW 121st Way & NW South River Drive				US 27 / Okeechobee Road & NW 121st Way			
	Approach	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W
	R	13	0	0	0	0	234	127	37	204	745	81	157	0	0	580	258	280	25	46	33	0	131	66	0	7	0	0	114	20	117	83	22	141	0	0	210
	T	713	0	206	0	21	337	10	286	2374	128	934	166	0	1136	0	2544	529	39	750	20	712	0	403	0	105	0	125	0	75	333	30	130	2551	0	1221	0
	L	0	20	0	66	75	615	8	0	586	152	46	562	0	282	280	0	77	14	168	92	345	16	0	0	0	0	143	13	94	150	30	13	0	0	440	132
	Total	726	20	206	66	96	1186	145	323	3164	1025	1060	885	0	1418	860	2802	886	79	964	145	1056	147	469	0	112	0	269	126	189	599	143	165	2692	0	1661	342
COMB % TMC (2028)	R	1.8%	0.0%	0.0%	0.0%	0.0%	19.8%	87.5%	11.4%	6.4%	72.7%	7.6%	17.7%	0.0%	0.0%	67.5%	9.2%	31.6%	31.8%	4.8%	23.1%	0.0%	89.3%	14.0%	0.0%	6.4%	0.0%	0.0%	90.0%	10.3%	19.4%	58.2%	13.1%	5.2%	0.0%	0.0%	61.4%
	T	98.2%	0.0%	100.0%	0.0%	22.2%	28.4%	7.1%	88.6%	75.0%	12.5%	88.1%	18.8%	0.0%	80.1%	0.0%	90.8%	59.7%	50.0%	77.8%	13.5%	67.3%	0.0%	86.0%	0.0%	93.6%	0.0%	46.7%	0.0%	39.7%	55.6%	20.9%	78.7%	94.8%	0.0%	73.5%	0.0%
	L	0.0%	100.0%	0.0%	100.0%	77.8%	51.9%	5.4%	0.0%	18.5%	14.9%	4.3%	63.5%	0.0%	19.9%	32.5%	0.0%	8.7%	18.2%	17.5%	63.5%	32.7%	10.7%	0.0%	0.0%	0.0%	0.0%	0.0%	53.3%	10.0%	50.0%	25.0%	20.9%	8.2%	0.0%	0.0%	26.5%
COMB PEAK DIRECTIONAL VOLUMES (2028)	Approach	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W
	Inbound	726	20	206	66	96	1186	145	323	3164	1025	1060	885	0	1418	860	2802	886	79	964	145	1056	147	469	0	112	0	269	126	189	599	143	165	2692	0	1661	342
	Outbound	271	0	734	13	245	488	673	345	2241	832	2683	377	0	3124	540	1416	867	143	577	487	534	411	727	0	138	0	218	150	160	307	246	382	1353	0	2761	581
	Total	997	20	940	78	341	1674	819	668	5404	1857	3744	1262	0	4542	1400	4217	1753	222	1541	632	1591	557	1196	0	250	0	487	277	348	907	389	547	4046	0	4422	923
	Future 2028 AADT	11220	231	10569	882	3834	18831	9208	7509	59982	20888	41549	14196	0	50414	15752	46807	19719	2493	17334	7112	17894	6270	13455	0	2812	0	5479	3112	3920	10197	4378	6154	44903	0	49079	10377

EVENING PEAK ANALYSIS (TRIP DISTRIBUTION AND ASSIGNMENT)

EXISTING K TMC		NW 138th Street & NW 115th Avenue				NW 138th Street & NW 113rd Av Road				US 27 / Okeechobee Road & NW 138th Street				US 27 / Okeechobee Road & NW 107th Avenue				NW 107th Avenue & NW 127th Street				NW 107th Avenue & NW 122nd Street				NW South River Drive & NW 122nd Way				NW 121st Way & NW South River Drive				US 27 / Okeechobee Road & NW 121st Way				
	Approach	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W					
	R	0.00001	1	0	0	0	35	124	2	60	436	66	45	0	0	103	34	21	32	1	16	0	20	5	0	2	0	0	30	1	29	71	27	36	0	163		
	T	10	0	45	0	7	18	3	136	560	36	935	127	0	1000	0	678	48	2	124	7	23	0	68	0	48	0	26	0	24	42	13	192	775	0	902	0	
	L	0	0	0	4	68	43	4	0	317	31	10	145	0	47	129	0	12	3	11	82	5	1	0	0	0	0	36	3	56	29	2	7	0	0	44	99	
	Total	10	1	45	4	75	96	131	138	937	503	1011	317	0	1047	232	712	81	37	136	105	28	21	73	0	50	0	62	33	81	100	86	226	811	0	946	262	
% TMC	R	0.0%	100.0%	0.0%	0.0%	0.0%	36.5%	94.7%	1.4%	6.4%	86.7%	6.5%	14.2%	0.0%	0.0%	44.4%	4.8%	25.9%	86.5%	0.7%	15.2%	0.0%	95.2%	6.8%	0.0%	4.0%	0.0%	0.0%	90.9%	1.2%	29.0%	82.6%	11.9%	4.4%	0.0%	0.0%	62.2%	
	T	100.0%	0.0%	100.0%	0.0%	9.3%	18.8%	2.3%	98.6%	59.8%	7.2%	92.5%	40.1%	0.0%	95.5%	0.0%	95.2%	59.3%	5.4%	91.2%	6.7%	82.1%	0.0%	93.2%	0.0%	96.0%	0.0%	41.9%	0.0%	29.6%	42.0%	15.1%	85.0%	95.6%	0.0%	95.3%	0.0%	
	L	0.0%	0.0%	0.0%	100.0%	90.7%	44.8%	3.1%	0.0%	33.8%	6.2%	1.0%	45.7%	0.0%	4.5%	55.6%	0.0%	14.8%	8.1%	8.1%	78.1%	17.9%	4.8%	0.0%	0.0%	0.0%	0.0%	58.1%	9.1%	69.1%	29.0%	2.3%	3.1%	0.0%	0.0%	4.7%	37.8%	
EXIST PEAK DIRECTIONAL VOLUMES	Approach	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W					
	Inbound	10	1	45	4	75	96	131	138	937	503	1011	317	0	1047	232	712	81	37	136	105	28	21	73	0	50	0	62	33	81	100	86	226	811	0	946	262	
	Outbound	50	0	10	0	38	328	52	22	1516	510	636	106	0	781	81	1129	238	20	67	34	88	10	24	0	29	0	78	38	49	319	80	45	1001	0	938	80	
	Total	60	1	55	4	113	424	183	160	2453	1013	1647	423	0	1828	313	1841	319	57	203	139	116	31	97	0	79	0	140	71	130	419	166	271	1812	0	1884	342	
	Directional Distribution	16.7%	100.0%	45.0%	50.0%	78.0%	25.0%	71.6%	100.0%	38.2%	54.0%	54.0%	74.9%	0.0%	57.3%	56.0%	38.7%	25.0%	70.0%	75.0%	75.5%	20.0%	25.0%	40.0%	0.0%	63.3%	0.0%	44.3%	35.0%	64.0%	25.0%	55.0%	75.0%	45.0%	0.0%	48.0%	76.5%	
		83.3%	0.0%	55.0%	50.0%	22.0%	75.0%	28.4%	0.0%	61.8%	46.0%	46.0%	25.1%	100.0%	42.7%	44.0%	61.3%	75.0%	30.0%	25.0%	24.5%	80.0%	75.0%	60.0%	100.0%	36.7%	100.0%	55.7%	65.0%	36.0%	75.0%	45.0%	25.0%	55.0%	100.0%	62.0%	23.5%	
BALANCED EXIST DDHV (2005)	EXIST AADT	1212	17	1212	34	1080	4817	2109	1550	28276	10737	21436	4817	0	21604	4734	21436	4734	630	2104	1665	2104	1145	2008	0	962	0	1693	1145	1440	4426	1839	3581	20344	0	22761	3886	
	EXIST DDHV	18	1	48	2	75	107	134	138	973	515	1043	321	0	1100	236	737	105	39	140	112	37	25	71	0	54	0	67	36	82	98	90	239	814	0	971	264	
	Approach	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	
	R	0	1	0	0	0	39	127	2	62	447	68	46	0	0	105	35	27	34	1	17	0	24	5	0	2	0	0	32	1	29	74	29	36	0	0	164	
	T	18	0	48	0	7	20	3	136	582	37	965	129	0	1051	0	702	62	2	128	7	31	0	67	0	52	0	28	0	24	41	14	203	778	0	926	0	
	L	0	0	0	2	68	48	4	0	329	32	10	147	0	49	131	0	16	3	11	87	7	1	0	0	0	0	39	3	57	29	2	7	0	0	45	100	
2008 TRIP ASSIGNMENT	GENERATED AADT	0	0	5217	0	0	124	0	0	0	0	124	0	0	0	0	0	544	152	0	152	1317	8643	0	544	0	0	1317	0	0	0	0	0	0	0	46		
	DDHV (Inbound)	0	0	209	0	0	3	0	209	0	0	257	264	0	0	462	150	0	34	475	0	3	29	307	0	31	0	0	41	67	0	0	0	0	276	0	0	46
	DDHV (Outbound)	0	0	255	0	0	8	0	255	0	0	113	215	0	0	269	277	0	15	363	0	11	88	461	0	18	0	0	76	88	0	0	0	0	494	0	0	52
Inbound	R	0	0	0	0	0	1	0	3	0	0	17	37	0	0	205	7	0	29	3	0	0	28	21	0	1	0	0	37	1	0	0	0	12	0	0	29	
	T	0	0	209	0	0	1	0	206	0	0	238	106	0	0	0	143	0	2	433	0	2	0	286	0	29	0	0	0	20	0	0	0	264	0	0	0	
	L	0	0	0	0	0	1	0	0	0	0	3	121	0	0	257	0	0	3	38	0	0	1	0	0	0	0	4	46	0	0	0	0	0	0	17		
Outbound	R	0	0	0	0	0	0	3	0	122	0	0	8	0	0	0	113	0	0	1	87	0	2	44	0	4	0	0	0	52	0	0	0	23	0	0	0	
	T	255	0	0	0	0	209	0	3	99	73	0	0	0	245	0	0	260	0	0	5	442	0	8	0	0	0	16	0	0	23	0	0	0	445	0		
	L	0	0	0	0	2	0	46	0	0	6	20	0	0	156	32	0	9	16	0	0	44	19	0	0	0	0	72	2	0	0	13	0	0	29	49		
GEN PEAK DIRECTIONAL VOLUME	Approach	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W					
	Inbound	255	0	209	0	2	211	50	212	221	78	277	272	0	401	494	113	269	50	476	92	488	51	360	0	35	0	88	43	67	52	23	13	300	0	473	95	
	Outbound	209	0	255	0	1	214	4	256	358	122	150	217	0	348	276	257	462	18	366	40	325	109	465	0	21	0	67	77	88	46	20	1	511	0	293	64	
	Total	464	0	464	0	3	425	54	468	580	201	428	489	0	749	770	370	731	68	841	132	813	160	824	0	56	0	155	120	155	98	43	13	811	0	766	159	
GENERATED PEAK TMC	Approach	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W					
	R	0	0	0	0	0	77	47	3	14	68	18	39	0	0	219	5	70	43	3	14	0	49	25	0	1	0	0	39	1	15	19	2	13	0	0	59	
	T	255	0	209	0	0	40	1	209	132	6	256	109	0	383	0	108	159	3	434	6	401	0	335	0	33	0	37	0	20	22	4	11	2				

EVENING PEAK ANALYSIS (TRIP DISTRIBUTION AND ASSIGNMENT)

2018 TRIP ASSIGNMENT		NW 138th Street & NW 115th Avenue				NW 138th Street & NW 113rd Av Road				US 27 / Okeechobee Road & NW 138th Street				US 27 / Okeechobee Road & NW 107th Avenue				NW 107th Avenue & NW 127th Street				NW 107th Avenue & NW 122nd Street				NW South River Drive & NW 122nd Way				NW 121st Way & NW South River Drive				US 27 / Okeechobee Road & NW 121st Way			
	GENERATED AADT	988	0	0	1167	1100	0	642	988	0	0	0	0	0	0	0	0	437	642	437	0	0	0	0	0	0	0	0	0	0	1077	0	0	0	0		
	DDHV (Inbound)	15	0	0	52	76	0	41	141	0	0	57	68	0	0	66	149	0	0	36	43	8	0	0	0	0	0	0	0	72	40	0	0	61			
	DDHV (Outbound)	1	0	0	52	22	0	16	67	0	0	139	141	0	0	33	70	0	0	34	14	31	0	0	0	0	0	0	24	74	0	0	22				
Inbound	R	0	0	0	0	0	0	39	2	0	0	4	10	0	0	29	7	0	0	0	7	0	0	0	0	0	0	0	9	2	0	0	38				
	T	15	0	0	0	7	0	1	139	0	0	53	27	0	0	0	142	0	0	32	3	6	0	0	0	0	0	0	61	38	0	0	0				
	L	0	0	0	52	69	0	1	0	0	0	1	31	0	0	37	0	0	0	3	34	1	0	0	0	0	0	2	0	0	0	23					
Outbound	R	52	0	0	0	0	20	0	1	80	0	0	10	0	0	0	14	9	0	0	8	0	7	0	0	0	0	1	0	0	0	10	0	0	0		
	T	0	0	1	0	2	54	2	0	122	48	0	0	0	62	0	0	24	1	0	0	0	0	24	0	0	0	22	0	0	0	0	0	67	0		
	L	0	0	0	0	0	13	12	0	0	7	13	0	0	19	8	0	0	2	5	0	0	0	0	0	0	0	1	0	0	0	12	7				
GEN PEAK DIRECTIONAL VOLUME (2018)	Approach	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W				
	Inbound	67	0	1	52	78	88	55	141	202	55	70	78	0	81	74	163	33	2	40	51	8	7	24	0	0	0	0	1	22	1	72	50	0	79	68	
	Outbound	53	0	15	52	22	247	25	68	84	31	149	142	0	171	40	107	66	3	40	17	31	1	6	0	0	0	2	61	9	24	97	0	76	24		
	Total	119	0	16	104	101	334	80	209	286	86	219	220	0	252	114	270	99	5	80	68	39	8	30	0	0	0	3	83	10	96	147	0	155	92		
GENERATED PEAK TMC (2018)		A				B				C				D				E				F				G				H				I			
	Approach	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W				
	R	0	0	0	0	0	32	52	2	13	48	5	11	0	0	33	8	9	2	0	8	0	7	2	0	0	0	0	0	6	1	9	2	0	0	43	
	T	67	0	1	0	7	16	1	139	121	4	65	31	0	78	0	155	19	0	37	3	6	0	22	0	0	0	0	9	0	61	48	0	75	0		
	L	0	0	0	52	71	39	2	0	68	3	1	35	0	4	41	0	5	0	3	40	1	0	0	0	0	0	0	6	0	2	0	0	4	26		
Total	67	0	1	52	78	88	55	141	202	55	70	78	0	81	74	163	33	2	40	51	8	7	24	0	0	0	0	1	22	1	72	50	0	79	68		
COMBINED PEAK TMC (2018)	10	NW 138th Street & NW 115th Avenue				NW 138th Street & NW 113rd Av Road				US 27 / Okeechobee Road & NW 138th Street				US 27 / Okeechobee Road & NW 107th Avenue				NW 107th Avenue & NW 127th Street				NW 107th Avenue & NW 122nd Street				NW South River Drive & NW 122nd Way				NW 121st Way & NW South River Drive				US 27 / Okeechobee Road & NW 121st Way			
	Approach	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W				
	R	0	2	0	0	0	176	273	8	111	708	115	117	0	0	435	60	129	99	6	47	0	97	38	0	4	0	0	89	2	62	120	47	65	0	0	327
	T	401	0	318	0	17	91	7	570	1034	58	1625	330	0	1904	0	1194	294	6	730	21	535	0	517	0	108	0	81	0	56	90	22	336	1403	0	1824	0
	L	0	0	0	54	161	217	9	0	586	50	17	377	0	89	545	0	74	9	65	240	116	5	0	0	0	0	0	112	9	130	62	3	12	0	0	89
Total	401	2	318	54	177	484	289	578	1731	817	1758	824	0	1993	981	1254	497	114	801	308	652	102	555	0	112	0	194	98	188	213	146	396	1468	0	1913	526	
COMB % TMC (2018)	R	0.0%	0.0%	0.0%	0.0%	0.0%	36.5%	94.7%	1.4%	6.4%	86.7%	6.5%	14.2%	0.0%	0.0%	44.4%	4.8%	25.9%	86.5%	0.7%	15.2%	0.0%	95.2%	6.8%	0.0%	4.0%	0.0%	0.0%	90.9%	1.2%	29.0%	82.6%	11.9%	4.4%	0.0%	0.0%	62.2%
	T	100.0%	0.0%	100.0%	0.0%	9.3%	18.8%	2.3%	98.6%	59.8%	7.2%	92.5%	40.1%	0.0%	95.5%	0.0%	95.2%	59.3%	5.4%	91.2%	6.7%	82.1%	0.0%	93.2%	0.0%	96.0%	0.0%	41.9%	0.0%	29.6%	42.0%	15.1%	85.0%	95.6%	0.0%	95.3%	0.0%
	L	0.0%	0.0%	0.0%	100.0%	90.7%	44.8%	3.1%	0.0%	33.8%	6.2%	1.0%	45.7%	0.0%	4.5%	55.6%	0.0%	14.8%	8.1%	8.1%	78.1%	17.9%	4.8%	0.0%	0.0%	0.0%	0.0%	58.1%	9.1%	69.1%	29.0%	2.3%	3.1%	0.0%	0.0%	4.7%	37.8%
COMB PEAK DIRECTIONAL VOLUMES (2018)	Approach	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W	N	E	S	W				
	Inbound	401	2	318	54	177	484	289	578	1731	817	1758	824	0	1993	981	1254	497	114	801	308	652	102	555	0	112	0	194	98	188	213	146	396	1468	0	1913	526
	Outbound	374	0	401	0	183	1004	242	100	2711	1030	1202	187	0	1629	149	2449	1069	100	350	200	614	154	540	0	90	0	197	117	96	587	165	95	2022	0	1730	154
	Total	775	2	719	54	360	1488	530	678	4442	1848	2959	1011	0	3623	1130	3703	1566	214	1152	507	1266	256	1095	0	202	0	391	215	284	800	311	491	3491	0	3643	680
	Future 2018 AADT	8713	22	8085	606	4055	16736	5966	7624	49297	20785	32845	11371	0	40209	12711	41101	17615	2408	12953	5707	14235	2884	12315	0	2275	0	4393	2420	3193	8996	3494	5526	38741	0	40431	7650
COMBINED PEAK TMC (2028)	10	NW 138th Street & NW 115th Avenue				NW 138th Street & NW 113rd Av Road				US 27 / Okeechobee Road & NW 138th Street				US 27 / Okeechobee Road & NW 107																							

Appendix (H)

Arterial Level of Service: NB NW 107th Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee Rll		30	284.6	13.3	297.9	2.37	28.7	B
Total	III		284.6	13.3	297.9	2.37	28.7	B

Arterial Level of Service: NE NW 121st Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW South River Drive IV		30	16.8	16.6	33.4	0.07	8.0	E
US 27 / Okeechobee RV		30	11.4	24.9	36.3	0.05	5.0	F
Total	IV		28.2	41.5	69.7	0.12	6.4	F

Arterial Level of Service: SW NW 121st Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW South River Drive IV		30	11.4	12.0	23.4	0.05	7.7	E
Total	IV		11.4	12.0	23.4	0.05	7.7	E

Arterial Level of Service: NE NW 138th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee Rll		30	284.6	32.9	317.5	2.37	26.9	B
Total	III		284.6	32.9	317.5	2.37	26.9	B

Arterial Level of Service: SW NW 138th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee RV		30	9.2	37.6	46.8	0.04	3.1	F
Total	IV		9.2	37.6	46.8	0.04	3.1	F

Arterial Level of Service: NW NW South River Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	IV	30	10.6	16.4	27.0	0.05	6.2	F
Total	IV		10.6	16.4	27.0	0.05	6.2	F

Arterial Level of Service: SE NW South River Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	III	30	18.3	28.2	46.5	0.14	10.6	E
Total	III		18.3	28.2	46.5	0.14	10.6	E

Arterial Level of Service: NW US 27 / Okeechobee Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	I	50	5.5	0.0	5.5	0.06	36.3	B
NW 107th Avenue	I	50	59.3	6.4	65.7	0.82	45.1	A
NW 138th Street	I	50	39.9	11.8	51.7	0.55	38.6	B
Total	I		104.7	18.2	122.9	1.43	42.0	B

Arterial Level of Service: SE US 27 / Okeechobee Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 138th Street	I	50	10.7	10.3	21.0	0.11	18.3	E
NW 107th Avenue	I	50	39.9	20.5	60.4	0.55	33.0	C
NW 121st Way	I	50	59.3	14.1	73.4	0.82	40.4	B
Total	I		109.9	44.9	154.8	1.48	34.5	B

Arterial Level of Service: NB NW 107th Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee Rll		30	284.6	31.5	316.1	2.37	27.0	E
Total	III		284.6	31.5	316.1	2.37	27.0	B

Arterial Level of Service: NE NW 121st Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW South River Drive IV		30	16.8	19.8	36.6	0.07	7.3	E
US 27 / Okeechobee RV		30	11.4	26.7	38.1	0.05	4.7	F
Total	IV		28.2	46.5	74.7	0.12	6.0	F

Arterial Level of Service: SW NW 121st Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW South River Drive IV		30	11.4	10.5	21.9	0.05	8.3	E
Total	IV		11.4	10.5	21.9	0.05	8.3	E

Arterial Level of Service: NE NW 138th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee Rll		30	284.6	106.1	390.7	2.37	21.9	C
Total	III		284.6	106.1	390.7	2.37	21.9	C

Arterial Level of Service: SW NW 138th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee RV		30	9.2	30.6	39.8	0.04	3.7	F
Total	IV		9.2	30.6	39.8	0.04	3.7	F

Arterial Level of Service: NW NW South River Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	IV	30	10.6	10.4	21.0	0.05	8.0	E
Total	IV		10.6	10.4	21.0	0.05	8.0	E

Arterial Level of Service: SE NW South River Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	III	30	18.3	27.3	45.6	0.14	10.8	E
Total	III		18.3	27.3	45.6	0.14	10.8	E

Arterial Level of Service: NW US 27 / Okeechobee Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	I	50	5.5	0.1	5.6	0.06	35.7	B
NW 107th Avenue	I	50	59.3	8.1	67.4	0.82	44.0	A
NW 138th Street	I	50	39.9	16.4	56.3	0.55	35.4	B
Total	I		104.7	24.6	129.3	1.43	39.9	B

Arterial Level of Service: SE US 27 / Okeechobee Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 138th Street	I	50	10.7	8.1	18.8	0.11	20.4	E
NW 107th Avenue	I	50	39.9	13.8	53.7	0.55	37.2	B
NW 121st Way	I	50	59.3	10.2	69.5	0.82	42.7	A
Total	I		109.9	32.1	142.0	1.48	37.6	B

Appendix (I)

HCM Signalized Intersection Capacity Analysis
3: US 27 / Okeechobee Road & NW 138th Street

2005 AM
9/14/2005



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑	↱		↕		↰	↑	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00		1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.98		1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.97		0.97	1.00	
Satd. Flow (prot)	1583	4550	1417	1583	4550	1417		1485		1623	1417	
Flt Permitted	0.43	1.00	1.00	0.18	1.00	1.00		0.60		0.78	1.00	
Satd. Flow (perm)	721	4550	1417	298	4550	1417		913		1295	1417	
Volume (vph)	310	1257	108	22	437	38	68	20	19	85	71	417
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)	337	1366	117	24	475	41	74	22	21	92	77	453
RTOR Reduction (vph)	0	0	44	0	0	18	0	9	0	0	0	363
Lane Group Flow (vph)	337	1366	73	24	475	23	0	108	0	0	169	90
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%	21%	21%	21%	14%	14%	14%
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm			Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6	2		2	4			8		8
Actuated Green, G (s)	63.7	55.6	55.6	51.2	48.6	48.6		16.3		16.3	16.3	
Effective Green, g (s)	66.0	57.9	57.9	55.0	50.9	50.9		18.4		18.4	18.4	
Actuated g/C Ratio	0.71	0.63	0.63	0.60	0.55	0.55		0.20		0.20	0.20	
Clearance Time (s)	5.5	6.3	6.3	5.5	6.3	6.3		6.1		6.1	6.1	
Vehicle Extension (s)	3.0	2.5	2.5	3.0	2.5	2.5		3.0		3.0	3.0	
Lane Grp Cap (vph)	619	2851	888	234	2506	731		182		258	282	
v/s Ratio Prot	c0.07	0.30		0.00	0.10							
v/s Ratio Perm	c0.32		0.05	0.06		0.02		0.12		c0.13	0.06	
v/c Ratio	0.54	0.48	0.08	0.10	0.19	0.03		0.59		0.66	0.32	
Uniform Delay, d1	5.0	9.2	6.8	7.7	10.4	9.5		33.6		34.1	31.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	
Incremental Delay, d2	1.0	0.6	0.2	0.2	0.2	0.1		5.1		5.9	0.7	
Delay (s)	6.0	9.8	7.0	7.9	10.6	9.5		38.7		39.9	32.3	
Level of Service	A	A	A	A	B	A		D		D	C	
Approach Delay (s)		8.9			10.4			38.7		34.4		
Approach LOS		A			B			D		C		

Intersection Summary			
HCM Average Control Delay	15.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	92.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	52.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
6: US 27 / Okeechobee Road & NW 121st Way

2005 AM
9/14/2005



Movement	SET	SEF	NWL	NWT	NEL	NER
Lane Configurations	↑↑↑	↑	↑	↑↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	4550	1417	1583	4550	1583	1417
Flt Permitted	1.00	1.00	0.13	1.00	0.95	1.00
Satd. Flow (perm)	4550	1417	209	4550	1583	1417
Volume (vph)	1286	71	154	428	49	77
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1398	77	167	465	53	84
RTOR Reduction (vph)	0	14	0	0	0	61
Lane Group Flow (vph)	1398	63	167	465	53	23
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%
Turn Type	pm+ov		pm+pt		Perm	
Protected Phases	6	4	5	2	4	
Permitted Phases		6	2	Free		4
Actuated Green, G (s)	45.0	67.0	53.0	86.5	22.0	22.0
Effective Green, g (s)	47.1	70.5	55.1	86.5	23.4	23.4
Actuated g/C Ratio	0.54	0.82	0.64	1.00	0.27	0.27
Clearance Time (s)	6.1	5.4	4.0	6.1	5.4	5.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2478	1220	197	4550	428	383
v/s Ratio Prot	0.31	0.01	c0.04	0.07	c0.03	
v/s Ratio Perm		0.03	c0.50	0.04		0.02
v/c Ratio	0.56	0.05	0.85	0.10	0.12	0.06
Uniform Delay, d1	13.0	1.5	9.6	0.0	23.8	23.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	0.1	27.1	0.0	0.6	0.3
Delay (s)	13.9	1.6	36.7	0.0	24.4	23.7
Level of Service	B	A	D	A	C	C
Approach Delay (s)	13.2			9.7	24.0	
Approach LOS	B			A	C	
Intersection Summary						
HCM Average Control Delay			12.9		HCM Level of Service	B
HCM Volume to Capacity ratio			0.62			
Actuated Cycle Length (s)			86.5		Sum of lost time (s)	8.0
Intersection Capacity Utilization			47.5%		ICU Level of Service	A
Analysis Period (min)			15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis 8: NW South River Drive & NW 121st Way

2005 AM
9/14/2005



Movement	SEL	SEI	SEP	INWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↔			↔			↔			↗	↘	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0			4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00			0.95			1.00	1.00	
Frt	0.99			0.92			0.98			1.00	0.96	
Flt Protected	0.98			0.99			1.00			0.95	1.00	
Satd. Flow (prot)	1602			1519			3092			1583	1602	
Flt Permitted	0.98			0.99			0.93			0.61	1.00	
Satd. Flow (perm)	1602			1519			2894			1020	1602	
Volume (vph)	29	23	6	14	14	40	7	63	10	67	150	52
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)	32	25	7	15	15	43	8	68	11	73	163	57
RTOR Reduction (vph)	0	6	0	0	35	0	0	7	0	0	11	0
Lane Group Flow (vph)	0	58	0	0	38	0	0	80	0	73	209	0
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
Turn Type	Split			Split			pm+pl			pm+pl		
Protected Phases	6	6		2	2		7	4		3	8	
Permitted Phases							4			8		
Actuated Green, G (s)	13.0			14.0			27.6			38.0	38.0	
Effective Green, g (s)	14.0			15.0			28.6			39.0	39.0	
Actuated g/C Ratio	0.18			0.19			0.36			0.49	0.49	
Clearance Time (s)	5.0			5.0			5.0			4.0	5.0	
Vehicle Extension (s)	1.0			1.0			2.5			3.0	2.5	
Lane Grp Cap (vph)	280			285			1035			542	781	
v/s Ratio Prot	c0.04			c0.03						0.01	c0.13	
v/s Ratio Perm							0.03			0.05		
v/c Ratio	0.21			0.13			0.08			0.13	0.27	
Uniform Delay, d1	28.3			27.1			17.0			11.1	12.1	
Progression Factor	1.00			1.00			1.00			1.00	1.00	
Incremental Delay, d2	1.7			1.0			0.0			0.1	0.8	
Delay (s)	29.9			28.1			17.0			11.2	12.9	
Level of Service	C			C			B			B	B	
Approach Delay (s)	29.9			28.1			17.0			12.5		
Approach LOS	C			C			B			B		

Intersection Summary			
HCM Average Control Delay	17.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.23		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	24.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
10: NW 127th Street & NW South River Drive

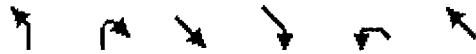
2005 AM
9/14/2005



Movement	EBL	EBR	SEL	SER	NWL	NWT
Lane Configurations	Y		↑		↑	
Sign Control	Stop		Free		Yield	
Grade	0%		0%		0%	
Volume (veh/h)	3	30	2	2	18	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	33	2	2	20	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None				None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	17	5	0		7	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	17	5	0		7	0
tC, single (s)	7.2	6.6	4.2		6.6	6.3
tC, 2 stage (s)						
tE (s)	3.6	4.1	2.3		4.1	3.4
p0 queue free %	100	96	100		98	100
cM capacity (veh/h)	947	865	1548		864	1051
Direction Lane #	EB 1	SE 1	NW 1			
Volume Total	36	4	22			
Volume Left	3	2	0			
Volume Right	0	2	2			
cSH	872	1548	880			
Volume to Capacity	0.04	0.00	0.02			
Queue Length 95th (ft)	3	0	2			
Control Delay (s)	9.3	3.7	9.2			
Lane LOS	A	A	A			
Approach Delay (s)	9.3	3.7	9.2			
Approach LOS	A		A			
Intersection Summary						
Average Delay			8.9			
Intersection Capacity Utilization			17.8%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
11: NW 107th Avenue & US 27 / Okeechobee Road

2005 AM
9/14/2005



Movement	NBL	NBR	SE	SER	NWL	NWT
Lane Configurations	Y		↑↑↑	↑	↑	↑↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		0.91	1.00	1.00	0.91
Fr _t	0.91		1.00	0.85	1.00	1.00
Flt Protected	0.98		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1491		4550	1417	1583	4550
Flt Permitted	0.98		1.00	1.00	0.95	1.00
Satd. Flow (perm)	1491		4550	1417	1583	4550
Volume (vph)	33	68	1384	140	122	492
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	36	74	1504	152	133	535
RTOR Reduction (vph)	55	0	0	77	0	0
Lane Group Flow (vph)	55	0	1504	75	133	535
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%
Turn Type			Perm custom			
Protected Phases	4		6		5	2
Permitted Phases				6	5	
Actuated Green, G (s)	23.0		45.1	45.1	10.7	61.3
Effective Green, g (s)	24.4		47.2	47.2	12.2	63.4
Actuated g/C Ratio	0.25		0.49	0.49	0.13	0.66
Clearance Time (s)	5.4		6.1	6.1	5.5	6.1
Vehicle Extension (s)	3.0		1.0	1.0	2.5	1.0
Lane Grp Cap (vph)	330		2242	698	202	3011
v/s Ratio Prot	c0.04		c0.33		c0.08	0.12
v/s Ratio Perm				0.05		
v/c Ratio	0.14		0.67	0.11	0.66	0.18
Uniform Delay, d1	27.6		18.4	13.0	39.8	6.2
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8		1.6	0.3	6.7	0.0
Delay (s)	28.4		20.0	13.3	46.6	6.2
Level of Service	C		C	B	D	A
Approach Delay (s)	28.4		19.4			14.3
Approach LOS	C		B			B

Intersection Summary			
HCM Average Control Delay	18.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	95.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis 14: FEC Railroad Access & NW 138th Street




















2005 AM
9/14/2005



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↕			↕			↙	↘		↙	↘	
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	2	0	0	2	0	0	0	26	0	0	59	1
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)	2	0	0	2	0	0	0	28	0	0	64	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	93	93	65	92	93	28	65	28				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	93	93	65	92	93	28	65	28				
tC, single (s)	7.2	6.5	6.3	7.1	6.5	6.2	4.3	4.1				
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.4	3.5	4.0	3.3	2.4	2.2				
p0 queue free %	100	100	100	100	100	100	100	100				
cM capacity (veh/h)	867	797	972	891	797	1047	1441	1585				
Direction Lane #	EB 1	WB 1	NE 1	NE 2	SW 1	SW 2						
Volume Total	2	2	0	28	0	65						
Volume Left	2	2	0	0	0	0						
Volume Right	0	0	0	0	0	1						
cSH	867	891	1700	1700	1700	1700						
Volume to Capacity	0.00	0.00	0.00	0.02	0.00	0.04						
Queue Length 95th (ft)	0	0	0	0	0	0						
Control Delay (s)	9.2	9.0	0.0	0.0	0.0	0.0						
Lane LOS	A	A										
Approach Delay (s)	9.2	9.0	0.0		0.0							
Approach LOS	A	A										
Intersection Summary												
Average Delay	0.4											
Intersection Capacity Utilization	13.3%			ICU Level of Service					A			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis 17: NW 113rd Av. Road & NW 138th Street

2005 AM
9/14/2005

												
Movement	SE L	SE T	SE R	NW L	NW T	NW R	NE L	NE T	NE R	SW L	SW T	SW R
Lane Configurations												
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	26	7	0	3	4	48	0	31	4	127	69	48
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)	28	8	0	3	4	52	0	34	4	138	75	52
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)											932	
pX, platoon unblocked												
vC, conflicting volume	467	415	101	417	439	36	127			38		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	467	415	101	417	439	36	127			38		
tC, single (s)	7.2	6.6	6.3	7.2	6.6	6.3	4.3			4.3		
tC, 2 stage (s)												
IF (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.4			2.4		
p0 queue free %	93	98	100	99	99	95	100			91		
cM capacity (veh/h)	424	462	922	482	447	1003	1349			1458		
Direction Lane #	SE 1	SE 2	NW 1	NW 2	NE 1	SW 1						
Volume Total	28	8	3	57	38	265						
Volume Left	28	0	3	0	0	138						
Volume Right	0	0	0	52	4	52						
cSH	424	462	482	916	1349	1458						
Volume to Capacity	0.07	0.02	0.01	0.06	0.00	0.09						
Queue Length 95th (ft)	5	1	1	5	0	8						
Control Delay (s)	14.1	12.9	12.5	9.2	0.0	4.4						
Lane LOS	B	B	B	A		A						
Approach Delay (s)	13.8		9.4		0.0	4.4						
Approach LOS	B		A									
Intersection Summary												
Average Delay	5.6											
Intersection Capacity Utilization	35.0%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis 19: NW 113rd Av. Road & NW 131st Street

2005 AM
9/14/2005



Movement	SE1	SE2	NE1	NE2	SW1	SW2
Lane Configurations	↰	↰	↰	↰	↰	↰
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	45	91	42	4	1	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	99	46	4	1	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	104	9	16			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	104	9	16			
tC, single (s)	6.5	6.3	4.2			
tC, 2 stage (s)						
tE (s)	3.6	3.4	2.3			
p0 queue free %	94	90	97			
cM capacity (veh/h)	839	1039	1526			
Direction Lane #	SE 1	SE 2	NE 1	NE 2	SW 1	
Volume Total	49	99	46	4	16	
Volume Left	49	0	46	0	0	
Volume Right	0	99	0	0	15	
cSH	839	1039	1526	1700	1700	
Volume to Capacity	0.06	0.10	0.03	0.00	0.01	
Queue Length 95th (ft)	5	8	2	0	0	
Control Delay (s)	9.6	8.8	7.4	0.0	0.0	
Lane LOS	A	A	A			
Approach Delay (s)	9.1		6.8		0.0	
Approach LOS	A					
Intersection Summary						
Average Delay			7.8			
Intersection Capacity Utilization			19.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 20: NW 107th Avenue & NW 122nd Street

2005 AM
9/14/2005







Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↩			↩	↩	↩
Sign Control	Free			Free	Stop	Stop
Grade	0%			0%	0%	0%
Volume (veh/h)	46	7	32	67	3	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	50	8	35	73	3	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			58		196	54
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			58		196	54
tC, single (s)			4.2		6.5	6.3
tC, 2 stage (s)						
tF (s)			2.3		3.6	3.4
p0 queue free %			98		100	97
cM capacity (veh/h)			1473		748	980
Direction/Lane #	NB 1	SB 1	NW 1			
Volume Total	58	108	33			
Volume Left	0	35	3			
Volume Right	8	0	29			
cSH	1700	1473	951			
Volume to Capacity	0.03	0.02	0.03			
Queue Length 95th (ft)	0	2	3			
Control Delay (s)	0.0	2.6	8.9			
Lane LOS		A	A			
Approach Delay (s)	0.0	2.6	8.9			
Approach LOS		A				
Intersection Summary						
Average Delay		2.9				
Intersection Capacity Utilization		22.0%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
22: NW 122nd Street & NW South River Drive

2005 AM
9/14/2005



Movement	EBL	EBR	SEL	SER	NWL	NWT
Lane Configurations						
Sign Control	Stop		Free			Yield
Grade	0%		0%			0%
Volume (veh/h)	4	34	41	3	45	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	37	45	3	49	42
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None				None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	158	91	0		89	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	158	91	0		89	0
tC, single (s)	7.2	6.6	4.2		6.6	6.3
tC, 2 stage (s)						
tF (s)	3.6	4.1	2.3		4.1	3.4
p0 queue free %	99	95	97		94	96
cM capacity (veh/h)	698	755	1548		756	1051
Direction Lane #	EB 1	SE 1	NW 1	NW 2		
Volume Total	41	48	49	42		
Volume Left	4	45	0	0		
Volume Right	0	3	0	42		
cSH	748	1548	756	1051		
Volume to Capacity	0.06	0.03	0.06	0.04		
Queue Length 95th (ft)	4	2	5	3		
Control Delay (s)	10.1	6.9	10.1	8.6		
Lane LOS	B	A	B	A		
Approach Delay (s)	10.1	6.9	9.4			
Approach LOS	B		A			
Intersection Summary						
Average Delay	8.9					
Intersection Capacity Utilization	19.2%			ICU Level of Service	A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 23: NW 127th Street & NW 128th Street

2005 AM
9/14/2005



Movement	NWL	NWR	NET	NER	SWL	SWR
Lane Configurations	↰	↱	↰		↰	↱
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	78	27	3	35	17	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	85	29	3	38	18	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	61	22			41	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	61	22			41	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
IP (s)	3.6	3.4			2.3	
p0 queue free %	91	97			99	
cM capacity (veh/h)	904	1021			1494	
Direction/Lane #	NW 1	NW 2	NE 1	SW 1	SW 2	
Volume Total	85	29	41	18	2	
Volume Left	85	0	0	18	0	
Volume Right	0	29	38	0	0	
cSH	904	1021	1700	1494	1700	
Volume to Capacity	0.09	0.03	0.02	0.01	0.00	
Queue Length 95th (ft)	8	2	0	1	0	
Control Delay (s)	9.4	8.6	0.0	7.4	0.0	
Lane LOS	A	A		A		
Approach Delay (s)	9.2		0.0	6.7		
Approach LOS	A					
Intersection Summary						
Average Delay	6.7					
Intersection Capacity Utilization	18.6%					
Analysis Period (min)	15					
				ICU Level of Service		A

HCM Unsignalized Intersection Capacity Analysis 25: NW 127th Street & NW 107th Avenue

2005 AM
9/14/2005



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱	↰	↰	↱	↱	↰	↱	↰
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	33	7	12	4	11	7	11	51	3	24	163	86
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)	36	8	13	4	12	8	12	55	3	26	177	93
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage veh												
Upstream signal (ft)												829
pX, platoon unblocked												
vC, conflicting volume	369	355	224	372	402	55	271			55		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	369	355	224	372	402	55	271			55		
tC, single (s)	7.2	6.6	6.3	7.2	6.6	6.3	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.3			2.3		
p0 queue free %	93	99	98	99	98	99	99			98		
cM capacity (veh/h)	540	536	787	536	505	978	1227			1476		
Direction Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1						
Volume Total	36	21	24	67	3	297						
Volume Left	36	0	4	12	0	26						
Volume Right	0	13	8	0	3	93						
cSH	540	671	604	1227	1700	1476						
Volume to Capacity	0.07	0.03	0.04	0.01	0.00	0.02						
Queue Length 95th (ft)	5	2	3	1	0	1						
Control Delay (s)	12.1	10.5	11.2	1.5	0.0	0.8						
Lane LOS	B	B	B	A		A						
Approach Delay (s)	11.6		11.2	1.4		0.8						
Approach LOS	B		B									
Intersection Summary												
Average Delay	2.8											
Intersection Capacity Utilization	35.8%			ICU Level of Service				A				
Analysis Period (min)	15											

HCM Signalized Intersection Capacity Analysis
3: US 27 / Okeechobee Road & NW 138th Street

2005 PM
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Movement	SEL	SELT	SETR	NWL	NWLT	NWTR	NE	NET	NETR	SWL	SWT	SWTR
Lane Configurations	↰	↰↰↰	↰	↰	↰↰↰	↰		↱	↱		↱	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0			4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00		1.00			1.00	1.00
Fr _t	1.00	1.00	0.85	1.00	1.00	0.85		0.98			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.98			0.98	1.00
Satd. Flow (prot)	1583	4550	1417	1583	4550	1417		1506			1629	1417
Flt Permitted	0.20	1.00	1.00	0.40	1.00	1.00		0.82			0.74	1.00
Satd. Flow (perm)	334	4550	1417	668	4550	1417		1258			1240	1417
Volume (vph)	329	582	62	10	965	68	147	129	46	32	37	447
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)	358	633	67	11	1049	74	160	140	50	35	40	486
RTOR Reduction (vph)	0	0	26	0	0	35	0	6	0	0	0	191
Lane Group Flow (vph)	358	633	41	11	1049	39	0	344	0	0	75	295
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%	21%	21%	21%	14%	14%	14%
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm			Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6	2		2	4			8		8
Actuated Green, G (s)	64.9	58.0	58.0	50.8	49.4	49.4		22.0			22.0	22.0
Effective Green, g (s)	67.2	60.3	60.3	54.6	51.7	51.7		24.1			24.1	24.1
Actuated g/C Ratio	0.68	0.61	0.61	0.55	0.52	0.52		0.24			0.24	0.24
Clearance Time (s)	5.5	6.3	6.3	5.5	6.3	6.3		6.1			6.1	6.1
Vehicle Extension (s)	3.0	2.5	2.5	3.0	2.5	2.5		3.0			3.0	3.0
Lane Grp Cap (vph)	371	2763	860	394	2369	738		305			301	344
v/s Ratio Prot	c0.11	0.14		0.00	0.23							
v/s Ratio Perm	c0.54		0.03	0.01		0.03		c0.27			0.06	0.21
v/c Ratio	0.96	0.23	0.05	0.03	0.44	0.05		1.13			0.25	0.86
Uniform Delay, d1	12.7	8.9	7.9	10.1	14.8	11.7		37.6			30.3	36.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2	37.2	0.2	0.1	0.0	0.6	0.1		90.5			0.4	18.6
Delay (s)	50.0	9.1	8.0	10.2	15.4	11.9		128.1			30.7	54.6
Level of Service	D	A	A	B	B	B		F			C	D
Approach Delay (s)		22.8			15.1			128.1			51.4	
Approach LOS		C			B			F			D	

Intersection Summary			
HCM Average Control Delay	37.1	HCM Level of Service	D
HCM Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	99.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
4: Service Road & NW 138th Street

2005 PM
9/14/2005

Intersection Sign configuration not allowed in HCM analysis

HCM Signalized Intersection Capacity Analysis
6: US 27 / Okeechobee Road & NW 121st Way

2005 PM
9/14/2005



Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑↑	↑	↑	↑↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	4550	1417	1583	4550	1583	1417
Flt Permitted	1.00	1.00	0.28	1.00	0.95	1.00
Satd. Flow (perm)	4550	1417	462	4550	1583	1417
Volume (vph)	778	36	45	926	100	164
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	846	39	49	1007	109	178
RTOR Reduction (vph)	0	6	0	0	0	133
Lane Group Flow (vph)	846	33	49	1007	109	45
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%
Turn Type	pm+ov		pm+pt		Perm	
Protected Phases	6	4	5	2	4	
Permitted Phases		6	2	Free		4
Actuated Green, G (s)	48.2	68.6	54.6	86.5	20.4	20.4
Effective Green, g (s)	50.3	72.1	56.7	86.5	21.8	21.8
Actuated g/C Ratio	0.58	0.83	0.66	1.00	0.25	0.25
Clearance Time (s)	6.1	5.4	4.0	6.1	5.4	5.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2646	1247	334	4550	399	357
v/s Ratio Prot	c0.19	0.01	0.00	c0.15	c0.07	
v/s Ratio Perm		0.02	0.09	0.08		0.03
v/c Ratio	0.32	0.03	0.15	0.22	0.27	0.13
Uniform Delay, d1	9.3	1.2	5.7	0.0	26.0	25.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.0	0.2	0.1	1.7	0.7
Delay (s)	9.6	1.3	5.9	0.1	27.7	25.7
Level of Service	A	A	A	A	C	C
Approach Delay (s)	9.3			0.4	26.5	
Approach LOS	A			A	C	

Intersection Summary			
HCM Average Control Delay	7.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	86.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	33.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis 8: NW South River Drive & NW 121st Way

2005 PM
9/14/2005



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↔			↔			↕			↕		
Design Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0			4.0			4.0		
Lane Util. Factor	1.00			1.00			0.95			1.00		
Frt	1.00			0.89			0.98			1.00		
Flt Protected	0.97			1.00			1.00			0.95		
Satd. Flow (prot)	1608			1480			3104			1583		
Flt Permitted	0.97			1.00			0.95			0.50		
Satd. Flow (perm)	1608			1480			2950			830		
Volume (vph)	57	24	1	2	14	74	7	203	29	29	41	29
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)	62	26	1	2	15	80	8	221	32	32	45	32
RTOR Reduction (vph)	0	1	0	0	62	0	0	14	0	0	19	0
Lane Group Flow (vph)	0	88	0	0	35	0	0	247	0	32	58	0
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
Turn Type	Split			Split			pm+pl			pm+pl		
Protected Phases	6	6		2	2		7	4		3	8	
Permitted Phases							4			8		
Actuated Green, G (s)	17.0			17.0			24.0			31.0		
Effective Green, g (s)	18.0			18.0			25.0			32.0		
Actuated g/C Ratio	0.22			0.22			0.31			0.40		
Clearance Time (s)	5.0			5.0			5.0			4.0		
Vehicle Extension (s)	1.0			1.0			2.5			3.0		
Lane Grp Cap (vph)	362			333			922			360		
v/s Ratio Prot	c0.05			c0.02						0.00		
v/s Ratio Perm							c0.08			0.03		
v/c Ratio	0.24			0.11			0.27			0.09		
Uniform Delay, d1	25.4			24.6			20.6			14.8		
Progression Factor	1.00			1.00			1.00			1.00		
Incremental Delay, d2	1.6			0.6			0.2			0.1		
Delay (s)	27.0			25.2			20.8			14.9		
Level of Service	C			C			C			B		
Approach Delay (s)	27.0			25.2			20.8			15.2		
Approach LOS	C			C			C			B		

Intersection Summary			
HCM Average Control Delay	21.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.21		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	33.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis 10: NW 127th Street & NW South River Drive

2005 PM
9/14/2005

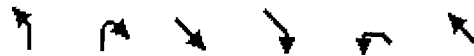


Movement	EBL	EBR	SEL	SER	NWL	NWT
Lane Configurations	↘		↑		↗	
Sign Control	Stop		Free		Yield	
Grade	0%		0%		0%	
Volume (veh/h)	2	18	4	4	30	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	20	4	4	33	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	32	11	0		13	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	32	11	0		13	0
tC, single (s)	7.2	6.6	4.2		6.6	6.3
tC, 2 stage (s)						
tF (s)	3.6	4.1	2.3		4.1	3.4
p0 queue free %	100	98	100		96	100
cM capacity (veh/h)	913	858	1548		856	1051
Direction, Lane #	EB 1	SE 1	NW 1			
Volume Total	22	9	37			
Volume Left	2	4	0			
Volume Right	0	4	4			
cSH	863	1548	875			
Volume to Capacity	0.03	0.00	0.04			
Queue Length 95th (ft)	2	0	3			
Control Delay (s)	9.3	3.7	9.3			
Lane LOS	A	A	A			
Approach Delay (s)	9.3	3.7	9.3			
Approach LOS	A		A			
Intersection Summary						
Average Delay	8.6					
Intersection Capacity Utilization	18.5%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Signalized Intersection Capacity Analysis

11: NW 107th Avenue & US 27 / Okeechobee Road

2005 PM
9/14/2005



Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations	Y		↑↑↑	↑	↑	↑↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		0.91	1.00	1.00	0.91
Frt	0.94		1.00	0.85	1.00	1.00
Flt Protected	0.97		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1524		4550	1417	1583	4550
Flt Permitted	0.97		1.00	1.00	0.95	1.00
Satd. Flow (perm)	1524		4550	1417	1583	4550
Volume (vph)	131	105	702	35	49	1051
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	142	114	763	38	53	1142
RTOR Reduction (vph)	29	0	0	19	0	0
Lane Group Flow (vph)	227	0	763	19	53	1142
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%
Turn Type			Perm custom			
Protected Phases	4		6		5	2
Permitted Phases				6	5	
Actuated Green, G (s)	23.1		45.2	45.2	6.9	57.6
Effective Green, g (s)	24.5		47.3	47.3	8.4	59.7
Actuated g/C Ratio	0.27		0.51	0.51	0.09	0.65
Clearance Time (s)	5.4		6.1	6.1	5.5	6.1
Vehicle Extension (s)	3.0		1.0	1.0	2.5	1.0
Lane Grp Cap (vph)	405		2334	727	144	2946
v/s Ratio Prot	c0.15		0.17		0.03	c0.25
v/s Ratio Perm				0.01		
v/c Ratio	0.56		0.33	0.03	0.37	0.39
Uniform Delay, d1	29.2		13.1	11.1	39.4	7.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	5.5		0.4	0.1	1.2	0.0
Delay (s)	34.7		13.5	11.2	40.6	7.7
Level of Service	C		B	B	D	A
Approach Delay (s)	34.7		13.4			9.1
Approach LOS	C		B			A
Intersection Summary						
HCM Average Control Delay		13.6		HCM Level of Service		B
HCM Volume to Capacity ratio		0.44				
Actuated Cycle Length (s)		92.2		Sum of lost time (s)		8.0
Intersection Capacity Utilization		41.4%		ICU Level of Service		A
Analysis Period (min)		15				

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis 14: FEC Railroad Access & NW 138th Street

2005 PM
9/14/2005



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↕			↕			↗		↗		↗	
Sign Control	Stop			Stop			Free		Free		Free	
Grade	0%			0%			0%		0%		0%	
Volume (veh/h)	2	0	0	0	0	0	0	48	0	0	18	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)	2	0	0	0	0	0	0	52	0	0	20	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)												
pX, platoon unblocked												
vC, conflicting volume	72	72	20	72	72	52	20			52		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	72	72	20	72	72	52	20			52		
tC, single (s)	7.2	6.5	6.3	7.1	6.5	6.2	4.3			4.1		
tC, 2 stage (s)												
IF (s)	3.6	4.0	3.4	3.5	4.0	3.3	2.4			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	896	819	1030	919	819	1015	1499			1554		
Direction Lane #	EB 1	WB 1	NE 1	NE 2	SW 1	SW 2						
Volume Total	2	0	0	52	0	20						
Volume Left	2	0	0	0	0	0						
Volume Right	0	0	0	0	0	0						
cSH	896	1700	1700	1700	1700	1700						
Volume to Capacity	0.00	0.00	0.00	0.03	0.00	0.01						
Queue Length 95th (ft)	0	0	0	0	0	0						
Control Delay (s)	9.0	0.0	0.0	0.0	0.0	0.0						
Lane LOS	A	A										
Approach Delay (s)	9.0	0.0	0.0		0.0							
Approach LOS	A	A										
Intersection Summary												
Average Delay	0.3											
Intersection Capacity Utilization	13.3%			ICU Level of Service				A				
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis 17: NW 113rd Av. Road & NW 138th Street

2005 PM
9/14/2005

Movement	SE1	SE2	SE3	NW1	NW2	NW3	NE1	NE2	NE3	SW1	SW2	SW3
Lane Configurations	↰	↰		↰	↰			↰	↰		↰	↰
Sign Control	Stop			Stop				Free			Free	
Grade	0%			0%				0%			0%	
Volume (veh/h)	68	7	0	4	3	127	0	136	2	48	20	39
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)	74	8	0	4	3	138	0	148	2	52	22	42
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	932											
pX, platoon unblocked												
vC, conflicting volume	436	297	43	300	317	149	64			150		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	436	297	43	300	317	149	64			150		
tC, single (s)	7.2	6.6	6.3	7.2	6.6	6.3	4.3			4.3		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.4			2.4		
p0 queue free %	82	99	100	99	99	84	100			96		
cM capacity (veh/h)	414	572	994	604	557	867	1425			1323		
Direction Lane #	SE1	SE2	NW1	NW2	NE1	SW1						
Volume Total	74	8	4	141	150	116						
Volume Left	74	0	4	0	0	52						
Volume Right	0	0	0	138	2	42						
cSH	414	572	604	856	1425	1323						
Volume to Capacity	0.18	0.01	0.01	0.17	0.00	0.04						
Queue Length 95th (ft)	16	1	1	15	0	3						
Control Delay (s)	15.6	11.4	11.0	10.0	0.0	3.7						
Lane LOS	C	B	B	B		A						
Approach Delay (s)	15.2		10.1		0.0	3.7						
Approach LOS	C		B									
Intersection Summary												
Average Delay	6.3											
Intersection Capacity Utilization	38.5%											
ICU Level of Service	A											
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis 19: NW 113rd Av. Road & NW 131st Street

2005 PM
9/14/2005



Movement	SE 1	SE 2	NE 1	NE 2	SW 1	SW 2
Lane Configurations	↰	↱	↰	↱	↰	↱
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	17	35	98	10	3	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	38	107	11	3	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	245	21	39			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	245	21	39			
tC, single (s)	6.5	6.3	4.2			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.3			
p0 queue free %	97	96	93			
cM capacity (veh/h)	667	1023	1497			
Direction Lane #	SE 1	SE 2	NE 1	NE 2	SW 1	SW 2
Volume Total	18	38	107	11	3	36
Volume Left	18	0	107	0	0	0
Volume Right	0	38	0	0	3	36
cSH	667	1023	1497	1700	1700	
Volume to Capacity	0.03	0.04	0.07	0.01	0.02	
Queue Length 95th (ft)	2	3	6	0	0	
Control Delay (s)	10.6	8.7	7.6	0.0	0.0	
Lane LOS	B	A	A			
Approach Delay (s)	9.3		6.9		0.0	
Approach LOS	A					
Intersection Summary						
Average Delay	6.3					
Intersection Capacity Utilization	22.1%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 20: NW 107th Avenue & NW 122nd Street

2005 PM
9/14/2005



Movement	NB	NBR	SB	SBT	NWL	NWR
Lane Configurations	↑		↓	↓	↑	↑
Sign Control	Free		Free	Stop		
Grade	0%		0%	0%		
Volume (veh/h)	67	5	7	31	1	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	73	5	8	34	1	26
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			78		124	76
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			78		124	76
tC, single (s)			4.2		6.5	6.3
tC, 2 stage (s)						
tP (s)			2.3		3.6	3.4
p0 queue free %			99		100	97
cM capacity (veh/h)			1447		838	953
Direction-Lane #						
	NB	SB	NW			
Volume Total	78	41	27			
Volume Left	0	8	1			
Volume Right	5	0	26			
cSH	1700	1447	948			
Volume to Capacity	0.05	0.01	0.03			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	0.0	1.4	8.9			
Lane LOS		A	A			
Approach Delay (s)	0.0	1.4	8.9			
Approach LOS		A				
Intersection Summary						
Average Delay		2.0				
Intersection Capacity Utilization		17.6%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis 22: NW 122nd Street & NW South River Drive

2005 PM
9/14/2005



Movement	EBL	EBR	SEF	SER	NWL	NWT
Lane Configurations	Y		↑		↑	↑
Sign Control	Stop		Free		Yield	
Grade	0%		0%		0%	
Volume (veh/h)	3	32	52	2	39	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	35	57	2	42	30
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	166	114	0		113	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	166	114	0		113	0
tC, single (s)	7.2	6.6	4.2		6.6	6.3
tC, 2 stage (s)						
tF (s)	3.6	4.1	2.3		4.1	3.4
p0 queue free %	100	95	96		94	97
cM capacity (veh/h)	697	727	1548		728	1051
Direction/Lane #	EB 1	SE 1	NW 1	NW 2		
Volume Total	38	59	42	30		
Volume Left	3	57	0	0		
Volume Right	0	2	0	30		
cSH	724	1548	728	1051		
Volume to Capacity	0.05	0.04	0.06	0.03		
Queue Length 95th (ft)	4	3	5	2		
Control Delay (s)	10.2	7.1	10.3	8.5		
Lane LOS	B	A	B	A		
Approach Delay (s)	10.2	7.1	9.5			
Approach LOS	B		A			
Intersection Summary						
Average Delay	8.9					
Intersection Capacity Utilization	18.8%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 23: NW 127th Street & NW 128th Street

2005 PM
9/14/2005



Movement	NWL	NWR	NE	NER	SWL	SWR
Lane Configurations	↱	↱	↱		↱	↱
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	25	9	7	70	35	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	10	8	76	38	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	125	46			84	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	125	46			84	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	97	99			97	
cM capacity (veh/h)	820	991			1441	
Direction - Lane #	NW 1	NW 2	NE 1	SW 1	SW 2	
Volume Total	27	10	84	38	3	
Volume Left	27	0	0	38	0	
Volume Right	0	10	76	0	0	
cSH	820	991	1700	1441	1700	
Volume to Capacity	0.03	0.01	0.05	0.03	0.00	
Queue Length 95th (ft)	3	1	0	2	0	
Control Delay (s)	9.5	8.7	0.0	7.6	0.0	
Lane LOS	A	A		A		
Approach Delay (s)	9.3		0.0	7.0		
Approach LOS	A					
Intersection Summary						
Average Delay	3.9					
Intersection Capacity Utilization	18.6%			ICU Level of Service		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 25: NW 127th Street & NW 107th Avenue

2005 PM
9/14/2005



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑			↰			↑	↰		↰	
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	87	7	17	3	2	34	11	128	1	16	62	27
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)	95	8	18	3	2	37	12	139	1	17	67	29
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												829
pX, platoon unblocked												
vC, conflicting volume	318	280	82	302	295	139	97				139	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	318	280	82	302	295	139	97				139	
tC, single (s)	7.2	6.6	6.3	7.2	6.6	6.3	4.2				4.2	
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.3				2.3	
p0 queue free %	84	99	98	99	100	96	99				99	
cM capacity (veh/h)	575	596	945	599	585	878	1425				1374	

Direction Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1
Volume Total	95	26	42	151	1	114	
Volume Left	95	0	3	12	0	17	
Volume Right	0	18	37	0	1	29	
cSH	575	807	827	1425	1700	1374	
Volume to Capacity	0.16	0.03	0.05	0.01	0.00	0.01	
Queue Length 95th (ft)	15	3	4	1	0	1	
Control Delay (s)	12.5	9.6	9.6	0.7	0.0	1.3	
Lane LOS	B	A	A	A		A	
Approach Delay (s)	11.9		9.6	0.7		1.3	
Approach LOS	B		A				

Intersection Summary			
Average Delay	4.8		
Intersection Capacity Utilization	34.6%	ICU Level of Service	A
Analysis Period (min)	15		

Appendix (J)

Arterial Level of Service: NB NW 107th Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee Rll		30	223.8	60.1	283.9	1.87	23.7	C
Total	III		223.8	60.1	283.9	1.87	23.7	C

Arterial Level of Service: NE NW 121st Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW South River Drive IV		30	16.8	19.2	36.0	0.07	7.4	E
US 27 / Okeechobee RV		30	11.4	39.1	50.5	0.05	3.6	F
Total	IV		28.2	58.3	86.5	0.12	5.2	F

Arterial Level of Service: SW NW 121st Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW South River Drive IV		30	11.4	19.8	31.2	0.05	5.8	F
Total	IV		11.4	19.8	31.2	0.05	5.8	F

Arterial Level of Service: NE NW 138th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee Rll		30	59.5	20.6	80.1	0.47	21.1	C
Total	III		59.5	20.6	80.1	0.47	21.1	C

Arterial Level of Service: SW NW 138th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee RV		30	9.2	24.1	33.3	0.04	4.4	F
Total	IV		9.2	24.1	33.3	0.04	4.4	F

Arterial Level of Service: NW NW South River Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	IV	30	10.6	17.9	28.5	0.05	5.9	F
Total	IV		10.6	17.9	28.5	0.05	5.9	F

Arterial Level of Service: SE NW South River Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	III	30	18.3	32.8	51.1	0.14	9.6	F
Total	III		18.3	32.8	51.1	0.14	9.6	F

Arterial Level of Service: NW US 27 / Okeechobee Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	I	50	5.5	0.1	5.6	0.06	35.7	B
NW 107th Avenue	I	50	59.3	13.2	72.5	0.82	40.9	B
NW 138th Street	I	50	39.9	31.7	71.6	0.55	27.9	C
Total	I		104.7	45.0	149.7	1.43	34.5	B

Arterial Level of Service: SE US 27 / Okeechobee Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 138th Street	I	50	10.7	28.4	39.1	0.11	9.8	F
NW 107th Avenue	I	50	39.9	49.4	89.3	0.55	22.3	D
NW 121st Way	I	50	59.3	20.1	79.4	0.82	37.3	B
Total	I		109.9	97.9	207.8	1.48	25.7	D

Arterial Level of Service: NB NW 107th Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee R/L		30	280.2	41.3	321.5	2.33	26.1	B
Total	III		280.2	41.3	321.5	2.33	26.1	B

Arterial Level of Service: NE NW 121st Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW South River Drive IV		30	16.8	31.2	48.0	0.07	5.6	F
US 27 / Okeechobee RV		30	11.4	21.1	32.5	0.05	5.6	F
Total	IV		28.2	52.3	80.5	0.12	5.6	F

Arterial Level of Service: SW NW 121st Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW South River Drive IV		30	11.4	24.0	35.4	0.05	5.1	F
Total	IV		11.4	24.0	35.4	0.05	5.1	F

Arterial Level of Service: NE NW 138th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee R/L		30	280.2	32.6	312.8	2.33	26.9	B
Total	III		280.2	32.6	312.8	2.33	26.9	B

Arterial Level of Service: SW NW 138th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee RV		30	9.2	27.1	36.3	0.04	4.0	F
Total	IV		9.2	27.1	36.3	0.04	4.0	F

Arterial Level of Service: NW NW South River Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way		30	10.6	10.0	20.6	0.05	8.2	E
Total	IV		10.6	10.0	20.6	0.05	8.2	E

Arterial Level of Service: SE NW South River Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	III	30	18.3	29.7	48.0	0.14	10.2	E
Total	III		18.3	29.7	48.0	0.14	10.2	E

Arterial Level of Service: NW US 27 / Okeechobee Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	I	50	5.5	0.2	5.7	0.06	35.0	B
NW 107th Avenue	I	50	59.3	44.5	103.8	0.82	28.6	C
NW 138th Street	I	50	39.9	33.9	73.8	0.55	27.0	C
Total	I		104.7	78.6	183.3	1.43	28.2	C

Arterial Level of Service: SE US 27 / Okeechobee Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 138th Street	I	50	10.7	14.5	25.2	0.11	15.2	F
NW 107th Avenue	I	50	39.9	38.9	78.8	0.55	25.3	D
NW 121st Way	I	50	59.3	17.4	76.7	0.82	38.7	B
Total	I		109.9	70.8	180.7	1.48	29.6	C

Appendix (K)

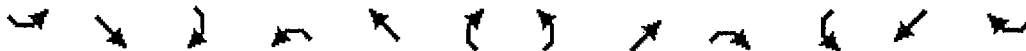
HCM Signalized Intersection Capacity Analysis 3: US 27 / Okeechobee Road & NW 138th Street

2008 AM
11/28/2005

	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Movement												
Lane Configurations	↰	↰↰↰	↰	↰	↰↰↰	↰	↰	↰	↰		↰	↰
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.97	1.00
Satd. Flow (prot)	1583	4550	1417	1583	4550	1417	1492	1570	1335		1622	1417
Flt Permitted	0.95	1.00	1.00	0.16	1.00	1.00	0.57	1.00	1.00		0.79	1.00
Satd. Flow (perm)	1583	4550	1417	268	4550	1417	893	1570	1335		1319	1417
Volume (vph)	365	1479	127	30	600	52	293	87	82	98	82	478
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)	397	1608	138	33	652	57	318	95	89	107	89	520
RTOR Reduction (vph)	0	0	74	0	0	41	0	0	56	0	0	324
Lane Group Flow (vph)	397	1608	64	33	652	16	318	95	33	0	196	196
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%	21%	21%	21%	14%	14%	14%
Turn Type	Prot		Perm	pm+pt		Perm	Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6	2		2	4		4	8		8
Actuated Green, G (s)	22.8	46.9	46.9	28.1	28.1	28.1	38.1	38.1	38.1		38.1	38.1
Effective Green, g (s)	24.3	49.2	49.2	30.4	30.4	30.4	40.2	40.2	40.2		40.2	40.2
Actuated g/C Ratio	0.23	0.46	0.46	0.28	0.28	0.28	0.38	0.38	0.38		0.38	0.38
Clearance Time (s)	5.5	6.3	6.3	5.5	6.3	6.3	6.1	6.1	6.1		6.1	6.1
Vehicle Extension (s)	3.0	2.5	2.5	3.0	2.5	2.5	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	360	2094	652	144	1294	403	336	590	502		496	533
v/s Ratio Prot	c0.25	c0.35		0.01	c0.14			0.06				
v/s Ratio Perm			0.04	0.05		0.01	c0.36		0.03		0.15	0.14
v/c Ratio	1.10	0.77	0.10	0.23	0.50	0.04	0.95	0.16	0.07		0.40	0.37
Uniform Delay, d1	41.3	24.1	16.3	49.1	32.0	27.7	32.3	22.1	21.3		24.4	24.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	78.0	2.8	0.3	0.8	1.4	0.2	34.9	0.1	0.1		0.5	0.4
Delay (s)	119.3	26.9	16.6	49.9	33.4	27.9	67.2	22.3	21.4		25.0	24.6
Level of Service	F	C	B	D	C	C	E	C	C		C	C
Approach Delay (s)		43.3			33.7			50.6			24.7	
Approach LOS		D			C			D			C	
Intersection Summary												
HCM Average Control Delay			39.2				HCM Level of Service			D		
HCM Volume to Capacity ratio			0.94									
Actuated Cycle Length (s)			106.9				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			67.4%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
4: Service Road & NW 138th Street

2008 AM
9/14/2005



Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
Lane Configurations	↕			↕			↕			↕		
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	17	1	10	22	1	1	19	404	12	1	701	19
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)	18	1	11	24	1	1	21	439	13	1	762	21

Direction Lane #	SE 1	NW 1	NE 1	NE 2	SW 1	SW 2
Volume Total (vph)	30	26	240	233	382	402
Volume Left (vph)	18	24	21	0	1	0
Volume Right (vph)	11	1	0	13	0	21
Hadj (s)	0.15	0.40	0.28	0.20	0.24	0.20
Departure Headway (s)	6.5	6.7	5.8	5.8	5.5	5.4
Degree Utilization, x	0.05	0.05	0.39	0.37	0.58	0.60
Capacity (veh/h)	511	487	600	608	648	656
Control Delay (s)	9.9	10.1	11.3	10.9	14.5	15.1
Approach Delay (s)	9.9	10.1	11.1	14.8		
Approach LOS	A	B	B	B		

Intersection Summary			
Delay	13.3		
HCM Level of Service	B		
Intersection Capacity Utilization	35.6%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
6: US 27 / Okeechobee Road & NW 121st Way

2008 AM
9/14/2005



Movement	SE	SE	NW	NW	NE	NE
Lane Configurations	↑↑↑	↑	↑	↑↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	4550	1417	1583	4550	1583	1417
Flt Permitted	1.00	1.00	0.07	1.00	0.95	1.00
Satd. Flow (perm)	4550	1417	117	4550	1583	1417
Volume (vph)	1643	91	280	778	82	130
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1786	99	304	846	89	141
RTOR Reduction (vph)	0	29	0	0	0	121
Lane Group Flow (vph)	1786	70	304	846	89	20
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%
Turn Type	pm+ov		pm+pt		Perm	
Protected Phases	6	4	5	2	4	
Permitted Phases		6	2	Free		4
Actuated Green, G (s)	60.0	74.1	84.4	110.0	14.1	14.1
Effective Green, g (s)	62.1	77.6	86.5	110.0	15.5	15.5
Actuated g/C Ratio	0.56	0.71	0.79	1.00	0.14	0.14
Clearance Time (s)	6.1	5.4	4.0	6.1	5.4	5.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2569	1051	364	4550	223	200
v/s Ratio Prot	0.39	0.01	c0.15	0.15	c0.06	
v/s Ratio Perm		0.04	c0.50	0.04		0.01
v/c Ratio	0.70	0.07	0.84	0.19	0.40	0.10
Uniform Delay, d1	17.2	5.0	31.1	0.0	43.0	41.2
Progression Factor	1.00	1.00	1.00	1.00	0.77	0.75
Incremental Delay, d2	1.6	0.1	15.1	0.1	5.2	1.0
Delay (s)	18.7	5.1	46.2	0.1	38.5	31.8
Level of Service	B	A	D	A	D	C
Approach Delay (s)	18.0			12.3	34.4	
Approach LOS	B			B	C	

Intersection Summary			
HCM Average Control Delay	17.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
8: NW South River Drive & NW 121st Way

2008 AM
9/14/2005



Movement	SEL	SEF	SER	NWL	NWF	NWR	NEL	NEF	NER	SWL	SWF	SWE
Lane Configurations	↕			↕			↕			↕		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0			4.0			4.0		
Lane Util. Factor	1.00			1.00			0.95			1.00		
Frt	0.99			0.92			0.98			1.00		
Flt Protected	0.98			0.99			1.00			0.95		
Satd. Flow (prot)	1603			1520			3092			1583		
Flt Permitted	0.98			0.99			0.93			0.69		
Satd. Flow (perm)	1603			1520			2889			1149		
Volume (vph)	62	49	13	19	19	53	7	72	12	88	195	68
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)	67	53	14	21	21	58	8	78	13	96	212	74
RTOR Reduction (vph)	0	4	0	0	44	0	0	8	0	0	11	0
Lane Group Flow (vph)	0	130	0	0	56	0	0	91	0	96	275	0
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
Turn Type	Split			Split			Perm			Perm		
Protected Phases	6			2			4			8		
Permitted Phases							4			8		
Actuated Green, G (s)	29.0			25.0			41.0			41.0		
Effective Green, g (s)	30.0			26.0			42.0			42.0		
Actuated g/C Ratio	0.27			0.24			0.38			0.38		
Clearance Time (s)	5.0			5.0			5.0			5.0		
Vehicle Extension (s)	1.0			1.0			2.5			2.5		
Lane Grp Cap (vph)	437			359			1103			439		
v/s Ratio Prot	c0.08			c0.04						c0.17		
v/s Ratio Perm							0.03			0.08		
v/c Ratio	0.30			0.16			0.08			0.22		
Uniform Delay, d1	31.7			33.3			21.7			22.9		
Progression Factor	1.00			1.00			1.00			0.80		
Incremental Delay, d2	1.7			0.9			0.1			1.0		
Delay (s)	33.4			34.2			21.8			19.5		
Level of Service	C			C			C			B		
Approach Delay (s)	33.4			34.2			21.8			20.2		
Approach LOS	C			C			C			C		




Intersection Summary			
HCM Average Control Delay	24.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	110.0	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

HCM Unsignalized Intersection Capacity Analysis 10: NW 127th Street & NW South River Drive

2008 AM
9/14/2005



Movement	EBL	EBR	SE1	SE2	NWL	NWT
Lane Configurations						
Sign Control	Stop		Free		Yield	
Grade	0%		0%		0%	
Volume (veh/h)	9	79	5	5	39	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	86	5	5	42	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	40	14	0		16	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	40	14	0		16	0
tC, single (s)	7.2	6.6	4.2		6.6	6.3
tC, 2 stage (s)						
tF (s)	3.6	4.1	2.3		4.1	3.4
p0 queue free %	99	90	100		95	99
cM capacity (veh/h)	892	855	1548		852	1051

Direction Lane #	EB 1	SE 1	NW 1
Volume Total	96	11	48
Volume Left	10	5	0
Volume Right	0	5	5
cSH	858	1548	870
Volume to Capacity	0.11	0.00	0.05
Queue Length 95th (ft)	9	0	4
Control Delay (s)	9.7	3.7	9.4
Lane LOS	A	A	A
Approach Delay (s)	9.7	3.7	9.4
Approach LOS	A		A

Intersection Summary			
Average Delay	9.2		
Intersection Capacity Utilization	21.1%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
11: NW 107th Avenue & US 27 / Okeechobee Road

2008 AM
9/14/2005



Movement	NB	NBR	SE	SW	NW	NWT
Lane Configurations	Y		↑↑↑	↑	↑	↑↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		0.91	1.00	1.00	0.91
Frt	0.91		1.00	0.85	1.00	1.00
Flt Protected	0.98		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1491		4550	1417	1583	4550
Flt Permitted	0.98		1.00	1.00	0.95	1.00
Satd. Flow (perm)	1491		4550	1417	1583	4550
Volume (vph)	179	371	1593	162	182	733
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	195	403	1732	176	198	797
RTOR Reduction (vph)	68	0	0	107	0	0
Lane Group Flow (vph)	530	0	1732	69	198	797
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%
Turn Type			Perm custom			
Protected Phases	4		6		5	2
Permitted Phases				6	5	
Actuated Green, G (s)	38.8		40.9	40.9	13.3	59.7
Effective Green, g (s)	40.2		43.0	43.0	14.8	61.8
Actuated g/C Ratio	0.37		0.39	0.39	0.13	0.56
Clearance Time (s)	5.4		6.1	6.1	5.5	6.1
Vehicle Extension (s)	3.0		1.0	1.0	2.5	1.0
Lane Grp Cap (vph)	545		1779	554	213	2556
v/s Ratio Prot	c0.36		c0.38		c0.13	0.18
v/s Ratio Perm				0.05		
v/c Ratio	0.97		0.97	0.12	0.93	0.31
Uniform Delay, d1	34.4		32.9	21.4	47.1	12.8
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	32.4		15.9	0.5	41.9	0.0
Delay (s)	66.7		48.9	21.9	89.0	12.8
Level of Service	E		D	C	F	B
Approach Delay (s)	66.7		46.4			28.0
Approach LOS	E		D			C
Intersection Summary						
HCM Average Control Delay		44.6		HCM Level of Service		D
HCM Volume to Capacity ratio		0.97				
Actuated Cycle Length (s)		110.0		Sum of lost time (s)	12.0	
Intersection Capacity Utilization		83.6%		ICU Level of Service		E
Analysis Period (min)		15				

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis 14: NW 138th Street & NW 115th Avenue





















2008 AM
9/14/2005



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NEL	NET	SWL	SWT	SWR	
Lane Configurations	↕			↕			↗		↗		↗		↗	
Sign Control	Stop			Stop			Free		Free		Free		Free	
Grade	0%			0%			0%		0%		0%		0%	
Volume (veh/h)	2	0	0	14	0	0	0	137	0	0	0	399	7	
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	0.92	
Hourly flow rate (vph)	2	0	0	15	0	0	0	149	0	0	0	434	8	
Pedestrians														
Lane Width (ft)														
Walking Speed (ft/s)														
Percent Blockage														
Right turn flare (veh)														
Median type	None			None										
Median storage veh														
Upstream signal (ft)														
pX, platoon unblocked														
vC, conflicting volume	586	586	438	583	590	149	441					149		
vC1, stage 1 conf vol														
vC2, stage 2 conf vol														
vCu, unblocked vol	586	586	438	583	590	149	441					149		
tC, single (s)	7.2	6.6	6.3	7.2	6.6	6.3	4.3					4.3		
tC, 2 stage (s)														
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.4					2.4		
p0 queue free %	99	100	100	96	100	100	100					100		
cM capacity (veh/h)	404	406	595	407	404	867	1039					1340		
Direction Lane #	EB 1	WB 1	NE 1	NE 2	SW 1	SW 2								
Volume Total	2	15	0	149	0	441								
Volume Left	2	15	0	0	0	0								
Volume Right	0	0	0	0	0	8								
cSH	404	407	1700	1700	1700	1700								
Volume to Capacity	0.01	0.04	0.00	0.09	0.00	0.26								
Queue Length 95th (ft)	0	3	0	0	0	0								
Control Delay (s)	14.0	14.2	0.0	0.0	0.0	0.0								
Lane LOS	B	B												
Approach Delay (s)	14.0	14.2	0.0		0.0									
Approach LOS	B	B												
Intersection Summary														
Average Delay	0.4													
Intersection Capacity Utilization	31.4%			ICU Level of Service				A						
Analysis Period (min)	15													

HCM Unsignalized Intersection Capacity Analysis 17: NW 113rd Av. Road & NW 138th Street

2008 AM
9/14/2005

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	28	8	0	4	6	65	0	132	17	307	168	117
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)	30	9	0	4	5	71	0	143	18	334	183	127
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	932											
pX, platoon unblocked												
vC, conflicting volume	1130	1076	246	1007	1130	153	310			162		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1130	1076	246	1007	1130	153	310			162		
tC, single (s)	7.2	6.6	6.3	7.2	6.6	6.3	4.3			4.3		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.4			2.4		
p0 queue free %	75	94	100	97	96	92	100			75		
cM capacity (veh/h)	123	156	764	161	144	863	1151			1309		
Direction Lane #	SE 1	SE 2	NW 1	NW 2	NE 1	NE 2	SW 1	SW 2				
Volume Total	30	9	4	76	0	162	334	310				
Volume Left	30	0	4	0	0	0	334	0				
Volume Right	0	0	0	71	0	18	0	127				
cSH	123	156	161	636	1700	1700	1309	1700				
Volume to Capacity	0.25	0.06	0.03	0.12	0.00	0.10	0.25	0.18				
Queue Length 95th (ft)	23	4	2	10	0	0	25	0				
Control Delay (s)	43.7	29.5	28.0	11.4	0.0	0.0	8.7	0.0				
Lane LOS	E	D	D	B			A					
Approach Delay (s)	40.6		12.3		0.0		4.5					
Approach LOS	E		B									
Intersection Summary												
Average Delay	5.9											
Intersection Capacity Utilization	43.2%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis
19: NW 113rd Av. Road & NW 131st Street

2008 AM
9/14/2005






Movement	SE1	SE2	NE1	NE2	SW1	SW2
Lane Configurations	↰	↱	↰	↑	↱	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	109	223	56	6	2	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	118	242	61	7	2	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	141	12	23			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	141	12	23			
tC, single (s)	6.5	6.3	4.2			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.3			
p0 queue free %	85	77	96			
cM capacity (veh/h)	792	1034	1518			
Direction Lane #	SE 1	SE 2	NE 1	NE 2	SW 1	SW 2
Volume Total	118	242	61	7	2	21
Volume Left	118	0	61	0	0	0
Volume Right	0	242	0	0	0	21
cSH	792	1034	1518	1700	1700	
Volume to Capacity	0.15	0.23	0.04	0.00	0.01	
Queue Length 95th (ft)	13	23	3	0	0	
Control Delay (s)	10.3	9.5	7.5	0.0	0.0	
Lane LOS	B	A	A			
Approach Delay (s)	9.8		6.7		0.0	
Approach LOS	A					
Intersection Summary						
Average Delay	8.9					
Intersection Capacity Utilization	23.8%		ICU Level of Service		A	
Analysis Period (min)	15					

Intersection Signalization not allowed in HCM analysis

HCM Unsignalized Intersection Capacity Analysis 22: NW 122nd Street & NW South River Drive

2008 AM
9/14/2005



Movement	EBL	EBR	SE	SEB	NWL	NWT
Lane Configurations						
Sign Control	Stop		Free			Yield
Grade	0%		0%			0%
Volume (veh/h)	8	76	71	5	96	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	83	77	5	104	91
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None				None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	301	157	0		154	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	301	157	0		154	0
tC, single (s)	7.2	6.6	4.2		6.6	6.3
tC, 2 stage (s)						
fE (s)	3.6	4.1	2.3		4.1	3.4
p0 queue free %	98	88	95		85	91
cM capacity (veh/h)	488	678	1548		680	1051
Direction Lane #	EB 1	SE 1	NW 1			
Volume Total	91	83	196			
Volume Left	9	77	0			
Volume Right	0	5	91			
cSH	654	1548	814			
Volume to Capacity	0.14	0.05	0.24			
Queue Length 95th (ft)	12	4	23			
Control Delay (s)	11.4	7.0	10.8			
Lane LOS	B	A	B			
Approach Delay (s)	11.4	7.0	10.8			
Approach LOS	B		B			
Intersection Summary						
Average Delay			10.1			
Intersection Capacity Utilization			28.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
23: NW 127th Street & NW 128th Street

2008 AM
9/14/2005



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	↰	↰	↰		↰	↰
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	228	77	5	53	26	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	248	84	5	58	28	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	94	34			63	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	94	34			63	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	71	92			98	
cM capacity (veh/h)	860	1006			1466	
Direction Lane #	NW 1	NW 2	NE 1	SW 1	SW 2	
Volume Total	248	84	63	28	3	
Volume Left	248	0	0	28	0	
Volume Right	0	84	58	0	0	
cSH	860	1006	1700	1466	1700	
Volume to Capacity	0.29	0.08	0.04	0.02	0.00	
Queue Length 95th (ft)	30	7	0	1	0	
Control Delay (s)	10.9	8.9	0.0	7.5	0.0	
Lane LOS	B	A		A		
Approach Delay (s)	10.4		0.0	6.7		
Approach LOS	B					
Intersection Summary						
Average Delay	8.6					
Intersection Capacity Utilization	27.4%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 25: NW 127th Street & NW 107th Avenue

2008 AM
9/14/2005



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Configurations	↰	↑			↱			↰	↱		↱
Sign Control	Stop			Stop			Free			Free	
Grade	0%			0%			0%			0%	
Volume (veh/h)	50	11	18	9	25	16	10	109	485	30	48
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
Hourly flow rate (vph)	54	12	20	10	27	17	0	118	527	33	52
Pedestrians											
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)											
Median type	None			None							
Median storage veh											
Upstream signal (ft)	829										
pX, platoon unblocked	0.00										
vC, conflicting volume	1346	1348	447	1341	1409	527	0	540		560	
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	1346	1348	447	1341	1409	527	0	540		560	
tC, single (s)	7.2	6.6	6.3	7.2	6.6	6.3	0.0	4.2		4.2	
tC, 2 stage (s)											
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	0.0	2.3		2.3	
p0 queue free %	34	90	97	90	75	97	0	88		95	
cM capacity (veh/h)	83	118	587	95	109	528	0	970		954	

Direction Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1
Volume Total	54	32	54	646	33	592
Volume Left	54	0	10	118	0	52
Volume Right	0	20	17	0	33	137
cSH	83	235	141	970	1700	954
Volume to Capacity	0.66	0.13	0.39	0.12	0.02	0.05
Queue Length 95th (ft)	77	11	41	10	0	4
Control Delay (s)	108.8	22.7	45.9	3.0	0.0	1.4
Lane LOS	F	C	E	A		A
Approach Delay (s)	77.2		45.9	2.9		1.4
Approach LOS	F		E			

Intersection Summary		
Average Delay	8.5	
Intersection Capacity Utilization	81.8%	ICU Level of Service D
Analysis Period (min)	15	

HCM Unsignalized Intersection Capacity Analysis
25: NW 127th Street & NW 107th Avenue

2008 AM
9/14/2005

Movement	SBR
Lane Configurations	
Sign Control	
Grade	
Volume (veh/h)	172
Peak Hour Factor	0.92
Hourly flow rate (vph)	187
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction Lane #	

HCM Signalized Intersection Capacity Analysis
3: US 27 / Okeechobee Road & NW 138th Street

2008 PM
11/28/2005



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00		1.00	1.00
Fr't	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.98	1.00
Satd. Flow (prot)	1583	4550	1417	1583	4550	1417	1492	1570	1335		1629	1417
Flt Permitted	0.95	1.00	1.00	0.24	1.00	1.00	0.70	1.00	1.00		0.75	1.00
Satd. Flow (perm)	1583	4550	1417	402	4550	1417	1095	1570	1335		1256	1417
Volume (vph)	424	749	80	14	1280	90	280	245	87	39	45	542
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)	461	814	87	15	1391	98	304	266	95	42	49	589
RTOR Reduction (vph)	0	0	40	0	0	62	0	0	66	0	0	272
Lane Group Flow (vph)	461	814	47	15	1391	36	304	266	29	0	91	317
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%	21%	21%	21%	14%	14%	14%
Turn Type	Prot		Perm	pm+pt		Perm	Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6	2		2	4		4	8		8
Actuated Green, G (s)	22.1	57.1	57.1	37.7	37.7	37.7	31.4	31.4	31.4		31.4	31.4
Effective Green, g (s)	23.6	59.4	59.4	40.0	40.0	40.0	33.5	33.5	33.5		33.5	33.5
Actuated g/C Ratio	0.22	0.54	0.54	0.37	0.37	0.37	0.31	0.31	0.31		0.31	0.31
Clearance Time (s)	5.5	6.3	6.3	5.5	6.3	6.3	6.1	6.1	6.1		6.1	6.1
Vehicle Extension (s)	3.0	2.5	2.5	3.0	2.5	2.5	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	342	2477	771	193	1668	520	336	482	410		386	435
v/s Ratio Prot	c0.29	0.18		0.00	c0.31			0.17				
v/s Ratio Perm			0.03	0.03		0.03	c0.28		0.02		0.07	0.22
v/c Ratio	1.35	0.33	0.06	0.08	0.83	0.07	0.90	0.55	0.07		0.24	0.73
Uniform Delay, d1	42.8	13.8	11.7	22.6	31.5	22.5	36.3	31.5	26.8		28.2	33.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	174.8	0.4	0.2	0.2	5.1	0.3	26.4	1.4	0.1		0.3	6.0
Delay (s)	217.6	14.1	11.9	22.7	36.6	22.7	62.7	32.9	26.9		28.6	39.7
Level of Service	F	B	B	C	D	C	E	C	C		C	D
Approach Delay (s)		82.9			35.6			45.7			38.2	
Approach LOS		F			D			D			D	

















Intersection Summary

HCM Average Control Delay	52.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	109.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	83.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
4: Service Road & NW 138th Street

2008 PM
9/14/2005

													
Movement	SEL	SET	SEB	NWB	NWT	NWB	NEL	NEB	NEB	NEB	SWL	SWB	SWB
Lane Configurations													
Sign Control	Stop			Stop			Stop			Stop			
Volume (vph)	37	1	12	11	1	1	31	679	21	1	367	25	
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)	40	1	13	12	1	1	34	738	23	1	399	27	
Direction Lane #	SE 1	NW 1	NE 1	NE 2	SW 1	SW 2							
Volume Total (vph)	54	14	403	392	201	227							
Volume Left (vph)	40	12	34	0	1	0							
Volume Right (vph)	13	1	0	23	0	27							
Hadj (s)	0.24	0.36	0.28	0.20	0.24	0.15							
Departure Headway (s)	6.5	6.7	5.5	5.4	5.9	5.8							
Degree Utilization x	0.10	0.03	0.61	0.59	0.33	0.36							
Capacity (veh/h)	514	485	648	657	594	605							
Control Delay (s)	10.2	9.9	15.6	14.6	10.5	10.8							
Approach Delay (s)	10.2	9.9	15.1	10.7									
Approach LOS	B	A	C	B									
Intersection Summary													
Delay	13.4												
HCM Level of Service	B												
Intersection Capacity Utilization	44.6%				ICU Level of Service				A				
Analysis Period (min)	15												

HCM Signalized Intersection Capacity Analysis
6: US 27 / Okeechobee Road & NW 121st Way

2008 PM
9/14/2005



Movement	GEB	SER	NWE	NWT	NEL	NEP
Lane Configurations	↑↑↑	↑	↑	↑↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	4550	1417	1583	4550	1583	1417
Flt Permitted	1.00	1.00	0.16	1.00	0.95	1.00
Satd. Flow (perm)	4550	1417	271	4550	1583	1417
Volume (vph)	1112	52	70	1434	142	234
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1209	57	76	1559	154	254
RTOR Reduction (vph)	0	10	0	0	0	179
Lane Group Flow (vph)	1209	47	76	1559	154	75
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%
Turn Type	pm+ov		pm+pt		Perm	
Protected Phases	6	4	5	2	4	
Permitted Phases		6	2	Free		4
Actuated Green, G (s)	57.2	88.1	67.6	110.0	30.9	30.9
Effective Green, g (s)	59.3	91.6	69.7	110.0	32.3	32.3
Actuated g/C Ratio	0.54	0.83	0.63	1.00	0.29	0.29
Clearance Time (s)	6.1	5.4	4.0	6.1	5.4	5.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2453	1232	248	4550	465	416
v/s Ratio Prot	c0.27	0.01	0.02	c0.22	0.10	
v/s Ratio Perm		0.02	0.18	0.13		0.05
v/c Ratio	0.49	0.04	0.31	0.34	0.33	0.18
Uniform Delay, d1	15.9	1.6	9.3	0.0	30.4	29.0
Progression Factor	1.00	1.00	1.00	1.00	0.64	0.53
Incremental Delay, d2	0.7	0.1	0.7	0.2	1.8	0.9
Delay (s)	16.6	1.6	10.0	0.2	21.3	16.3
Level of Service	B	A	B	A	C	B
Approach Delay (s)	15.9			0.7	18.1	
Approach LOS	B			A	B	

Intersection Summary			
HCM Average Control Delay	8.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	43.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
8: NW South River Drive & NW 121st Way

2008 PM
9/14/2005

Movement	SEL	SET	GER	NWL	NWT	NWR	NEL	NEI	NER	SWL	SWT	SWR
Lane Configurations	↕			↕			↕↕			↗		↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0			4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00			0.95			1.00	1.00	
Frt	1.00			0.89			0.98			1.00	0.94	
Flt Protected	0.97			1.00			1.00			0.95	1.00	
Satd. Flow (prot)	1609			1480			3105			1583	1565	
Flt Permitted	0.97			1.00			0.95			0.51	1.00	
Satd. Flow (perm)	1609			1480			2946			855	1565	
Volume (vph)	106	46	2	3	18	98	8	226	32	45	66	45
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)	115	50	2	3	20	107	9	246	35	49	72	49
RTOR Reduction (vph)	0	1	0	0	77	0	0	10	0	0	22	0
Lane Group Flow (vph)	0	166	0	0	53	0	0	280	0	49	99	0
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
Turn Type	Split			Split			Perm			Perm		
Protected Phases	6	6		2	2			4			8	
Permitted Phases							4				8	
Actuated Green, G (s)	35.0			30.0			30.0			30.0	30.0	
Effective Green, g (s)	36.0			31.0			31.0			31.0	31.0	
Actuated g/C Ratio	0.33			0.28			0.28			0.28	0.28	
Clearance Time (s)	5.0			5.0			5.0			5.0	5.0	
Vehicle Extension (s)	1.0			1.0			2.5			2.5	2.5	
Lane Grp Cap (vph)	527			417			830			241	441	
v/s Ratio Prot	c0.10			c0.04							0.06	
v/s Ratio Perm							c0.10			0.06		
v/c Ratio	0.32			0.13			0.34			0.20	0.22	
Uniform Delay, d1	27.8			29.4			31.3			30.1	30.3	
Progression Factor	1.00			1.00			1.00			0.99	0.98	
Incremental Delay, d2	1.6			0.6			1.1			1.9	1.2	
Delay (s)	29.3			30.1			32.4			31.6	31.0	
Level of Service	C			C			C			C	C	
Approach Delay (s)	29.3			30.1			32.4				31.1	
Approach LOS	C			C			C				C	
Intersection Summary												
HCM Average Control Delay	31.1			HCM Level of Service			C					
HCM Volume to Capacity ratio	0.26											
Actuated Cycle Length (s)	110.0			Sum of lost time (s)			12.0					
Intersection Capacity Utilization	38.8%			ICU Level of Service			A					
Analysis Period (min)	15											

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis 10: NW 127th Street & NW South River Drive

2008 PM
9/14/2005



Movement	EBL	EBR	SEL	SER	NWL	NWT
Lane Configurations	T		T		T	
Sign Control	Stop		Free		Yield	
Grade	0%		0%		0%	
Volume (veh/h)	7	67	9	9	73	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	73	10	10	79	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	74	24	0		29	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	74	24	0		29	0
tC, single (s)	7.2	6.6	4.2		6.6	6.3
tC, 2 stage (s)						
tF (s)	3.6	4.1	2.3		4.1	3.4
p0 queue free %	99	91	99		90	99
cM capacity (veh/h)	812	840	1548		835	1051
Direction Lane #	EB 1	SE 1	NW 1			
Volume Total	80	20	89			
Volume Left	8	10	0			
Volume Right	0	10	10			
cSH	838	1548	854			
Volume to Capacity	0.10	0.01	0.10			
Queue Length 95th (ft)	8	0	9			
Control Delay (s)	9.8	3.7	9.7			
Lane LOS	A	A	A			
Approach Delay (s)	9.8	3.7	9.7			
Approach LOS	A		A			
Intersection Summary						
Average Delay	9.1					
Intersection Capacity Utilization	22.4%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Signalized Intersection Capacity Analysis
11: NW 107th Avenue & US 27 / Okeechobee Road

2008 PM
9/14/2005



Movement	NBL	NBR	SEB	SER	NWL	NWT
Lane Configurations	↖		↑↑↑	↑	↘	↑↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		0.91	1.00	1.00	0.91
Friction	0.94		1.00	0.85	1.00	1.00
Flt Protected	0.97		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1524		4550	1417	1583	4550
Flt Permitted	0.97		1.00	1.00	0.95	1.00
Satd. Flow (perm)	1524		4550	1417	1583	4550
Volume (vph)	414	330	852	43	70	1498
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	450	359	926	47	76	1628
RTOR Reduction (vph)	26	0	0	34	0	0
Lane Group Flow (vph)	783	0	926	13	76	1628
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%
Turn Type			Perm custom			
Protected Phases	4		6		5	2
Permitted Phases				6		5
Actuated Green, G (s)	58.6		29.3	29.3	5.3	40.1
Effective Green, g (s)	60.0		31.4	31.4	6.8	42.2
Actuated g/C Ratio	0.54		0.28	0.28	0.06	0.38
Clearance Time (s)	5.4		6.1	6.1	5.5	6.1
Vehicle Extension (s)	3.0		1.0	1.0	2.5	1.0
Lane Grp Cap (vph)	830		1206	404	98	1742
v/s Ratio Prot	c0.51		0.20		0.05	c0.36
v/s Ratio Perm				0.01		
v/c Ratio	0.94		0.71	0.03	0.78	0.93
Uniform Delay, d1	23.5		35.4	28.4	50.9	32.7
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	20.2		3.4	0.2	30.0	9.7
Delay (s)	43.7		38.8	28.6	80.9	42.4
Level of Service	D		D	C	F	D
Approach Delay (s)	43.7		38.3			44.1
Approach LOS	D		D			D
Intersection Summary						
HCM Average Control Delay		42.4	HCM Level of Service			D
HCM Volume to Capacity ratio		0.94				
Actuated Cycle Length (s)		110.2	Sum of lost time (s)		8.0	
Intersection Capacity Utilization		78.8%	ICU Level of Service			D
Analysis Period (min)		15				

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis 14: FEC Railroad Access & NW 138th Street

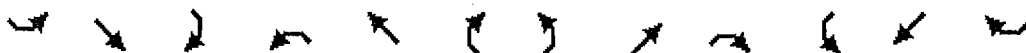
2008 PM
9/14/2005



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR		
Lane Configurations	↕			↕			↗		↘		↗		↘	
Sign Control	Stop			Stop			Free		Free		Free		Free	
Grade	0%			0%			0%		0%		0%		0%	
Volume (veh/h)	2	0	0	0	0	0	0	260	0	0	274	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	0.92	
Hourly flow rate (vph)	2	0	0	0	0	0	0	283	0	0	298	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)														
pX, platoon unblocked														
vC, conflicting volume	580	580	298	580	580	283	298			283				
vC1, stage 1 conf vol														
vC2, stage 2 conf vol														
vCu, unblocked vol	580	580	298	580	580	283	298			283				
tC, single (s)	7.2	6.6	6.3	7.2	6.6	6.3	4.3			4.3				
tC, 2 stage (s)														
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.4			2.4				
p0 queue free %	99	100	100	100	100	100	100			100				
cM capacity (veh/h)	408	410	714	408	410	729	1178			1193				
Direction Lane #	EB 1	WB 1	NE 1	NE 2	SW 1	SW 2								
Volume Total	2	0	0	283	0	298								
Volume Left	2	0	0	0	0	0								
Volume Right	0	0	0	0	0	0								
cSH	408	1700	1700	1700	1700	1700								
Volume to Capacity	0.01	0.00	0.00	0.17	0.00	0.18								
Queue Length 95th (ft)	0	0	0	0	0	0								
Control Delay (s)	13.9	0.0	0.0	0.0	0.0	0.0								
Lane LOS	B	A												
Approach Delay (s)	13.9	0.0	0.0	0.0										
Approach LOS	B	A												
Intersection Summary														
Average Delay	0.1													
Intersection Capacity Utilization	24.4%			ICU Level of Service				A						
Analysis Period (min)	15													

HCM Unsignalized Intersection Capacity Analysis 17: NW 113rd Av. Road & NW 138th Street

2008 PM
9/14/2005



Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	74	8	0	6	4	182	0	353	5	146	61	119
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)	80	9	0	7	4	198	0	384	5	159	66	129
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (ft)												
932												
pX, platoon unblocked												
vC, conflicting volume	1032	838	131	774	899	386	196			389		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1032	838	131	774	899	386	196			389		
tC, single (s)	7.2	6.6	6.3	7.2	6.6	6.3	4.3			4.3		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.4			2.4		
p0 queue free %	33	96	100	97	98	69	100			85		
cM capacity (veh/h)	121	247	887	260	227	636	1271			1073		
Direction Lane #												
	SE 1	SE 2	NW 1	NW 2	NE 1	NE 2	SW 1	SW 2				
Volume Total	80	9	7	202	0	389	159	196				
Volume Left	80	0	7	0	0	0	159	0				
Volume Right	0	0	0	198	0	5	0	129				
cSH	121	247	260	612	1700	1700	1073	1700				
Volume to Capacity	0.67	0.04	0.03	0.33	0.00	0.23	0.15	0.12				
Queue Length 95th (ft)	88	3	2	36	0	0	13	0				
Control Delay (s)	80.6	20.1	19.2	13.8	0.0	0.0	8.9	0.0				
Lane LOS	F	C	C	B			A					
Approach Delay (s)	74.7		13.9		0.0		4.0					
Approach LOS	F		B									
Intersection Summary												
Average Delay	10.5											
Intersection Capacity Utilization	55.9%			ICU Level of Service					B			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis 19: NW 113rd Av. Road & NW 131st Street

2008 PM
9/14/2005



Movement	SE 1	SE 2	NE 1	NE 2	SW 1	SW 2
Lane Configurations	↰	↱	↰	↱	↰	↱
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	52	106	143	14	5	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	57	115	155	15	5	53
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	358	32	59			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	358	32	59			
tC, single (s)	6.5	6.3	4.2			
tC, 2 stage (s)						
tE (s)	3.6	3.4	2.3			
p0 queue free %	90	89	89			
cM capacity (veh/h)	552	1008	1472			
Direction Lane #	SE 1	SE 2	NE 1	NE 2	SW 1	SW 2
Volume Total	57	115	155	15	5	53
Volume Left	57	0	155	0	0	0
Volume Right	0	115	0	0	0	53
cSH	552	1008	1472	1700	1700	
Volume to Capacity	0.10	0.11	0.11	0.01	0.03	
Queue Length 95th (ft)	9	10	9	0	0	
Control Delay (s)	12.3	9.0	7.7	0.0	0.0	
Lane LOS	B	A	A			
Approach Delay (s)	10.1		7.0		0.0	
Approach LOS	B					
Intersection Summary						
Average Delay	7.3					
Intersection Capacity Utilization	24.6%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
20: NW 122nd Street &

2008 PM
9/14/2005

Intersection Sign configuration not allowed in HCM analysis

HCM Unsignalized Intersection Capacity Analysis 22: NW 122nd Street & NW South River Drive

2008 PM
9/14/2005



Movement	EBL	EBR	SE1	SER	NWL	NWT
Lane Configurations	Y		↑		↓	
Sign Control	Stop		Free		Yield	
Grade	0%		0%		0%	
Volume (veh/h)	7	73	88	4	92	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	79	96	4	100	73
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None				None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	316	193	0		191	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	316	193	0		191	0
tC, single (s)	7.2	6.6	4.2		6.6	6.3
tC, 2 stage (s)						
tF (s)	3.6	4.1	2.3		4.1	3.4
p0 queue free %	98	88	94		84	93
cM capacity (veh/h)	480	639	1548		641	1051

Direction Lane #	EB 1	SE 1	NW 1
Volume Total	87	100	173
Volume Left	8	96	0
Volume Right	0	4	73
cSH	621	1548	767
Volume to Capacity	0.14	0.06	0.23
Queue Length 95th (ft)	12	5	22
Control Delay (s)	11.7	7.2	11.1
Lane LOS	B	A	B
Approach Delay (s)	11.7	7.2	11.1
Approach LOS	B		B

Intersection Summary			
Average Delay	10.1		
Intersection Capacity Utilization	26.9%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
23: NW 127th Street & NW 128th Street

2008 PM
9/14/2005



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	↰	↰	↰		↰	↰
Sign/Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	115	39	0	141	69	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	125	42	0	153	75	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	234	77			153	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	234	77			153	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	82	96			94	
cM capacity (veh/h)	688	952			1357	
Direction/Lane #	NW 1	NW 2	NE 1	SW 1	SW 2	
Volume Total	125	42	153	75	8	
Volume Left	125	0	0	75	0	
Volume Right	0	42	153	0	0	
cSH	688	952	1700	1357	1700	
Volume to Capacity	0.18	0.04	0.09	0.06	0.00	
Queue Length 95th (ft)	16	3	0	4	0	
Control Delay (s)	11.4	9.0	0.0	7.8	0.0	
Lane LOS	B	A		A		
Approach Delay (s)	10.8		0.0	7.1		
Approach LOS	B					
Intersection Summary						
Average Delay	5.9					
Intersection Capacity Utilization	28.9%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 25: NW 127th Street & NW 107th Avenue

2008 PM
9/14/2005



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↱
Sign Control	Stop			Stop			Free			Free	
Grade	0%			0%			0%			0%	
Volume (Veh/h)	164	14	32	7	6	79	2	51	569	5	56
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
Hourly flow rate (vph)	178	15	35	8	5	86	0	55	618	5	61
Pedestrians											
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)											
Median type	None			None							
Median storage veh											
Upstream signal (ft)											
pX, platoon unblocked	0.00										
vC, conflicting volume	1238	1155	298	1192	1203	618	0	352		624	
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	1238	1155	298	1192	1203	618	0	352		624	
tC, single (s)	7.2	6.6	6.3	7.2	6.6	6.3	0.0	4.2		4.2	
tC, 2 stage (s)											
tE (s)	3.6	4.1	3.4	3.6	4.1	3.4	0.0	2.3		2.3	
p0 queue free %	0	91	95	94	96	82	0	95		93	
cM capacity (veh/h)	105	166	714	126	155	468	0	1143		902	
Direction Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1					
Volume Total	178	50	99	674	5	413					
Volume Left	178	0	8	55	0	61					
Volume Right	0	35	86	0	5	108					
cSH	105	356	354	1143	1700	902					
Volume to Capacity	1.70	0.14	0.28	0.05	0.00	0.07					
Queue Length 95th (ft)	350	12	28	4	0	5					
Control Delay (s)	424.5	16.8	19.1	1.3	0.0	2.0					
Lane LOS	F	C	C	A		A					
Approach Delay (s)	335.2		19.1	1.3		2.0					
Approach LOS	F		C								
Intersection Summary											
Average Delay	56.4										
Intersection Capacity Utilization	79.6%										
ICU Level of Service	D										
Analysis Period (min)	15										

HCM Unsignalized Intersection Capacity Analysis
25: NW 127th Street & NW 107th Avenue

2008 PM
9/14/2005

Movement	SBR
Lane Configurations	
Sign Control	
Grade	
Volume (veh/h)	99
Peak Hour Factor	0.92
Hourly flow rate (vph)	108
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage (veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tE (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction, Lane #	

Appendix (L)

Arterial Level of Service: NB NW 107th Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee R	III	30	223.8	169.6	393.4	1.87	17.1	D
Total	III		223.8	169.6	393.4	1.87	17.1	D

Arterial Level of Service: NE NW 121st Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW South River Drive	IV	30	16.8	16.7	33.5	0.07	8.0	E
US 27 / Okeechobee R	IV	30	11.4	55.5	66.9	0.05	2.7	F
Total	IV		28.2	72.2	100.4	0.12	4.5	F

Arterial Level of Service: SW NW 121st Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW South River Drive	IV	30	11.4	13.5	24.9	0.05	7.3	E
Total	IV		11.4	13.5	24.9	0.05	7.3	E

Arterial Level of Service: NE NW 138th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee R	III	30	59.5	19.6	79.1	0.47	21.3	C
Total	III		59.5	19.6	79.1	0.47	21.3	C

Arterial Level of Service: SW NW 138th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee R	IV	30	9.2	24.0	33.2	0.04	4.4	F
Total	IV		9.2	24.0	33.2	0.04	4.4	F

Arterial Level of Service: NW NW South River Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	IV	30	10.6	24.1	34.7	0.05	4.9	F
Total	IV		10.6	24.1	34.7	0.05	4.9	F

Arterial Level of Service: SE NW South River Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	III	30	18.3	36.6	54.9	0.14	8.9	F
Total	III		18.3	36.6	54.9	0.14	8.9	F

Arterial Level of Service: NW US 27 / Okeechobee Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	I	50	5.5	0.1	5.6	0.06	35.7	B
NW 107th Avenue	I	50	59.3	13.5	72.8	0.82	40.7	B
NW 138th Street	I	50	39.9	43.8	83.7	0.55	23.8	D
Total	I		104.7	57.4	162.1	1.43	31.8	C

Arterial Level of Service: SE US 27 / Okeechobee Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 138th Street	I	50	10.7	98.9	109.6	0.11	3.5	F
NW 107th Avenue	I	50	39.9	134.2	174.1	0.55	11.5	F
NW 121st Way	I	50	59.3	28.8	88.1	0.82	33.7	C
Total	I		109.9	261.9	371.8	1.48	14.4	F

Arterial Level of Service: NB NW 107th Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee Rll		30	280.2	152.8	433.0	2.33	19.4	C
Total	III		280.2	152.8	433.0	2.33	19.4	C

Arterial Level of Service: NE NW 121st Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW South River Drive IV		30	16.8	32.6	49.4	0.07	5.4	F
US 27 / Okeechobee RV		30	11.4	18.7	30.1	0.05	6.0	F
Total	IV		28.2	51.3	79.5	0.12	5.6	F

Arterial Level of Service: SW NW 121st Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW South River Drive IV		30	11.4	33.8	45.2	0.05	4.0	F
Total	IV		11.4	33.8	45.2	0.05	4.0	F

Arterial Level of Service: NE NW 138th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee Rll		30	280.2	37.6	317.8	2.33	26.4	B
Total	III		280.2	37.6	317.8	2.33	26.4	B

Arterial Level of Service: SW NW 138th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee RV		30	9.2	29.8	39.0	0.04	3.8	F
Total	IV		9.2	29.8	39.0	0.04	3.8	F

Arterial Level of Service: NW NW South River Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	IV	30	10.6	10.0	20.6	0.05	8.2	E
Total	IV		10.6	10.0	20.6	0.05	8.2	E

Arterial Level of Service: SE NW South River Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	III	30	18.3	32.2	50.5	0.14	9.7	F
Total	III		18.3	32.2	50.5	0.14	9.7	F

Arterial Level of Service: NW US 27 / Okeechobee Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	I	50	5.5	0.3	5.8	0.06	34.4	B
NW 107th Avenue	I	50	59.3	112.2	171.5	0.82	17.3	E
NW 138th Street	I	50	39.9	76.9	116.8	0.55	17.1	E
Total	I		104.7	189.4	294.1	1.43	17.5	E

Arterial Level of Service: SE US 27 / Okeechobee Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 138th Street	I	50	10.7	17.4	28.1	0.11	13.7	F
NW 107th Avenue	I	50	39.9	60.4	100.3	0.55	19.9	E
NW 121st Way	I	50	59.3	21.6	80.9	0.82	36.7	B
Total	I		109.9	99.4	209.3	1.48	25.5	D

Appendix (M)

HCM Signalized Intersection Capacity Analysis

3: US 27 / Okeechobee Road & NW 138th Street

2018 AM
11/28/2005



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↰	↰↰↰	↰	↰	↰↰↰	↰	↰	↰	↰		↰	↰
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.97	1.00
Satd. Flow (prot)	1583	4550	1417	1583	4550	1417	1492	1570	1335		1623	1417
Flt Permitted	0.95	1.00	1.00	0.19	1.00	1.00	0.53	1.00	1.00		0.76	1.00
Satd. Flow (perm)	1583	4550	1417	322	4550	1417	829	1570	1335		1262	1417
Volume (vph)	481	1948	167	38	766	66	461	136	129	125	105	611
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)	523	2117	182	41	833	72	501	148	140	136	114	664
RTOR Reduction (vph)	0	0	94	0	0	55	0	0	79	0	0	323
Lane Group Flow (vph)	523	2117	88	41	833	17	501	148	61	0	250	341
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%	21%	21%	21%	14%	14%	14%
Turn Type	Prot		Perm	pm+pt		Perm	Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6	2		2	4		4	8		8
Actuated Green, G (s)	23.3	43.2	43.2	24.1	24.1	24.1	46.9	46.9	46.9		46.9	46.9
Effective Green, g (s)	24.8	45.5	45.5	26.4	26.4	26.4	49.0	49.0	49.0		49.0	49.0
Actuated g/C Ratio	0.22	0.41	0.41	0.24	0.24	0.24	0.44	0.44	0.44		0.44	0.44
Clearance Time (s)	5.5	6.3	6.3	5.5	6.3	6.3	6.1	6.1	6.1		6.1	6.1
Vehicle Extension (s)	3.0	2.5	2.5	3.0	2.5	2.5	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	350	1845	575	140	1071	333	362	686	583		551	619
v/s Ratio Prot	c0.33	c0.47		0.01	c0.18			0.09				
v/s Ratio Perm			0.06	0.05		0.01	c0.60		0.05		0.20	0.24
v/c Ratio	1.49	1.15	0.15	0.29	0.78	0.05	1.38	0.22	0.10		0.45	0.55
Uniform Delay, d1	43.7	33.4	21.1	35.6	40.2	33.2	31.6	19.7	18.7		22.2	23.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	237.0	73.2	0.6	1.2	5.6	0.3	189.2	0.2	0.1		0.6	1.1
Delay (s)	280.7	106.6	21.7	36.8	45.7	33.5	220.8	19.8	18.7		22.8	24.5
Level of Service	F	F	C	D	D	C	F	B	B		C	C
Approach Delay (s)		133.4			44.4			147.2			24.0	
Approach LOS		F			D			F			C	

Intersection Summary

HCM Average Control Delay	101.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.37		
Actuated Cycle Length (s)	112.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	94.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
4: Service Road & NW 138th Street

2018 AM
9/14/2005



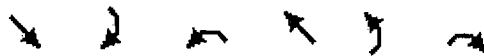
Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
Lane Configurations	↕			↕			↕			↕		
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	21	1	12	25	1	2	23	492	15	5	854	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	1	13	27	1	2	25	535	16	5	928	25

Direction Lane #	SE 1	NW 1	NE 1	NE 2	SW 1	SW 2
Volume Total (vph)	37	30	292	284	470	489
Volume Left (vph)	23	27	25	0	5	0
Volume Right (vph)	13	2	0	16	0	25
Hadl (s)	0.15	0.37	0.28	0.20	0.24	0.20
Departure Headway (s)	6.8	7.1	6.2	6.1	5.7	5.7
Degree Utilization x	0.07	0.06	0.50	0.48	0.74	0.77
Capacity (veh/h)	498	475	567	573	624	625
Control Delay (s)	10.4	10.5	14.1	13.5	22.1	23.7
Approach Delay (s)	10.4	10.5	13.8	22.9		
Approach LOS	B	B	B	C		

Intersection Summary	
Delay	19.1
HCM Level of Service	C
Intersection Capacity Utilization	41.1%
ICU Level of Service	A
Analysis Period (min)	15

HCM Signalized Intersection Capacity Analysis
6: US 27 / Okeechobee Road & NW 121st Way

2018 AM
9/14/2005



Movement	SEF	SER	NWL	NWT	NEL	NEP
Lane Configurations	↑↑↑	↑	↑	↑↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	4550	1417	1583	4550	1583	1417
Flt Permitted	1.00	1.00	0.06	1.00	0.95	1.00
Satd. Flow (perm)	4550	1417	103	4550	1583	1417
Volume (vph)	2093	116	361	1002	108	172
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2275	126	392	1089	117	187
RTOR Reduction (vph)	0	42	0	0	0	167
Lane Group Flow (vph)	2275	84	392	1089	117	20
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%
Turn Type		pm+ov	pm+pt			Perm
Protected Phases	6	4	5	2	4	
Permitted Phases		6	2	Free		4
Actuated Green, G (s)	58.8	69.4	87.9	110.0	10.6	10.6
Effective Green, g (s)	60.9	72.9	90.0	110.0	12.0	12.0
Actuated g/C Ratio	0.55	0.66	0.82	1.00	0.11	0.11
Clearance Time (s)	6.1	5.4	4.0	6.1	5.4	5.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2519	991	422	4550	173	155
v/s Ratio Prot	0.50	0.01	c0.21	0.20	c0.07	
v/s Ratio Perm		0.05	c0.55	0.04		0.01
v/c Ratio	0.90	0.08	0.93	0.24	0.68	0.13
Uniform Delay, d1	21.9	6.6	34.8	0.0	47.1	44.3
Progression Factor	1.00	1.00	1.00	1.00	0.75	0.69
Incremental Delay, d2	5.9	0.2	26.6	0.1	18.9	1.7
Delay (s)	27.8	6.8	61.4	0.1	54.2	32.3
Level of Service	C	A	E	A	D	C
Approach Delay (s)	26.7			16.3	40.7	
Approach LOS	C			B	D	
Intersection Summary						
HCM Average Control Delay	24.0		HCM Level of Service		C	
HCM Volume to Capacity ratio	0.89					
Actuated Cycle Length (s)	110.0		Sum of lost time (s)		8.0	
Intersection Capacity Utilization	76.4%		ICU Level of Service		D	
Analysis Period (min)	15					
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis 8: NW South River Drive & NW 121st Way

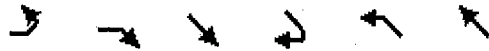
2018 AM
9/14/2005

Movement	SEL	SET	SEF	NWL	NWT	NWF	NEL	NET	NER	SWL	SWT	SWE
Lane Configurations	↕			↕			↕↕			↗		↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0			4.0			4.0		4.0
Lane Util. Factor	1.00			1.00			0.95			1.00		1.00
Frt	0.99			0.92			0.98			1.00		0.96
Flt Protected	0.98			0.99			1.00			0.95		1.00
Satd. Flow (prot)	1603			1521			3089			1583		1602
Flt Permitted	0.98			0.99			0.92			0.66		1.00
Satd. Flow (perm)	1603			1521			2851			1098		1602
Volume (vph)	77	61	16	25	25	68	11	106	18	123	273	96
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)	84	66	17	27	27	74	12	115	20	134	297	104
RTOR Reduction (vph)	0	4	0	0	45	0	0	11	0	0	11	0
Lane Group Flow (vph)	0	163	0	0	83	0	0	136	0	134	390	0
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
Turn Type	Split			Split			Perm			Perm		
Protected Phases	6	6		2	2			4			8	
Permitted Phases							4			8		
Actuated Green, G (s)	27.0			22.0			46.0			46.0		46.0
Effective Green, g (s)	28.0			23.0			47.0			47.0		47.0
Actuated g/C Ratio	0.25			0.21			0.43			0.43		0.43
Clearance Time (s)	5.0			5.0			5.0			5.0		5.0
Vehicle Extension (s)	1.0			1.0			2.5			2.5		2.5
Lane Grp Cap (vph)	408			318			1218			469		684
v/s Ratio Prot	c0.10			c0.05						c0.24		
v/s Ratio Perm							0.05			0.12		
v/c Ratio	0.40			0.26			0.11			0.29		0.57
Uniform Delay, d1	34.0			36.4			18.9			20.5		23.8
Progression Factor	1.00			1.00			1.00			0.54		0.47
Incremental Delay, d2	2.9			2.0			0.2			1.1		2.5
Delay (s)	36.9			38.4			19.1			12.3		13.7
Level of Service	D			D			B			B		B
Approach Delay (s)	36.9			38.4			19.1					13.4
Approach LOS	D			D			B					B
Intersection Summary												
HCM Average Control Delay	21.5			HCM Level of Service			C					
HCM Volume to Capacity ratio	0.45											
Actuated Cycle Length (s)	110.0			Sum of lost time (s)			12.0					
Intersection Capacity Utilization	51.2%			ICU Level of Service			A					
Analysis Period (min)	15											

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
10: NW 127th Street & NW South River Drive

2018 AM
9/14/2005



Movement	EBL	EBR	SEF	SEF	NWL	NWT
Lane Configurations	↰		↰		↰	↰
Sign Control	Stop		Free		Yield	Yield
Grade	0%		0%		0%	0%
Volume (veh/h)	12	106	6	6	52	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	115	7	7	57	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None				None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	51	16	0		20	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	51	16	0		20	0
tC, single (s)	7.2	6.6	4.2		6.6	6.3
tC, 2 stage (s)						
tF (s)	3.6	4.1	2.3		4.1	3.4
p0 queue free %	98	86	100		93	99
cM capacity (veh/h)	864	851	1548		847	1051
Direction Lane #	EB 1	SE 1	NW 1			
Volume Total	128	13	63			
Volume Left	13	7	0			
Volume Right	0	7	7			
cSH	852	1548	865			
Volume to Capacity	0.15	0.00	0.07			
Queue Length 95th (ft)	13	0	6			
Control Delay (s)	10.0	3.7	9.5			
Lane LOS	A	A	A			
Approach Delay (s)	10.0	3.7	9.5			
Approach LOS	A		A			
Intersection Summary						
Average Delay			9.4			
Intersection Capacity Utilization			23.7%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis 11: NW 107th Avenue & US 27 / Okeechobee Road

2018 AM
9/14/2005



Movement	NBI	NBR	SEI	SER	NWI	NWT
Lane Configurations	Y		↑↑↑	↑	↑	↑↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		0.91	1.00	1.00	0.91
Frt	0.91		1.00	0.85	1.00	1.00
Flt Protected	0.98		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1491		4550	1417	1583	4550
Flt Permitted	0.98		1.00	1.00	0.95	1.00
Satd. Flow (perm)	1491		4550	1417	1583	4550
Volume (vph)	230	476	2087	212	232	932
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	250	517	2268	230	252	1013
RTOR Reduction (vph)	68	0	0	136	0	0
Lane Group Flow (vph)	699	0	2268	94	252	1013
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%
Turn Type			Perm custom			
Protected Phases	4		6		5	2
Permitted Phases				6	5	
Actuated Green, G (s)	37.6		42.9	42.9	12.5	60.9
Effective Green, g (s)	39.0		45.0	45.0	14.0	63.0
Actuated g/C Ratio	0.35		0.41	0.41	0.13	0.57
Clearance Time (s)	5.4		6.1	6.1	5.5	6.1
Vehicle Extension (s)	3.0		1.0	1.0	2.5	1.0
Lane Grp Cap (vph)	529		1861	580	201	2606
v/s Ratio Prot	c0.47		c0.50		c0.16	0.22
v/s Ratio Perm				0.07		
v/c Ratio	1.32		1.22	0.16	1.25	0.39
Uniform Delay, d1	35.5		32.5	20.6	48.0	12.9
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	157.6		103.5	0.6	148.3	0.0
Delay (s)	193.1		136.0	21.2	196.3	13.0
Level of Service	F		F	C	F	B
Approach Delay (s)	193.1		125.5			49.5
Approach LOS	F		F			D
Intersection Summary						
HCM Average Control Delay		115.7		HCM Level of Service		F
HCM Volume to Capacity ratio		1.26				
Actuated Cycle Length (s)		110.0		Sum of lost time (s)	12.0	
Intersection Capacity Utilization		105.2%		ICU Level of Service		G
Analysis Period (min)		15				

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis 14: NW 138th Street & NW 115th Avenue

2018 AM
9/14/2005























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↕			↕			↖	↗		↖	↗	
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	54	0	0	17	0	0	0	169	0	0	585	10
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)	59	0	0	18	0	0	0	184	0	0	636	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	825	825	641	820	830	184	647			184		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	825	825	641	820	830	184	647			184		
tC, single (s)	7.2	6.6	6.3	7.2	6.6	6.3	4.3			4.3		
tC, 2 stage (s)												
f (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.4			2.4		
p0 queue free %	79	100	100	93	100	100	100			100		
cM capacity (veh/h)	278	295	454	281	292	829	867			1300		

Direction Lane #	EB 1	WB 1	NE 1	NE 2	SW 1	SW 2
Volume Total	59	18	0	184	0	647
Volume Left	59	18	0	0	0	0
Volume Right	0	0	0	0	0	11
cSH	278	281	1700	1700	1700	1700
Volume to Capacity	0.21	0.07	0.00	0.11	0.00	0.38
Queue Length 95th (ft)	20	5	0	0	0	0
Control Delay (s)	21.4	18.7	0.0	0.0	0.0	0.0
Lane LOS	C	C				
Approach Delay (s)	21.4	18.7	0.0	0.0	0.0	0.0
Approach LOS	C	C				

Intersection Summary	
Average Delay	1.8
Intersection Capacity Utilization	41.4%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis 17: NW 113rd Av. Road & NW 138th Street







2018 AM
9/14/2005

												
Movement	SE1	SE2	SE3	NW1	NW2	NW3	NE1	NE2	NE3	SW1	SW2	SW3
Lane Configurations												
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	61	18	0	6	9	104	0	235	30	505	276	192
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)	66	20	0	7	10	113	0	255	33	549	300	209
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	932											
pX, platoon unblocked												
vC, conflicting volume	1876	1790	404	1679	1878	272	509			288		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1876	1790	404	1679	1878	272	509			288		
tC, single (s)	7.2	6.6	6.3	7.2	6.6	6.3	4.3			4.3		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.4			2.4		
p0 queue free %	0	51	100	77	72	85	100			53		
cM capacity (veh/h)	22	40	621	29	35	739	966			1173		
Direction/Lane #	SE1	SE2	NW1	NW2	NE1	NE2	SW1	SW2				
Volume Total	66	20	7	123	0	288	549	509				
Volume Left	66	0	7	0	0	0	549	0				
Volume Right	0	0	0	113	0	33	0	209				
cSH	22	40	29	286	1700	1700	1173	1700				
Volume to Capacity	3.03	0.49	0.23	0.43	0.00	0.17	0.47	0.30				
Queue Length 95th (ft)	Err	43	18	51	0	0	64	0				
Control Delay (s)	Err	160.5	164.4	26.7	0.0	0.0	10.7	0.0				
Lane LOS	F	F	F	D			B					
Approach Delay (s)	77.57	3	33.7		0.0		5.6					
Approach LOS	F		D									
Intersection Summary												
Average Delay	433.3											
Intersection Capacity Utilization	62.2%											
ICU Level of Service	B											
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis 19: NW 113rd Av. Road & NW 131st Street

2018 AM
9/14/2005



Movement	SE1	SE2	NE1	NE2	SW1	SW2
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	182	371	89	9	3	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	198	403	97	10	3	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	223	20	36			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	223	20	36			
tC, single (s)	6.5	6.3	4.2			
tC, 2 stage (s)						
tP (s)	3.6	3.4	2.3			
p0 queue free %	71	61	94			
cM capacity (veh/h)	692	1025	1501			
Direction Lane #	SE1	SE2	NE1	NE2	SW1	
Volume Total	198	403	97	10	36	
Volume Left	198	0	97	0	0	
Volume Right	0	403	0	0	33	
cSH	692	1025	1501	1700	1700	
Volume to Capacity	0.29	0.39	0.06	0.01	0.02	
Queue Length 95th (ft)	29	48	5	0	0	
Control Delay (s)	12.3	10.8	7.6	0.0	0.0	
Lane LOS	B	B	A			
Approach Delay (s)	11.3		6.9		0.0	
Approach LOS	B					
Intersection Summary						
Average Delay	10.1					
Intersection Capacity Utilization	33.0%			ICU Level of Service		
Analysis Period (min)	15					

Intersection Sign configuration not allowed in HCM analysis

HCM Unsignalized Intersection Capacity Analysis 22: NW 122nd Street & NW South River Drive

2018 AM
9/14/2005



Movement	EBL	EBR	SEF	SEF	NWL	NWT
Lane Configurations	Y		↑		↑	
Sign Control	Stop		Free		Yield	
Grade	0%		0%		0%	
Volume (veh/h)	10	93	86	6	118	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	101	93	7	128	112
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	366	190	0		187	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	366	190	0		187	0
tC, single (s)	7.2	6.6	4.2		6.6	6.3
tC, 2 stage (s)						
tF (s)	3.6	4.1	2.3		4.1	3.4
p0 queue free %	97	84	94		80	89
cM capacity (veh/h)	411	642	1548		645	1051
Direction/Lane #	EB L	EB R	SE L	SE R	NW L	NW R
Volume Total	112	100	240			
Volume Left	11	93	0			
Volume Right	0	7	112			
cSH	609	1548	787			
Volume to Capacity	0.18	0.06	0.31			
Queue Length 95th (ft)	17	5	32			
Control Delay (s)	12.2	7.0	11.6			
Lane LOS	B	A	B			
Approach Delay (s)	12.2	7.0	11.6			
Approach LOS	B		B			
Intersection Summary						
Average Delay	10.7					
Intersection Capacity Utilization	31.6%			ICU Level of Service		A
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 23: NW 127th Street & NW 128th Street

2018 AM
9/14/2005









Movement	NWL	NWR	NE	NER	SW	SW
Lane Configurations	↰	↱	↰		↰	↱
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	299	101	8	80	39	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	325	110	9	87	42	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	141	52			96	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	141	52			96	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	59	89			97	
cM capacity (veh/h)	800	983			1426	
Direction Lane #	NW 1	NW 2	NE 1	SW 1	SW 2	
Volume Total	325	110	96	42	4	
Volume Left	325	0	0	42	0	
Volume Right	0	110	87	0	0	
cSH	800	983	1700	1426	1700	
Volume to Capacity	0.41	0.11	0.06	0.03	0.00	
Queue Length 95th (ft)	50	9	0	2	0	
Control Delay (s)	12.6	9.1	0.0	7.6	0.0	
Lane LOS	B	A		A		
Approach Delay (s)	11.7		0.0	6.9		
Approach LOS	B					
Intersection Summary						
Average Delay	9.4					
Intersection Capacity Utilization	32.1%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 25: NW 127th Street & NW 107th Avenue

2018 AM
9/14/2005



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEB	SET
Lane Configurations											
Sign Control	Stop			Stop			Free				Free
Grade	0%			0%			0%				0%
Volume (veh/h)	75	16	27	12	32	21	13	138	615	38	64
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
Hourly flow rate (vph)	82	17	29	13	35	23	0	150	668	41	70
Pedestrians											
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)											
Median type	None			None							
Median storage (veh)											
Upstream signal (ft)											
pX, platoon unblocked	829										
vC, conflicting volume	1744	1745	596	1742	1828	668	0	721		710	
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	1744	1745	596	1742	1828	668	0	721		710	
tC, single (s)	7.2	6.6	6.3	7.2	6.6	6.3	0.0	4.2		4.2	
tC, 2 stage (s)											
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	0.0	2.3		2.3	
p0 queue free %	0	71	94	66	35	95	0	82		92	
cM capacity (veh/h)	24	61	482	38	54	438	0	828		836	
Direction Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1					
Volume Total	82	47	71	818	41	790					
Volume Left	82	0	13	150	0	70					
Volume Right	0	29	23	0	41	249					
cSH	24	134	68	828	1700	836					
Volume to Capacity	3.41	0.35	1.04	0.18	0.02	0.08					
Queue Length 95th (ft)	Err	35	133	16	0	7					
Control Delay (s)	Err	45.4	226.6	4.4	0.0	2.1					
Lane LOS	F	E	F	A		A					
Approach Delay (s)	6371.9		226.6	4.2		2.1					
Approach LOS	F		F								
Intersection Summary											
Average Delay	453.5										
Intersection Capacity Utilization	101.9%										
ICU Level of Service	G										
Analysis Period (min)	15										

HCM Unsignalized Intersection Capacity Analysis
25: NW 127th Street & NW 107th Avenue

2018 AM
9/14/2005

Movement	SEB
Lane Configurations	
Sign Control	
Grade	
Volume (veh/h)	229
Peak Hour Factor	0.92
Hourly flow rate (vph)	249
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction Lane #	

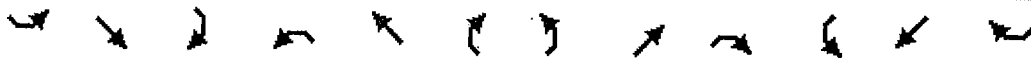
HCM Signalized Intersection Capacity Analysis 3: US 27 / Okeechobee Road & NW 138th Street

2018 PM
11/28/2005

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.98	1.00
Satd. Flow (prot)	1583	4550	1417	1583	4550	1417	1492	1570	1335		1629	1417
Flt Permitted	0.95	1.00	1.00	0.13	1.00	1.00	0.66	1.00	1.00		0.60	1.00
Satd. Flow (perm)	1583	4550	1417	221	4550	1417	1036	1570	1335		997	1417
Volume (vph)	586	1034	111	17	1625	115	377	330	117	50	58	708
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)	637	1124	121	18	1766	125	410	359	127	54	63	770
RTOR Reduction (vph)	0	0	58	0	0	81	0	0	84	0	0	258
Lane Group Flow (vph)	637	1124	63	18	1766	44	410	359	43	0	117	512
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%	21%	21%	21%	14%	14%	14%
Turn Type	Prot		Perm	pm+pt		Perm	Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6	2		2	4		4	8		8
Actuated Green, G (s)	21.8	56.7	56.7	37.7	37.7	37.7	35.9	35.9	35.9		35.9	35.9
Effective Green, g (s)	23.3	59.0	59.0	40.0	40.0	40.0	38.0	38.0	38.0		38.0	38.0
Actuated g/C Ratio	0.21	0.52	0.52	0.35	0.35	0.35	0.34	0.34	0.34		0.34	0.34
Clearance Time (s)	5.5	6.3	6.3	5.5	6.3	6.3	6.1	6.1	6.1		6.1	6.1
Vehicle Extension (s)	3.0	2.5	2.5	3.0	2.5	2.5	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	326	2369	738	130	1606	500	347	527	448		334	475
v/s Ratio Prot	c0.40	0.25		0.01	c0.39			0.23				
v/s Ratio Perm			0.04	0.04		0.03	c0.40		0.03		0.12	0.36
v/c Ratio	1.95	0.47	0.09	0.14	1.10	0.09	1.18	0.68	0.10		0.35	1.08
Uniform Delay, d1	45.0	17.3	13.6	25.2	36.6	24.5	37.6	32.4	25.8		28.4	37.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	440.3	0.7	0.2	0.5	54.9	0.3	107.4	3.6	0.1		0.6	63.9
Delay (s)	485.3	18.0	13.8	25.7	91.6	24.8	145.0	36.0	25.9		29.0	101.6
Level of Service	F	B	B	C	F	C	F	D	C		C	F
Approach Delay (s)		175.9			86.6			84.5			92.0	
Approach LOS		F			F			F			F	
Intersection Summary												
HCM Average Control Delay		117.3										
HCM Volume to Capacity ratio		1.33										
Actuated Cycle Length (s)		113.3										
Intersection Capacity Utilization		106.1%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 4: Service Road & NW 138th Street

2018 PM
9/14/2005



Movement	SE1	SE2	SE3	NW1	NW2	NW3	NE1	NE2	NE3	SW1	SW2	SW3
Lane Configurations	↕			↕			↕			↕		
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	45	1	15	14	1	1	38	828	25	1	448	31
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)	49	1	16	15	1	1	41	900	27	1	487	34

Direction Lane #	SE 1	NW 1	NE 1	NE 2	SW 1	SW 2
Volume Total (vph)	66	17	491	477	245	277
Volume Left (vph)	49	15	41	0	1	0
Volume Right (vph)	16	1	0	27	0	34
Hadj (s)	0.24	0.38	0.28	0.20	0.24	0.15
Departure Headway (s)	6.8	7.2	5.7	5.6	6.2	6.2
Degree Utilization, x	0.13	0.03	0.78	0.75	0.42	0.47
Capacity (veh/h)	502	468	618	625	560	569
Control Delay (s)	10.8	10.4	25.0	22.3	12.6	13.4
Approach Delay (s)	10.8	10.4	23.7	13.0		
Approach LOS	B	B	C	B		

Intersection Summary	
Delay	19.4
HCM Level of Service	C
Intersection Capacity Utilization	51.6%
ICU Level of Service	A
Analysis Period (min)	15

HCM Signalized Intersection Capacity Analysis
6: US 27 / Okeechobee Road & NW 121st Way

2018 PM
9/14/2005



Movement	SE	SW	NW	NE	NE	NE
Lane Configurations	↑↑↑	↑	↑	↑↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	4550	1417	1583	4550	1583	1417
Flt Permitted	1.00	1.00	0.10	1.00	0.95	1.00
Satd. Flow (perm)	4550	1417	161	4550	1583	1417
Volume (vph)	1403	65	89	1824	199	327
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1525	71	97	1983	216	355
RTOR Reduction (vph)	0	12	0	0	0	178
Lane Group Flow (vph)	1525	59	97	1983	216	177
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%
Turn Type	pm+ov		pm+pt		Perm	
Protected Phases	6	4	5	2	4	
Permitted Phases		6	2	Free		4
Actuated Green, G (s)	55.0	87.2	66.3	110.0	32.2	32.2
Effective Green, g (s)	57.1	90.7	68.4	110.0	33.6	33.6
Actuated g/C Ratio	0.52	0.82	0.62	1.00	0.31	0.31
Clearance Time (s)	6.1	5.4	4.0	6.1	5.4	5.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2362	1220	194	4550	484	433
v/s Ratio Prot	c0.34	0.01	0.03	c0.27	0.14	
v/s Ratio Perm		0.03	0.28	0.16		0.13
v/c Ratio	0.65	0.05	0.50	0.44	0.45	0.41
Uniform Delay, d1	19.1	1.8	12.5	0.0	30.7	30.3
Progression Factor	1.00	1.00	1.00	1.00	0.52	0.33
Incremental Delay, d2	1.4	0.1	2.0	0.3	2.7	2.6
Delay (s)	20.5	1.8	14.5	0.3	18.8	12.6
Level of Service	C	A	B	A	B	B
Approach Delay (s)	19.7			1.0	15.0	
Approach LOS	B			A	B	
Intersection Summary						
HCM Average Control Delay	9.9		HCM Level of Service		A	
HCM Volume to Capacity ratio	0.55					
Actuated Cycle Length (s)	110.0		Sum of lost time (s)		4.0	
Intersection Capacity Utilization	54.0%		ICU Level of Service		A	
Analysis Period (min)	15					

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis 8: NW South River Drive & NW 121st Way

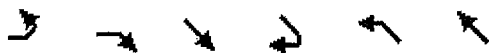
2018 PM
9/14/2005

Movement	SEL	SET	SER	NWL	NWT	NWR	NEE	NEI	NER	SWL	SWT	SWR
Lane Configurations	↕			↕			↕			↕		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0			4.0			4.0		
Lane Util. Factor	1.00			1.00			0.95			1.00		
Frt	1.00			0.89			0.98			1.00		
Flt Protected	0.97			1.00			1.00			0.95		
Satd. Flow (prot)	1609			1479			3105			1583		
Flt Permitted	0.97			1.00			0.95			0.39		
Satd. Flow (perm)	1609			1479			2940			658		
Volume (vph)	130	56	2	3	22	120	12	336	47	62	90	62
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)	141	61	2	3	24	130	13	365	51	67	98	67
RTOR Reduction (vph)	0	0	0	0	95	0	0	10	0	0	22	0
Lane Group Flow (vph)	0	204	0	0	62	0	0	419	0	67	143	0
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
Turn Type	Split			Split			Perm			Perm		
Protected Phases	6	6		2	2			4			8	
Permitted Phases							4				8	
Actuated Green, G (s)	34.0			29.0			32.0			32.0		
Effective Green, g (s)	35.0			30.0			33.0			33.0		
Actuated g/C Ratio	0.32			0.27			0.30			0.30		
Clearance Time (s)	5.0			5.0			5.0			5.0		
Vehicle Extension (s)	1.0			1.0			2.5			2.5		
Lane Grp Cap (vph)	512			403			882			197		
v/s Ratio Prot	c0.13			c0.04						0.09		
v/s Ratio Perm							c0.14			0.10		
v/c Ratio	0.40			0.15			0.48			0.34		
Uniform Delay, d1	29.3			30.4			31.4			30.0		
Progression Factor	1.00			1.00			1.00			1.25		
Incremental Delay, d2	2.3			0.8			1.8			4.6		
Delay (s)	31.6			31.2			33.3			42.2		
Level of Service	C			C			C			D		
Approach Delay (s)	31.6			31.2			33.3			41.1		
Approach LOS	C			C			C			D		
Intersection Summary												
HCM Average Control Delay	34.4			HCM Level of Service			C					
HCM Volume to Capacity ratio	0.35											
Actuated Cycle Length (s)	110.0			Sum of lost time (s)			12.0					
Intersection Capacity Utilization	52.0%			ICU Level of Service			A					
Analysis Period (min)	15											

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis 10: NW 127th Street & NW South River Drive

2018 PM
9/14/2005



Movement	EBL	EBR	SEL	SER	NWL	NWT
Lane Configurations	T		T		T	
Sign Control	Stop		Free		Yield	
Grade	0%		0%		0%	
Volume (veh/h)	10	90	11	11	91	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	98	12	12	99	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None				None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	91	30	0		36	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	91	30	0		36	0
tC, single (s)	7.2	6.6	4.2		6.6	6.3
tC, 2 stage (s)						
tF (s)	3.6	4.1	2.3		4.1	3.4
p0 queue free %	99	88	99		88	99
cM capacity (veh/h)	772	833	1548		827	1051
Direction Lane #	EB 1	SE 1	NW 1			
Volume Total	109	24	111			
Volume Left	11	12	0			
Volume Right	0	12	12			
cSH	827	1548	847			
Volume to Capacity	0.13	0.01	0.13			
Queue Length 95th (ft)	11	1	11			
Control Delay (s)	10.0	3.7	9.9			
Lane LOS	B	A	A			
Approach Delay (s)	10.0	3.7	9.9			
Approach LOS	B		A			
Intersection Summary						
Average Delay	9.3					
Intersection Capacity Utilization	25.1%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Signalized Intersection Capacity Analysis
11: NW 107th Avenue & US 27 / Okeechobee Road

2018 PM
9/14/2005



Movement	NBL	NBR	SE	SER	NWL	NWT
Lane Configurations	↑↑		↑↑↑	↑	↑	↑↑↑
Ideal Flow (Vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		0.91	1.00	1.00	0.91
Frt	0.94		1.00	0.85	1.00	1.00
Flt Protected	0.97		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1524		4550	1417	1583	4550
Flt Permitted	0.97		1.00	1.00	0.95	1.00
Satd. Flow (perm)	1524		4550	1417	1583	4550
Volume (vph)	545	435	1194	60	89	1904
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	592	473	1298	65	97	2070
RTOR Reduction (vph)	26	0	0	46	0	0
Lane Group Flow (vph)	1039	0	1298	19	97	2070
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%
Turn Type			Perm custom			
Protected Phases	4		6		5	2
Permitted Phases				6	5	
Actuated Green, G (s)	57.6		29.8	29.8	5.6	40.9
Effective Green, g (s)	59.0		31.9	31.9	7.1	43.0
Actuated g/C Ratio	0.54		0.29	0.29	0.06	0.39
Clearance Time (s)	5.4		6.1	6.1	5.5	6.1
Vehicle Extension (s)	3.0		1.0	1.0	2.5	1.0
Lane Grp Cap (vph)	817		1320	411	102	1779
v/s Ratio Prot	c0.68		0.29		0.06	c0.45
v/s Ratio Perm				0.01		
v/c Ratio	1.27		0.98	0.05	0.95	1.16
Uniform Delay, d1	25.5		38.8	28.1	51.3	33.5
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	131.9		21.1	0.2	73.1	80.2
Delay (s)	157.4		59.9	28.3	124.3	113.7
Level of Service	F		E	C	F	F
Approach Delay (s)	157.4		58.4			114.2
Approach LOS	F		E			F
Intersection Summary						
HCM Average Control Delay			107.6	HCM Level of Service		F
HCM Volume to Capacity ratio			1.23			
Actuated Cycle Length (s)			110.0	Sum of lost time (s)		8.0
Intersection Capacity Utilization			100.3%	ICU Level of Service		G
Analysis Period (min)			15			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis 14: FEC Railroad Access & NW 138th Street

2018 PM
9/14/2005



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NBR	SWL	SWT	SWR		
Lane Configurations	↕			↕			↖		↗		↖		↗	
Sign Control	Stop			Stop			Free				Free			
Grade	0%			0%			0%				0%			
Volume (veh/h)	54	0	0	0	0	0	0	318	0	0	401	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)	59	0	0	0	0	0	0	346	0	0	436	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)														
pX, platoon unblocked														
vC, conflicting volume	782	782	436	782	782	346	436			346				
vC1, stage 1 conf vol														
vC2, stage 2 conf vol														
vCu, unblocked vol	782	782	436	782	782	346	436			346				
tC, single (s)	7.2	6.6	6.3	7.2	6.6	6.3	4.3			4.3				
tC, 2 stage (s)														
tE (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.4			2.4				
p0 queue free %	80	100	100	100	100	100	100			100				
cM capacity (veh/h)	298	312	596	298	312	671	1044			1129				
Direction, Lane #	EB 1	WB 1	NE 1	NE 2	SW 1	SW 2								
Volume Total	59	0	0	346	0	436								
Volume Left	59	0	0	0	0	0								
Volume Right	0	0	0	0	0	0								
cSH	298	1700	1700	1700	1700	1700								
Volume to Capacity	0.20	0.00	0.00	0.20	0.00	0.26								
Queue Length 95th (ft)	18	0	0	0	0	0								
Control Delay (s)	20.0	0.0	0.0	0.0	0.0	0.0								
Lane LOS	C	A												
Approach Delay (s)	20.0	0.0	0.0		0.0									
Approach LOS	C	A												
Intersection Summary														
Average Delay	1.4													
Intersection Capacity Utilization	31.1%			ICU Level of Service			A							
Analysis Period (min)	15													

HCM Unsignalized Intersection Capacity Analysis

17: NW 113rd Av. Road & NW 138th Street

2018 PM
9/14/2005

Movement	SE1	SE2	SE3	NW1	NW2	NW3	NE1	NE2	NE3	SW1	SW2	SW3
Lane Configurations	↰	↰		↰	↰		↰	↰		↰	↰	
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	161	17	0	9	7	273	0	570	8	217	91	176
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)	175	18	0	10	8	297	0	620	9	236	99	191
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	932											
pX, platoon unblocked												
vC, conflicting volume	1586	1295	195	1204	1386	624	290	628				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1586	1295	195	1204	1386	624	290	628				
tC, single (s)	7.2	6.6	6.3	7.2	6.6	6.3	4.3	4.3				
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.4	2.4				
p0 queue free %	0	84	100	91	92	36	100	73				
cM capacity (veh/h)	22	112	817	106	98	464	1170	869				
Direction Lane #	SE1	SE2	NW1	NW2	NE1	NE2	SW1	SW2				
Volume Total	175	18	10	304	0	628	236	290				
Volume Left	175	0	10	0	0	0	236	0				
Volume Right	0	0	0	297	0	9	0	191				
cSH	22	112	106	425	1700	1700	869	1700				
Volume to Capacity	7.94	0.16	0.09	0.72	0.00	0.37	0.27	0.17				
Queue Length 95th (ft)	Err	14	7	138	0	0	28	0				
Control Delay (s)	Err	43.4	42.5	32.1	0.0	0.0	10.7	0.0				
Lane LOS	F	E	E	D	B							
Approach Delay (s)	9048.2	32.5		0.0				4.8				
Approach LOS	F	D										
Intersection Summary												
Average Delay	1061.0											
Intersection Capacity Utilization	82.0%			ICU Level of Service				E				
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis 19: NW 113rd Av. Road & NW 131st Street

2018 PM
9/14/2005






Movement	SE	SER	NE	NET	SW	SWR
Lane Configurations	↘	↗	↘	↗	↗	↘
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	79	162	216	22	7	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	86	176	235	24	8	79
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	541	47	87			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	541	47	87			
tC, single (s)	6.5	6.3	4.2			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.3			
p0 queue free %	79	82	84			
cM capacity (veh/h)	403	989	1437			
Direction-Lane #	SE 1	SE 2	NE 1	NE 2	SW 1	
Volume Total	86	176	235	24	87	
Volume Left	86	0	235	0	0	
Volume Right	0	176	0	0	79	
cSH	403	989	1437	1700	1700	
Volume to Capacity	0.21	0.18	0.16	0.01	0.05	
Queue Length 95th (ft)	20	16	15	0	0	
Control Delay (s)	16.3	9.4	8.0	0.0	0.0	
Lane LOS	C	A	A			
Approach Delay (s)	11.7		7.3		0.0	
Approach LOS	B					
Intersection Summary						
Average Delay	8.1					
Intersection Capacity Utilization	29.7%		ICU Level of Service		A	
Analysis Period (min)	15					

Intersection Set configuration not allowed in HCM analysis

HCM Unsignalized Intersection Capacity Analysis 22: NW 122nd Street & NW South River Drive

2018 PM
9/14/2005



Movement	EBL	EBR	SEB	SER	NWL	NWT
Lane Configurations						
Sign Control	Stop		Free		Yield	
Grade	0%		0%		0%	
Volume (veh/h)	9	89	108	4	112	81
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	97	117	4	122	88
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	386	237	0		235	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	386	237	0		235	0
tC, single (s)	7.2	6.6	4.2		6.6	6.3
tC, 2 stage (s)						
tF (s)	3.6	4.1	2.3		4.1	3.4
p0 queue free %	98	84	92		80	92
cM capacity (veh/h)	402	596	1548		596	1051
Direction Lane #	EBL	SE 1	NWL			
Volume Total	107	122	210			
Volume Left	10	117	0			
Volume Right	0	4	88			
cSH	570	1548	729			
Volume to Capacity	0.19	0.08	0.29			
Queue Length 95th (ft)	17	6	30			
Control Delay (s)	12.8	7.3	11.9			
Lane LOS	B	A	B			
Approach Delay (s)	12.8	7.3	11.9			
Approach LOS	B		B			
Intersection Summary						
Average Delay	10.8					
Intersection Capacity Utilization	29.8%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 23: NW 127th Street & NW 128th Street






















2018 PM
9/14/2005



Movement	NWL	NWR	NEL	NER	SWL	SWT
Lane Configurations	↰	↰	↰		↰	↰
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	149	51	21	207	101	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	162	55	23	225	110	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	366	135			248	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	366	135			248	
tC, single (s)	6.6	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	71	94			91	
cM capacity (veh/h)	557	882			1251	
Direction, Lane #	NW 1	NW 2	NE 1	SW 1	SW 2	
Volume Total	162	55	248	110	11	
Volume Left	162	0	0	110	0	
Volume Right	0	55	225	0	0	
cSH	557	882	1700	1251	1700	
Volume to Capacity	0.29	0.06	0.15	0.09	0.01	
Queue Length 95th (ft)	30	5	0	7	0	
Control Delay (s)	14.1	9.4	0.0	8.2	0.0	
Lane LOS	B	A		A		
Approach Delay (s)	12.9		0.0	7.4		
Approach LOS	B					
Intersection Summary						
Average Delay	6.3					
Intersection Capacity Utilization	37.7%			ICU Level of Service		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 25: NW 127th Street & NW 107th Avenue

2018 PM
9/14/2005

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
Lane Configurations												
Sign Control	Stop			Stop			Free					
Grade	0%			0%			0%				0%	
Volume (veh/h)	240	21	47	9	6	99	5	65	730	6	74	
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	
Hourly flow rate (vph)	261	23	51	10	7	108	10	71	793	7	80	
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage veh												
Upstream signal (ft)	829											
pX, platoon unblocked	0.00											
vC, conflicting volume	1596	1492	390	1548	1555	793	0	460		800		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1596	1492	390	1548	1555	793	0	460		800		
tC, single (s)	7.2	6.6	6.3	7.2	6.6	6.3	0.0	4.2		4.2		
tC, 2 stage (s)												
IF (s)	3.6	4.1	3.4	3.6	4.1	3.4	0.0	2.3		2.3		
p0 queue free %	0	76	92	83	93	71	0	93		90		
cM capacity (veh/h)	47	97	633	58	89	370	0	1041		773		
Direction Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1						
Volume Total	261	74	124	864	7	540						
Volume Left	261	0	10	71	0	80						
Volume Right	0	51	108	0	7	140						
cSH	47	234	232	1041	1700	773						
Volume to Capacity	5.53	0.32	0.53	0.07	0.00	0.10						
Queue Length 95th (ft)	Err	33	71	5	0	9						
Control Delay (s)	Err	27.3	37.0	1.7	0.0	2.8						
Lane LOS	F	D	E	A		A						
Approach Delay (s)	7797.5		37.0	1.7		2.8						
Approach LOS	F		E									
Intersection Summary												
Average Delay	1400.3											
Intersection Capacity Utilization	99.7%											
ICU Level of Service	F											
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis
25: NW 127th Street & NW 107th Avenue

2018 PM
9/14/2005

Movement	SEB
Lane Configurations	
Sign Control	
Grade	
Volume (veh/h)	129
Peak Hour Factor	0.92
Hourly flow rate (vph)	140
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage (veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tP (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction Lane #	

Appendix (N)

Arterial Level of Service: NB NW 107th Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee Rll		30	223.8	289.1	512.9	1.87	13.1	E
Total	III		223.8	289.1	512.9	1.87	13.1	E

Arterial Level of Service: NE NW 121st Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW South River Drive IV		30	16.8	17.1	33.9	0.07	7.9	E
US 27 / Okeechobee RV		30	11.4	90.9	102.3	0.05	1.8	F
Total	IV		28.2	108.0	136.2	0.12	3.3	F

Arterial Level of Service: SW NW 121st Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW South River Drive IV		30	11.4	13.3	24.7	0.05	7.3	E
Total	IV		11.4	13.3	24.7	0.05	7.3	E

Arterial Level of Service: NE NW 138th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee Rll		30	59.5	20.4	79.9	0.47	21.1	C
Total	III		59.5	20.4	79.9	0.47	21.1	C

Arterial Level of Service: SW NW 138th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee RV		30	9.2	28.0	37.2	0.04	3.9	F
Total	IV		9.2	28.0	37.2	0.04	3.9	F

Arterial Level of Service: NW NW South River Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	IV	30	10.6	32.8	43.4	0.05	3.9	F
Total	IV		10.6	32.8	43.4	0.05	3.9	F

Arterial Level of Service: SE NW South River Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	III	30	18.3	44.2	62.5	0.14	7.9	F
Total	III		18.3	44.2	62.5	0.14	7.9	F

Arterial Level of Service: NW US 27 / Okeechobee Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	I	50	5.5	0.2	5.7	0.06	35.0	B
NW 107th Avenue	I	50	59.3	14.5	73.8	0.82	40.2	B
NW 138th Street	I	50	39.9	71.0	110.9	0.55	18.0	E
Total	I		104.7	85.7	190.4	1.43	27.1	C

Arterial Level of Service: SE US 27 / Okeechobee Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 138th Street	I	50	10.7	248.8	259.5	0.11	1.5	F
NW 107th Avenue	I	50	39.9	256.6	296.5	0.55	6.7	F
NW 121st Way	I	50	59.3	52.9	112.2	0.82	26.4	D
Total	I		109.9	558.3	668.2	1.48	8.0	F

Arterial Level of Service: NB NW 107th Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee Rll		30	280.2	279.5	559.7	2.33	15.0	D
Total	III		280.2	279.5	559.7	2.33	15.0	D

Arterial Level of Service: NE NW 121st Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW South River Drive IV		30	16.8	32.0	48.8	0.07	5.5	F
US 27 / Okeechobee RV		30	11.4	21.0	32.4	0.05	5.6	F
Total	IV		28.2	53.0	81.2	0.12	5.5	F

Arterial Level of Service: SW NW 121st Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW South River Drive IV		30	11.4	38.0	49.4	0.05	3.7	F
Total	IV		11.4	38.0	49.4	0.05	3.7	F

Arterial Level of Service: NE NW 138th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee Rll		30	280.2	45.3	325.5	2.33	25.8	B
Total	III		280.2	45.3	325.5	2.33	25.8	B

Arterial Level of Service: SW NW 138th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee RV		30	9.2	37.6	46.8	0.04	3.1	F
Total	IV		9.2	37.6	46.8	0.04	3.1	F

Arterial Level of Service: NW NW South River Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	IV	30	10.6	11.7	22.3	0.05	7.6	E
Total	IV		10.6	11.7	22.3	0.05	7.6	E

Arterial Level of Service

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Arterial Level of Service: SE NW South River Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	III	30	18.3	38.1	56.4	0.14	8.7	F
Total	III		18.3	38.1	56.4	0.14	8.7	F

Arterial Level of Service: NW US 27 / Okeechobee Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	I	50	5.5	0.4	5.9	0.06	33.9	C
NW 107th Avenue	I	50	59.3	208.1	267.4	0.82	11.1	F
NW 138th Street	I	50	39.9	181.9	221.8	0.55	9.0	F
Total	I		104.7	390.4	495.1	1.43	10.4	F

Arterial Level of Service: SE US 27 / Okeechobee Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 138th Street	I	50	10.7	22.6	33.3	0.11	11.5	F
NW 107th Avenue	I	50	39.9	132.2	172.1	0.55	11.6	F
NW 121st Way	I	50	59.3	31.0	90.3	0.82	32.8	C
Total	I		109.9	185.8	295.7	1.48	18.1	E

Appendix (O)

APPENDIX O

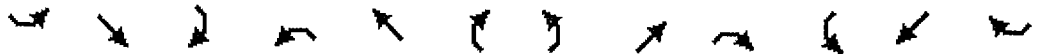
HCM Signalized Intersection Capacity Analysis
3: US 27 / Okeechobee Road & NW 138th Street

2028 AM
11/28/2005

	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Movement												
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑	↗	↖	↑	↗		↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.97	1.00
Satd. Flow (prot)	1583	4550	1417	1583	4550	1417	1492	1570	1335		1623	1417
Flt Permitted	0.95	1.00	1.00	0.21	1.00	1.00	0.48	1.00	1.00		0.70	1.00
Satd. Flow (perm)	1583	4550	1417	347	4550	1417	758	1570	1335		1168	1417
Volume (vph)	586	2374	204	46	934	81	562	166	157	152	128	745
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)	637	2580	222	50	1015	88	611	180	171	165	139	810
RTOR Reduction (vph)	0	0	90	0	0	69	0	0	91	0	0	310
Lane Group Flow (vph)	637	2580	132	50	1015	19	611	180	80	0	304	500
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%	21%	21%	21%	14%	14%	14%
Turn Type	Prot		Perm	pm+pt		Perm	Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6	2		2	4		4	8		8
Actuated Green, G (s)	24.2	42.6	42.6	24.0	24.0	24.0	53.9	53.9	53.9		53.9	53.9
Effective Green, g (s)	25.7	44.9	44.9	26.3	26.3	26.3	56.0	56.0	56.0		56.0	56.0
Actuated g/C Ratio	0.21	0.37	0.37	0.22	0.22	0.22	0.47	0.47	0.47		0.47	0.47
Clearance Time (s)	5.5	6.3	6.3	5.5	6.3	6.3	6.1	6.1	6.1		6.1	6.1
Vehicle Extension (s)	3.0	2.5	2.5	3.0	2.5	2.5	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	339	1702	530	149	997	311	354	733	623		545	661
v/s Ratio Prot	c0.40	c0.57		0.02	c0.22			0.11				
v/s Ratio Perm			0.09	0.05		0.01	c0.81		0.06		0.26	0.35
v/c Ratio	1.88	1.52	0.25	0.34	1.02	0.06	1.73	0.25	0.13		0.56	0.76
Uniform Delay, d1	47.1	37.5	25.9	39.3	46.9	37.1	32.0	19.3	18.2		23.1	26.4
Progression Factor	1.00	1.00	1.00	1.14	1.14	2.19	0.98	1.00	1.00		1.00	1.00
Incremental Delay, d2	406.6	235.2	1.1	1.0	28.7	0.3	338.4	0.2	0.1		1.2	4.9
Delay (s)	453.8	272.8	27.0	45.8	82.2	81.4	369.7	19.5	18.2		24.3	31.3
Level of Service	F	F	C	D	F	F	F	B	B		C	C
Approach Delay (s)		290.4			80.6			241.7			29.4	
Approach LOS		F			F			F			C	
Intersection Summary												
HCM Average Control Delay		203.5					HCM Level of Service		F			
HCM Volume to Capacity ratio		1.72										
Actuated Cycle Length (s)		120.0					Sum of lost time (s)		16.0			
Intersection Capacity Utilization		111.3%					ICU Level of Service		H			
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
4: Service Road & NW 138th Street

2028 AM
9/14/2005



Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
Lane Configurations	↕			↕			↕			↕		
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	26	1	14	30	1	2	28	600	18	6	1041	28
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)	28	1	15	33	1	2	30	652	20	7	1132	30

Direction Lane #	SE 1	NW 1	NE 1	NE 2	SW 1	SW 2
Volume Total (vph)	45	36	357	346	572	596
Volume Left (vph)	28	33	30	0	7	0
Volume Right (vph)	15	2	0	20	0	30
Hadj (s)	0.16	0.38	0.28	0.20	0.24	0.20
Departure Headway (s)	7.2	7.4	6.7	6.6	6.0	6.0
Degree Utilization, x	0.09	0.07	0.66	0.63	0.96	0.99
Capacity (veh/h)	487	465	526	531	572	595
Control Delay (s)	10.9	11.0	20.7	19.2	50.4	57.7
Approach Delay (s)	10.9	11.0	19.9	54.1		
Approach LOS	B	B	C	F		

Intersection Summary	
Delay	40.0
HCM Level of Service	E
Intersection Capacity Utilization	47.9%
ICU Level of Service	A
Analysis Period (min)	15

HCM Signalized Intersection Capacity Analysis
6: US 27 / Okeechobee Road & NW 121st Way

2028 AM
9/14/2005



Movement	SET	SEF	NWL	NWT	NEL	NER
Lane Configurations	↑↑↑	↑	↑	↑↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	4550	1417	1583	4550	1583	1417
Flt Permitted	1.00	1.00	0.06	1.00	0.95	1.00
Satd. Flow (perm)	4550	1417	94	4550	1583	1417
Volume (vph)	2551	141	440	1221	132	210
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2773	153	478	1327	143	228
RTOR Reduction (vph)	0	38	0	0	0	205
Lane Group Flow (vph)	2773	115	478	1327	143	23
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%
Turn Type	pm+ov		pm+rpt		Perm	
Protected Phases	6	4	5	2	4	
Permitted Phases		6	2	Free		4
Actuated Green, G (s)	64.9	75.5	97.9	120.0	10.6	10.6
Effective Green, g (s)	67.0	79.0	100.0	120.0	12.0	12.0
Actuated g/C Ratio	0.56	0.66	0.83	1.00	0.10	0.10
Clearance Time (s)	6.1	5.4	4.0	6.1	5.4	5.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2540	980	438	4550	158	142
v/s Ratio Prot	0.61	0.01	c0.26	0.24	c0.09	
v/s Ratio Perm		0.07	c0.65	0.05		0.02
v/c Ratio	1.09	0.12	1.09	0.29	0.91	0.16
Uniform Delay, d1	26.5	7.6	41.0	0.0	53.4	49.4
Progression Factor	0.27	0.00	1.00	1.00	0.74	0.76
Incremental Delay, d2	42.0	0.0	69.9	0.2	49.0	2.3
Delay (s)	49.1	0.0	110.9	0.2	88.5	39.8
Level of Service	D	A	F	A	F	D
Approach Delay (s)	46.5			29.5	58.6	
Approach LOS	D			C	E	

Intersection Summary			
HCM Average Control Delay	41.4	HCM Level of Service	D
HCM Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	91.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis 8: NW South River Drive & NW 121st Way

2028 AM
9/14/2005



Movement	SEL	SEF	SER	NWL	NWL	NWR	NEL	NEL	NER	SWL	SWL	SWR
Lane Configurations	↕			↕			↕			↕		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0			4.0			4.0		
Lane Util. Factor	1.00			1.00			0.95			1.00		
Frt	0.99			0.92			0.98			1.00		
Flt Protected	0.98			0.99			1.00			0.95		
Satd. Flow (prot)	1603			1521			3091			1583		
Flt Permitted	0.98			0.99			0.91			0.64		
Satd. Flow (perm)	1603			1521			2826			1065		
Volume (vph)	94	75	20	30	30	83	13	130	22	150	333	117
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)	102	82	22	33	33	90	14	141	24	163	362	127
RTOR Reduction (vph)	0	4	0	0	41	0	0	10	0	0	10	0
Lane Group Flow (vph)	0	202	0	0	115	0	0	169	0	163	479	0
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
Turn Type	Split			Split			Perm			Perm		
Protected Phases	6	6		2	2		4			8		
Permitted Phases							4			8		
Actuated Green, G (s)	28.0			23.0			54.0			54.0		
Effective Green, g (s)	29.0			24.0			55.0			55.0		
Actuated g/C Ratio	0.24			0.20			0.46			0.46		
Clearance Time (s)	5.0			5.0			5.0			5.0		
Vehicle Extension (s)	1.0			1.0			2.5			2.5		
Lane Grp Cap (vph)	387			304			1295			488		
v/s Ratio Prot	c0.13			c0.08						c0.30		
v/s Ratio Perm							0.06			0.15		
v/c Ratio	0.52			0.38			0.13			0.33		
Uniform Delay, d1	39.5			41.5			18.7			20.8		
Progression Factor	1.00			1.00			1.00			0.50		
Incremental Delay, d2	5.0			3.6			0.2			1.0		
Delay (s)	44.5			45.1			18.9			11.3		
Level of Service	D			D			B			B		
Approach Delay (s)	44.5			45.1			18.9			12.9		
Approach LOS	D			D			B			B		

Intersection Summary			
HCM Average Control Delay	23.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis 10: NW 127th Street & NW South River Drive

2028 AM
9/14/2005



Movement	EBL	EBR	SE1	SE2	NW1	NW2
Lane Configurations	↰		↰		↰	↰
Sign Control	Stop		Free		Yield	
Grade	0%		0%		0%	
Volume (veh/h)	14	129	8	8	63	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	140	9	9	68	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None				None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	65	22	0		26	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	65	22	0		26	0
tC, single (s)	7.2	6.6	4.2		6.6	6.3
tC, 2 stage (s)						
tF (s)	3.6	4.1	2.3		4.1	3.4
p0 queue free %	98	83	99		92	99
cM capacity (veh/h)	834	844	1548		839	1051
Direction Lane#	EB 1	SE 1	NW 1			
Volume Total	155	17	77			
Volume Left	15	9	0			
Volume Right	0	9	9			
cSH	843	1548	859			
Volume to Capacity	0.18	0.01	0.09			
Queue Length 95th (ft)	17	0	7			
Control Delay (s)	10.2	3.7	9.6			
Lane LOS	B	A	A			
Approach Delay (s)	10.2	3.7	9.6			
Approach LOS	B		A			
Intersection Summary						
Average Delay	9.6					
Intersection Capacity Utilization	26.0%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Signalized Intersection Capacity Analysis
11: NW 107th Avenue & US 27 / Okeechobee Road

2028 AM
9/14/2005



Movement	NBL	NBR	SLT	SER	NWL	NWT
Lane Configurations	↵		↑↑↑	↵	↵	↑↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		0.91	1.00	1.00	0.91
Frt	0.91		1.00	0.85	1.00	1.00
Flt Protected	0.98		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1491		4550	1417	1583	4550
Flt Permitted	0.98		1.00	1.00	0.95	1.00
Satd. Flow (perm)	1491		4550	1417	1583	4550
Volume (vph)	280	580	2544	258	282	1136
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	304	630	2765	280	307	1235
RTOR Reduction (vph)	62	0	0	133	0	0
Lane Group Flow (vph)	872	0	2765	147	307	1235
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%
Turn Type				Perm custom		
Protected Phases	4		6		5	2
Permitted Phases				6	5	
Actuated Green, G (s)	41.6		46.9	46.9	14.5	66.9
Effective Green, g (s)	43.0		49.0	49.0	16.0	69.0
Actuated g/C Ratio	0.36		0.41	0.41	0.13	0.58
Clearance Time (s)	5.4		6.1	6.1	5.5	6.1
Vehicle Extension (s)	3.0		1.0	1.0	2.5	1.0
Lane Grp Cap (vph)	534		1858	579	211	2616
v/s Ratio Prot	c0.58		c0.61		c0.19	0.27
v/s Ratio Perm				0.10		
v/c Ratio	1.63		1.49	0.25	1.45	0.47
Uniform Delay, d1	38.5		35.5	23.4	52.0	14.9
Progression Factor	0.99		1.46	4.02	0.92	0.92
Incremental Delay, d2	293.1		219.9	0.1	228.2	0.6
Delay (s)	331.4		271.9	94.4	276.2	14.3
Level of Service	F		F	F	F	B
Approach Delay (s)	331.4		255.5			66.5
Approach LOS	F		F			E
Intersection Summary						
HCM Average Control Delay	215.6		HCM Level of Service		F	
HCM Volume to Capacity ratio	1.54					
Actuated Cycle Length (s)	120.0		Sum of lost time (s)		12.0	
Intersection Capacity Utilization	126.0%		ICU Level of Service		H	
Analysis Period (min)	15					

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis 14: NW 138th Street & NW 115th Avenue

2028 AM
9/14/2005



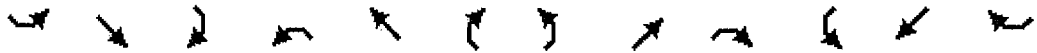
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NEP	SWL	SWT	SWR
Lane Configurations	↕			↕			↗	↖		↗	↖	
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	66	0	0	20	0	0	0	206	0	0	713	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	72	0	0	22	0	0	0	224	0	0	775	14
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1006	1006	782	999	1013	224	789			224		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1006	1006	782	999	1013	224	789			224		
tC, single (s)	7.2	6.6	6.3	7.2	6.6	6.3	4.3			4.3		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.4			2.4		
p0 queue free %	66	100	100	90	100	100	100			100		
M capacity (veh/h)	209	230	376	211	228	787	764			1256		

Direction Lane #	EB 1	WB 1	NE 1	NE 2	SW 1	SW 2
Volume Total	72	22	0	224	0	789
Volume Left	72	22	0	0	0	0
Volume Right	0	0	0	0	0	14
cSH	209	211	1700	1700	1700	1700
Volume to Capacity	0.34	0.10	0.00	0.13	0.00	0.46
Queue Length 95th (ft)	36	8	0	0	0	0
Control Delay (s)	31.0	24.0	0.0	0.0	0.0	0.0
Lane LOS	D	C				
Approach Delay (s)	31.0	24.0	0.0	0.0	0.0	
Approach LOS	D	C				

Intersection Summary	
Average Delay	2.5
Intersection Capacity Utilization	48.4%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis 17: NW 113rd Av. Road & NW 138th Street

2028 AM
9/14/2005



Movement	SE1	SE2	SE3	NW1	NW2	NW3	NE1	NE2	NE3	SW1	SW2	SW3
Lane Configurations	↰	↰		↰	↰		↰	↰		↰	↰	
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	75	21	0	8	10	127	0	286	37	615	337	234
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)	82	23	0	9	11	138	0	311	40	668	366	254
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	932											
pX, platoon unblocked												
vC, conflicting volume	2285	2182	493	2046	2289	331	621			351		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2285	2182	493	2046	2289	331	621			351		
tC, single (s)	7.2	6.6	6.3	7.2	6.6	6.3	4.3			4.3		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.4			2.4		
p0 queue free %	0	0	100	0	25	80	100			40		
M capacity (veh/h)	4	17	552	0	14	684	874			1110		
Direction Lane #	SE1	SE2	NW1	NW2	NE1	NE2	SW1	SW2				
Volume Total	82	23	9	149	0	351	668	621				
Volume Left	82	0	9	0	0	0	668	0				
Volume Right	0	0	0	138	0	40	0	254				
cSH	4	17	0	156	1700	1700	1110	1700				
Volume to Capacity	18.16	1.35	Err	0.96	0.00	0.21	0.60	0.37				
Queue Length 95th (ft)	Err	83	Err	177	0	0	106	0				
Control Delay (s)	Err	665.4	Err	118.6	0.0	0.0	13.0	0.0				
Lane LOS	F	F	F	F			B					
Approach Delay (s)	7957.3		Err		0.0		6.8					
Approach LOS	F		F									
Intersection Summary												
Average Delay	Err											
Intersection Capacity Utilization	77.2%			ICU Level of Service				D				
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

19: NW 113rd Av. Road & NW 131st Street

2028 AM
9/14/2005



Movement	SE1	SE2	NE1	NE2	SW1	SW2
Lane Configurations	↰	↰	↰	↰	↰	↰
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	221	452	109	11	4	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	240	491	118	12	4	40
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	273	24	45			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	273	24	45			
tC, single (s)	6.5	6.3	4.2			
tC, 2 stage (s)						
tE (s)	3.6	3.4	2.3			
p0 queue free %	62	52	92			
cM capacity (veh/h)	636	1018	1490			
Direction Lane #	SE1	SE2	NE1	NE2	SW1	SW2
Volume Total	240	491	118	12	4	40
Volume Left	240	0	118	0	0	0
Volume Right	0	491	0	0	0	40
cSH	636	1018	1490	1700	1700	
Volume to Capacity	0.38	0.48	0.08	0.01	0.03	
Queue Length 95th (ft)	44	67	6	0	0	
Control Delay (s)	14.0	11.8	7.6	0.0	0.0	
Lane LOS	B	B	A			
Approach Delay (s)	12.5		6.9		0.0	
Approach LOS	B					
Intersection Summary						
Average Delay		11.1				
Intersection Capacity Utilization		38.0%		ICU Level of Service		A
Analysis Period (min)		15				

Intersection Sign configuration not allowed in HCM analysis

HCM Unsignalized Intersection Capacity Analysis 22: NW 122nd Street & NW South River Drive

2028 AM
9/14/2005



Movement	EBL	EBR	SEL	SER	NWL	NWT
Lane Configurations	Y		↑		↑	
Sign Control	Stop		Free		Yield	
Grade	0%		0%		0%	
Volume (veh/h)	13	114	105	7	143	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	124	114	8	155	136
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	446	232	0		228	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	446	232	0		228	0
tC, single (s)	7.2	6.6	4.2		6.6	6.3
tC, 2 stage (s)						
tF (s)	3.6	4.1	2.3		4.1	3.4
p0 queue free %	96	79	93		74	87
cM capacity (veh/h)	332	600	1548		603	1051
Direction / Lane #						
Volume Total	138	122	291			
Volume Left	14	114	0			
Volume Right	0	8	136			
cSH	554	1548	752			
Volume to Capacity	0.25	0.07	0.39			
Queue Length 95th (ft)	24	6	46			
Control Delay (s)	13.6	7.1	12.8			
Lane LOS	B	A	B			
Approach Delay (s)	13.6	7.1	12.8			
Approach LOS	B		B			
Intersection Summary						
Average Delay	11.7					
Intersection Capacity Utilization	35.6%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 23: NW 127th Street & NW 128th Street

2028 AM
9/14/2005









Movement	NW 1	NW 2	NE 1	NE 2	SW 1	SW 2
Lane Configurations	↰	↰	↰		↰	↰
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	364	123	10	97	48	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	396	134	11	105	52	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	173	64			116	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	173	64			116	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	48	86			96	
cM capacity (veh/h)	760	968			1401	
Direction Lane #	NW 1	NW 2	NE 1	SW 1	SW 2	
Volume Total	396	134	116	52	5	
Volume Left	396	0	0	52	0	
Volume Right	0	134	105	0	0	
cSH	760	968	1700	1401	1700	
Volume to Capacity	0.52	0.14	0.07	0.04	0.00	
Queue Length 95th (ft)	76	12	0	3	0	
Control Delay (s)	14.8	9.3	0.0	7.7	0.0	
Lane LOS	B	A		A		
Approach Delay (s)	13.4		0.0	6.9		
Approach LOS	B					
Intersection Summary						
Average Delay	10.6					
Intersection Capacity Utilization	36.2%			ICU Level of Service		A
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 25: NW 127th Street & NW 107th Avenue

2028 AM
9/14/2005



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Sign Control	Stop				Stop				Free		Free
Grade	0%				0%				0%		0%
Volume (veh/h)	92	20	33	14	39	25	16	168	750	46	77
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
Hourly flow rate (vph)	100	22	36	15	42	27	0	183	815	50	84
Pedestrians											
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)											
Median type	None			None							
Median storage (veh)											
Upstream signal (ft)	829										
pX, platoon unblocked							0.00				
vC, conflicting volume	2123	2125	727	2122	2227	815	0	879		865	
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	2123	2125	727	2122	2227	815	0	879		865	
tC, single (s)	7.2	6.6	6.3	7.2	6.6	6.3	0.0	4.2		4.2	
tC, 2 stage (s)											
tP (s)	3.6	4.1	3.4	3.6	4.1	3.4	0.0	2.3		2.3	
p0 queue free %	0	29	91	0	0	92	0	75		89	
cM capacity (veh/h)	0	31	405	10	26	359	0	720		729	
Direction Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1					
Volume Total	100	58	85	998	50	963					
Volume Left	100	0	15	183	0	84					
Volume Right	0	36	27	0	50	304					
cSH	0	72	26	720	1700	729					
Volume to Capacity	Err	0.80	3.21	0.25	0.03	0.11					
Queue Length 95th (ft)	Err	96	Err	25	0	10					
Control Delay (s)	Err	151.6	Err	6.8	0.0	3.2					
Lane LOS	F	F	F	A		A					
Approach Delay (s)	Err		Err	6.5		3.2					
Approach LOS	F		F								
Intersection Summary											
Average Delay	Err										
Intersection Capacity Utilization	120.6%			ICU Level of Service			H				
Analysis Period (min)	15										

HCM Unsignalized Intersection Capacity Analysis
25: NW 127th Street & NW 107th Avenue

2028 AM
9/14/2005

Movement	SBR
Lane Configurations	
Sign Control	
Grade	
Volume (veh/h)	280
Peak Hour Factor	0.92
Hourly flow rate (vph)	304
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage (veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction, Lane #	

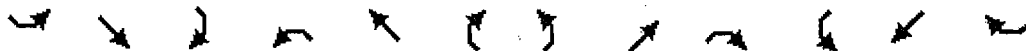
HCM Signalized Intersection Capacity Analysis
3: US 27 / Okeechobee Road & NW 138th Street

2028 PM
11/28/2005

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑	↱	↰	↑	↱		↱	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00		1.00	1.00
Fr't	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.98	1.00
Satd. Flow (prot)	1583	4550	1417	1583	4550	1417	1492	1570	1335		1629	1417
Flt Permitted	0.95	1.00	1.00	0.11	1.00	1.00	0.62	1.00	1.00		0.46	1.00
Satd. Flow (perm)	1583	4550	1417	179	4550	1417	977	1570	1335		770	1417
Volume (vph)	714	1261	135	21	1981	140	460	402	143	61	71	864
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)	776	1371	147	23	2153	152	500	437	155	66	77	939
RTOR Reduction (vph)	0	0	73	0	0	87	0	0	100	0	0	254
Lane Group Flow (vph)	776	1371	74	23	2153	65	500	437	55	0	143	685
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%	21%	21%	21%	14%	14%	14%
Turn Type	Prot		Perm	pm+pt		Perm	Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6	2		2	4		4	8		8
Actuated Green, G (s)	22.7	59.2	59.2	40.7	40.7	40.7	40.9	40.9	40.9		40.9	40.9
Effective Green, g (s)	24.2	61.5	61.5	43.0	43.0	43.0	43.0	43.0	43.0		43.0	43.0
Actuated g/C Ratio	0.20	0.50	0.50	0.35	0.35	0.35	0.35	0.35	0.35		0.35	0.35
Clearance Time (s)	5.5	6.3	6.3	5.5	6.3	6.3	6.1	6.1	6.1		6.1	6.1
Vehicle Extension (s)	3.0	2.5	2.5	3.0	2.5	2.5	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	313	2290	713	128	1601	499	344	552	470		271	499
v/s Ratio Prot	c0.49	0.30		0.01	c0.47			0.28				
v/s Ratio Perm			0.05	0.05		0.05	c0.51		0.04		0.19	0.48
v/c Ratio	2.48	0.60	0.10	0.18	1.34	0.13	1.45	0.79	0.12		0.53	1.37
Uniform Delay, d1	49.0	21.6	15.9	28.4	39.6	26.9	39.6	35.6	26.8		31.5	39.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	675.2	1.2	0.3	0.7	159.4	0.5	219.7	7.6	0.1		1.9	180.1
Delay (s)	724.2	22.7	16.2	29.1	199.0	27.4	259.3	43.2	26.9		33.4	219.7
Level of Service	F	C	B	C	F	C	F	D	C		C	F
Approach Delay (s)		259.6			186.1			139.8			195.0	
Approach LOS		F			F			F			F	
Intersection Summary												
HCM Average Control Delay		204.9										
HCM Volume to Capacity ratio		1.64										
Actuated Cycle Length (s)		122.2							12.0			
Intersection Capacity Utilization		127.3%							H			
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 4: Service Road & NW 138th Street

2028 PM
9/14/2005



Movement	SE	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↕			↕			↕			↕		
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	54	1	18	17	1	1	47	1009	31	1	546	38
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)	59	1	20	18	1	1	51	1097	34	1	593	41

Direction Lane #	SE 1	NW 1	NE 1	NE 2	SW 1	SW 2
Volume Total (vph)	79	21	599	582	298	338
Volume Left (vph)	59	18	51	0	1	0
Volume Right (vph)	20	1	0	34	0	41
Hadj (s)	0.24	0.39	0.28	0.20	0.24	0.15
Departure Headway (s)	7.0	7.4	6.1	6.0	6.7	6.6
Degree Utilization, x	0.16	0.04	1.01	0.97	0.55	0.62
Capacity (veh/h)	492	454	599	598	530	529
Control Delay (s)	11.3	10.8	62.0	51.4	16.5	18.6
Approach Delay (s)	11.3	10.8	56.8	17.6		
Approach LOS	B	B	F	C		

Intersection Summary	
Delay	41.4
HCM Level of Service	E
Intersection Capacity Utilization	60.6%
ICU Level of Service	B
Analysis Period (min)	15

HCM Signalized Intersection Capacity Analysis
6: US 27 / Okeechobee Road & NW 121st Way

2028 PM
9/14/2005



Movement	SE	SW	NW	NE	NE	NE
Lane Configurations	↑↑↑	↑	↑	↑↑↑	↑	↑
Ideal Flow (vophl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	4550	1417	1583	4550	1583	1417
Flt Permitted	1.00	1.00	0.06	1.00	0.95	1.00
Satd. Flow (perm)	4550	1417	106	4550	1583	1417
Volume (vph)	1710	79	108	2223	242	399
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1859	86	117	2416	263	434
RTOR Reduction (vph)	0	15	0	0	0	124
Lane Group Flow (vph)	1859	71	117	2416	263	310
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%
Turn Type	pm+ov		pm+pt		Perm	
Protected Phases	6	4	5	2	4	
Permitted Phases		6	2	Free		4
Actuated Green, G (s)	56.6	95.2	69.9	120.0	38.6	38.6
Effective Green, g (s)	58.7	98.7	72.0	120.0	40.0	40.0
Actuated g/C Ratio	0.49	0.82	0.60	1.00	0.33	0.33
Clearance Time (s)	6.1	5.4	4.0	6.1	5.4	5.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2226	1213	178	4550	528	472
v/s Ratio Prot	c0.41	0.02	0.05	c0.32	0.17	
v/s Ratio Perm		0.03	0.34	0.21		c0.22
v/c Ratio	0.84	0.06	0.66	0.53	0.50	0.66
Uniform Delay, d1	26.5	2.0	23.2	0.0	32.0	34.1
Progression Factor	1.00	1.00	1.00	1.00	0.55	0.37
Incremental Delay, d2	3.9	0.1	8.5	0.4	3.0	6.2
Delay (s)	30.4	2.1	31.7	0.4	20.7	18.8
Level of Service	C	A	C	A	C	B
Approach Delay (s)	29.1			1.9	19.5	
Approach LOS	C			A	B	
Intersection Summary						
HCM Average Control Delay	14.5		HCM Level of Service		B	
HCM Volume to Capacity ratio	0.74					
Actuated Cycle Length (s)	120.0		Sum of lost time (s)		8.0	
Intersection Capacity Utilization	64.4%		ICU Level of Service		C	
Analysis Period (min)	15					

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis 8: NW South River Drive & NW 121st Way

2028 PM
9/14/2005

Movement	SEL	SET	SEF	NWL	NWT	NWF	NEL	NEI	NEF	NLR	SWL	SWT	SWF
Lane Configurations	↕			↕			↕↕				↗		↖
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0			4.0				4.0	4.0	
Lane Util. Factor	1.00			1.00			0.95				1.00	1.00	
Frt	1.00			0.89			0.98				1.00	0.94	
Flt Protected	0.97			1.00			1.00				0.95	1.00	
Satd. Flow (prot)	1608			1479			3105				1583	1564	
Flt Permitted	0.97			1.00			0.94				0.35	1.00	
Satd. Flow (perm)	1608			1479			2933				578	1564	
Volume (vph)	158	68	3	4	27	147	15	410	58	75	109	75	
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	0.92
Adj. Flow (vph)	172	74	3	4	29	160	16	446	63	82	118	82	
RTOR Reduction (vph)	0	1	0	0	121	0	0	9	0	0	21	0	
Lane Group Flow (vph)	0	248	0	0	72	0	0	516	0	82	179	0	
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
Turn Type	Split			Split			Perm				Perm		
Protected Phases	6		6	2		2	4				8		
Permitted Phases							4				8		
Actuated Green, G (s)	36.0			28.0			41.0				41.0	41.0	
Effective Green, g (s)	37.0			29.0			42.0				42.0	42.0	
Actuated g/C Ratio	0.31			0.24			0.35				0.35	0.35	
Clearance Time (s)	5.0			5.0			5.0				5.0	5.0	
Vehicle Extension (s)	1.0			1.0			2.5				2.5	2.5	
Lane Grp Cap (vph)	496			357			1027				202	547	
v/s Ratio Prot	c0.15			c0.05							0.11		
v/s Ratio Perm							c0.18				0.14		
v/c Ratio	0.50			0.20			0.50				0.41	0.33	
Uniform Delay, d1	33.9			36.3			30.8				29.5	28.6	
Progression Factor	1.00			1.00			1.00				1.40	1.49	
Incremental Delay, d2	3.6			1.3			1.8				5.8	1.6	
Delay (s)	37.5			37.5			32.5				47.3	44.2	
Level of Service	D			D			C				D	D	
Approach Delay (s)	37.5			37.5			32.5				45.1		
Approach LOS	D			D			C				D		
Intersection Summary													
HCM Average Control Delay	37.1			HCM Level of Service			D						
HCM Volume to Capacity ratio	0.42												
Actuated Cycle Length (s)	120.0			Sum of lost time (s)			12.0						
Intersection Capacity Utilization	60.5%			ICU Level of Service			B						
Analysis Period (min)	15												
c Critical Lane Group													

HCM Unsignalized Intersection Capacity Analysis 10: NW 127th Street & NW South River Drive

2028 PM
9/14/2005



Movement	EBL	EBR	SEL	SEF	NWL	NWT
Lane Configurations	Y		Y		Y	
Sign Control	Stop		Free		Yield	
Grade	0%		0%		0%	
Volume (veh/h)	12	110	14	14	111	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	120	15	15	121	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None				None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	114	38	0		46	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	114	38	0		46	0
tC, single (s)	7.2	6.6	4.2		6.6	6.3
tC, 2 stage (s)						
tF (s)	3.6	4.1	2.3		4.1	3.4
p0 queue free %	98	85	99		85	99
cM capacity (veh/h)	725	823	1548		815	1051
Direction Lane #	EB 1	EB 2	SE 1	NW 1		
Volume Total	133	30	136			
Volume Left	13	15	0			
Volume Right	0	15	15			
cSH	812	1548	836			
Volume to Capacity	0.16	0.01	0.16			
Queue Length 95th (ft)	15	1	14			
Control Delay (s)	10.3	3.7	10.1			
Lane LOS	B	A	B			
Approach Delay (s)	10.3	3.7	10.1			
Approach LOS	B		B			
Intersection Summary						
Average Delay			9.6			
Intersection Capacity Utilization		27.7%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

11: NW 107th Avenue & US 27 / Okeechobee Road

2028 PM
9/14/2005



Movement	NBL	NBR	SBL	SBR	NWL	NWT
Lane Configurations	↑		↑↑↑	↑	↑	↑↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		0.91	1.00	1.00	0.91
Fr _t	0.94		1.00	0.85	1.00	1.00
Flt Protected	0.97		1.00	1.00	0.95	1.00
Satd. Flow (prot)	1524		4550	1417	1583	4550
Flt Permitted	0.97		1.00	1.00	0.95	1.00
Satd. Flow (perm)	1524		4550	1417	1583	4550
Volume (vph)	665	531	1455	73	109	2321
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	723	577	1582	79	118	2523
RTOR Reduction (vph)	24	0	0	56	0	0
Lane Group Flow (vph)	1276	0	1582	23	118	2523
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%
Turn Type			Perm custom			
Protected Phases	4		6		5	2
Permitted Phases				6	5	
Actuated Green, G (s)	62.6		32.9	32.9	7.5	45.9
Effective Green, g (s)	64.0		35.0	35.0	9.0	48.0
Actuated g/C Ratio	0.53		0.29	0.29	0.08	0.40
Clearance Time (s)	5.4		6.1	6.1	5.5	6.1
Vehicle Extension (s)	3.0		1.0	1.0	2.5	1.0
Lane Grp Cap (vph)	813		1327	413	119	1820
v/s Ratio Prot	c0.84		0.35		0.07	c0.55
v/s Ratio Perm				0.02		
v/c Ratio	1.57		1.19	0.06	0.99	1.39
Uniform Delay, d1	28.0		42.5	30.6	55.5	36.0
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	262.3		94.2	0.3	79.6	177.3
Delay (s)	290.3		136.7	30.9	135.1	213.3
Level of Service	F		F	C	F	F
Approach Delay (s)	290.3		131.7		209.8	
Approach LOS	F		F		F	

Intersection Summary			
HCM Average Control Delay	205.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.49		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	120.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis 14: FEC Railroad Access & NW 138th Street

2028 PM
9/14/2005



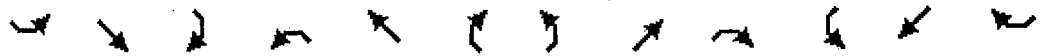
Movement	EB	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↕			↕			↗		↗		↗	
Sign Control	Stop			Stop			Free		Free		Free	
Grade	0%			0%			0%		0%		0%	
Volume (Veh/h)	66	0	0	0	0	0	0	388	0	0	488	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	72	0	0	0	0	0	0	422	0	0	530	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)												
pX, platoon unblocked												
vC, conflicting volume	952	952	530	952	952	422	530	422				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	952	952	530	952	952	422	530	422				
tC, single (s)	7.2	6.6	6.3	7.2	6.6	6.3	4.3	4.3				
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.4	2.4				
p0 queue free %	68	100	100	100	100	100	100	100				
cM capacity (veh/h)	227	248	526	227	248	607	961	1057				

Direction Lane #	EB 1	WB 1	NE 1	NE 2	SW 1	SW 2
Volume Total	72	0	0	422	0	530
Volume Left	72	0	0	0	0	0
Volume Right	0	0	0	0	0	0
cSH	227	1700	1700	1700	1700	1700
Volume to Capacity	0.32	0.00	0.00	0.25	0.00	0.31
Queue Length 95th (ft)	32	0	0	0	0	0
Control Delay (s)	27.9	0.0	0.0	0.0	0.0	0.0
Lane LOS	D	A				
Approach Delay (s)	27.9	0.0	0.0	0.0	0.0	0.0
Approach LOS	D	A				

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	36.0%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis 17: NW 113rd Av. Road & NW 138th Street

2028 PM
9/14/2005



Movement	SE1	SE2	SE3	NW1	NW2	NW3	NE1	NE2	NE3	SW1	SW2	SW3
Lane Configurations	↵	↵		↵	↵		↵	↵		↵	↵	
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	196	20	0	11	8	333	0	695	10	264	111	215
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)	213	22	0	12	9	362	0	755	11	287	121	234
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												932
pX, platoon unblocked												
vC, conflicting volume	1933	1578	238	1466	1689	761	354				766	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1933	1578	238	1466	1689	761	354				766	
tC, single (s)	7.2	6.6	6.3	7.2	6.6	6.3	4.3				4.3	
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.4				2.4	
p0 queue free %	0	66	100	78	84	6	100				63	
cM capacity (veh/h)	2	64	773	53	55	387	1106				768	

Direction Lane #	SE 1	SE 2	NW 1	NW 2	NE 1	NE 2	SW 1	SW 2
Volume Total	213	22	12	371	0	766	287	354
Volume Left	213	0	12	0	0	0	287	0
Volume Right	0	0	0	362	0	11	0	234
cSH	2	64	53	339	1700	1700	768	1700
Volume to Capacity	114.66	0.34	0.22	1.09	0.00	0.45	0.37	0.21
Queue Length 95th (ft)	Err	31	19	349	0	0	43	0
Control Delay (s)	Err	87.1	91.2	112.3	0.0	0.0	12.5	0.0
Lane LOS	F	F	F	F			B	
Approach Delay (s)	9081.2		111.7		0.0		5.6	
Approach LOS	F		F					

Intersection Summary	
Average Delay	1075.8
Intersection Capacity Utilization	97.0%
ICU Level of Service	F
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

19: NW 113rd Av. Road & NW 131st Street

2028 PM
9/14/2005

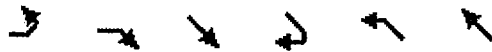


Movement	SE1	SE2	NE1	NE2	SW1	SW2
Lane Configurations	↰	↰	↰	↱	↰	↰
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	97	198	263	26	9	89
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	105	215	286	28	10	97
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	658	58	107			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	658	58	107			
tC, single (s)	6.5	6.3	4.2			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.3			
p0 queue free %	68	78	80			
cM capacity (veh/h)	328	975	1413			
Direction Lane #	SE1	SE2	NE1	NE2	SW1	SW2
Volume Total	105	215	286	28	10	97
Volume Left	105	0	286	0	0	0
Volume Right	0	215	0	0	0	97
cSH	328	975	1413	1700	1700	
Volume to Capacity	0.32	0.22	0.20	0.02	0.06	
Queue Length 95th (ft)	34	21	19	0	0	
Control Delay (s)	21.1	9.7	8.2	0.0	0.0	
Lane LOS	C	A	A			
Approach Delay (s)	13.5		7.5		0.0	
Approach LOS	B					
Intersection Summary						
Average Delay	9.0					
Intersection Capacity Utilization	33.3%			ICU Level of Service		A
Analysis Period (min)	15					

Intersection Sign configuration not allowed in HCM analysis

HCM Unsignalized Intersection Capacity Analysis 22: NW 122nd Street & NW South River Drive

2028 PM
9/14/2005



Movement	EBL	EBR	SEL	SER	NWL	NWT
Lane Configurations	LT	RT	LT	RT	LT	RT
Sign Control	Stop	Stop	Free	Free	Yield	Yield
Grade	0%	0%	0%	0%	0%	0%
Volume (veh/h)	11	109	131	5	137	99
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	118	142	5	149	108
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None				None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	470	288	0		285	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	470	288	0		285	0
tC, single (s)	7.2	6.6	4.2		6.6	6.3
tC, 2 stage (s)						
tF (s)	3.6	4.1	2.3		4.1	3.4
p0 queue free %	96	78	91		73	90
cM capacity (veh/h)	321	547	1548		549	1051
Direction Lane #	EB 1	SE 1	NW 1			
Volume Total	130	148	257			
Volume Left	12	142	0			
Volume Right	0	5	108			
cSH	514	1548	687			
Volume to Capacity	0.25	0.09	0.37			
Queue Length 95th (ft)	25	8	43			
Control Delay (s)	14.4	7.3	13.3			
Lane LOS	B	A	B			
Approach Delay (s)	14.4	7.3	13.3			
Approach LOS	B		B			
Intersection Summary						
Average Delay			11.9			
Intersection Capacity Utilization			37.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 23: NW 127th Street & NW 128th Street

2028 PM
9/14/2005



Movement	NW	NW	NE	NE	SW	SW
Lane Configurations	↰	↰	↰		↰	↰
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	182	62	25	252	123	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	198	67	27	274	134	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type None						
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	445	164			301	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	445	164			301	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	59	92			89	
cM capacity (veh/h)	488	850			1195	
Direction Lane #						
	NW 1	NW 2	NE 1	SW 1	SW 2	
Volume Total	198	67	301	134	13	
Volume Left	198	0	0	134	0	
Volume Right	0	67	274	0	0	
cSH	488	850	1700	1195	1700	
Volume to Capacity	0.41	0.08	0.18	0.11	0.01	
Queue Length 95th (ft)	49	6	0	9	0	
Control Delay (s)	17.3	9.6	0.0	8.4	0.0	
Lane LOS	C	A		A		
Approach Delay (s)	15.4		0.0	7.6		
Approach LOS	C					
Intersection Summary						
Average Delay			7.3			
Intersection Capacity Utilization			43.8%		ICU Level of Service A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 25: NW 127th Street & NW 107th Avenue

2028 PM
9/14/2005



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↵	↑			↵			↵	↵		↕
Sign Control		Stop			Stop			Free			Free
Grade		0%			0%			0%			0%
Volume (veh/h)	293	25	57	11	8	120	6	79	890	7	90
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
Hourly flow rate (vph)	318	27	62	12	9	130	0	86	967	8	98
Pedestrians											
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)											
Median type		None			None						
Median storage veh											
Upstream signal (ft)											829
pX, platoon unblocked							0.00				
vC, conflicting volume	1945	1818	476	1886	1896	967	0	561		975	
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	1945	1818	476	1886	1896	967	0	561		975	
tC, single (s)	7.2	6.6	6.3	7.2	6.6	6.3	0.0	4.2		4.2	
tC, 2 stage (s)											
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	0.0	2.3		2.3	
p0 queue free %	0	52	89	49	83	55	0	91		85	
cM capacity (veh/h)	18	56	565	23	50	293	0	953		662	
Direction Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1					
Volume Total	318	39	151	1053	8	659					
Volume Left	318	0	12	86	0	98					
Volume Right	0	62	130	0	8	171					
cSH	18	151	133	953	1700	662					
Volume to Capacity	17.59	0.59	1.13	0.09	0.00	0.15					
Queue Length 95th (ft)	Err	78	218	7	0	13					
Control Delay (s)	Err	58.8	182.8	2.5	0.0	3.8					
Lane LOS	F	F	F	A		A					
Approach Delay (s)	7825.4		182.8	2.5		3.8					
Approach LOS	F		F								
Intersection Summary											
Average Delay	1414.5										
Intersection Capacity Utilization	123.0%										
ICU Level of Service	H										
Analysis Period (min)	15										

HCM Unsignalized Intersection Capacity Analysis
25: NW 127th Street & NW 107th Avenue

2028 PM
9/14/2005

Movement	3BR
Lane Configurations	
Sign Control	
Grade	
Volume (veh/h)	157
Peak Hour Factor	0.92
Hourly flow rate (vph)	171
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage (veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	
Direction Lane #	

Appendix (P)

Arterial Level of Service: NB NW 107th Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee Rll		30	20.1	34.4	54.5	0.15	9.9	F
Total	III		20.1	34.4	54.5	0.15	9.9	F

Arterial Level of Service: NE NW 121st Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW South River Drive IV		30	16.8	10.3	27.1	0.07	9.8	D
US 27 / Okeechobee RV		30	11.4	46.0	57.4	0.05	3.2	F
Total	IV		28.2	56.3	84.5	0.12	5.3	F

Arterial Level of Service: SW NW 121st Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW South River Drive IV		30	11.4	2.7	14.1	0.05	12.9	D
Total	IV		11.4	2.7	14.1	0.05	12.9	D

Arterial Level of Service: NE NW 138th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee Rll		30	22.5	37.1	59.6	0.18	10.7	E
Total	III		22.5	37.1	59.6	0.18	10.7	E

Arterial Level of Service: SW NW 138th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee RV		30	19.5	47.5	67.0	0.11	5.8	F
Total	IV		19.5	47.5	67.0	0.11	5.8	F

Arterial Level of Service: NW NW South River Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	IV	30	16.6	11.5	28.1	0.07	9.4	D
Total	IV		16.6	11.5	28.1	0.07	9.4	D

Arterial Level of Service: SE NW South River Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	III	30	18.8	23.6	42.4	0.14	11.9	E
Total	III		18.8	23.6	42.4	0.14	11.9	E

Arterial Level of Service: NW US 27 / Okeechobee Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	I	50	5.5	0.1	5.6	0.06	35.7	B
NW 107th Avenue	I	50	60.3	7.4	67.7	0.84	44.5	A
NW 138th Street	I	50	41.9	51.1	93.0	0.58	22.5	D
Total	I		107.7	58.6	166.3	1.47	31.9	C

Arterial Level of Service: SE US 27 / Okeechobee Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 138th Street	I	50	10.7	20.6	31.3	0.11	12.3	F
NW 107th Avenue	I	50	41.9	14.5	56.4	0.58	37.1	B
NW 121st Way	I	50	60.3	9.0	69.3	0.84	43.5	A
Total	I		112.9	44.1	157.0	1.52	35.0	B

Arterial Level of Service: NB NW 107th Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee Rll		30	20.1	30.1	50.2	0.15	10.7	E
Total	III		20.1	30.1	50.2	0.15	10.7	E

Arterial Level of Service: NE NW 121st Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW South River Drive IV		30	16.8	13.6	30.4	0.07	8.8	E
US 27 / Okeechobee RV		30	11.4	45.2	56.6	0.05	3.2	F
Total	IV		28.2	58.8	87.0	0.12	5.1	E

Arterial Level of Service: SW NW 121st Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW South River Drive IV		30	11.4	9.9	21.3	0.05	8.5	E
Total	IV		11.4	9.9	21.3	0.05	8.5	E

Arterial Level of Service: NE NW 138th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee Rll		30	22.5	44.0	66.5	0.18	9.6	F
Total	III		22.5	44.0	66.5	0.18	9.6	F

Arterial Level of Service: SW NW 138th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee RV		30	19.5	40.2	59.7	0.11	6.5	F
Total	IV		19.5	40.2	59.7	0.11	6.5	F

Arterial Level of Service: NW NW South River Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	IV	30	16.6	6.7	23.3	0.07	11.3	D
Total	IV		16.6	6.7	23.3	0.07	11.3	D

Arterial Level of Service: SE NW South River Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	III	30	18.8	23.5	42.3	0.14	12.0	E
Total	III		18.8	23.5	42.3	0.14	12.0	E

Arterial Level of Service: NW US 27 / Okeechobee Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	I	50	5.5	0.2	5.7	0.06	35.0	B
NW 107th Avenue	I	50	60.3	24.4	84.7	0.84	35.6	B
NW 138th Street	I	50	41.9	32.2	74.1	0.58	28.2	C
Total	I		107.7	56.8	164.5	1.47	32.3	C

Arterial Level of Service: SE US 27 / Okeechobee Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 138th Street	I	50	10.7	18.8	29.5	0.11	13.0	F
NW 107th Avenue	I	50	41.9	16.7	58.6	0.58	35.7	B
NW 121st Way	I	50	60.3	18.4	78.7	0.84	38.3	B
Total	I		112.9	53.9	166.8	1.52	32.9	C

Appendix (Q)

HCM Signalized Intersection Capacity Analysis 3: US 27 / Okeechobee Road & NW 138th Street

2008 AM With Improvements
9/29/2005

Movement	SEL	SEF	SER	NWL	NWF	NWR	NEL	NEF	NER	SWL	SWF	SWR
Lane Configurations	↔↔	↔↔↔	↗	↖	↔↔↔	↗	↔↔	↖			↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.93			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.97	1.00
Satd. Flow (prot)	3072	4550	1583	1770	4550	1417	3433	1727			1704	1417
Flt Permitted	0.95	1.00	1.00	0.16	1.00	1.00	0.95	1.00			0.70	1.00
Satd. Flow (perm)	3072	4550	1583	289	4550	1417	3433	1727			1221	1417
Volume (vph)	372	1509	129	27	558	48	365	108	102	100	84	488
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)	404	1640	140	29	607	52	397	117	111	109	91	530
RTOR Reduction (vph)	0	0	48	0	0	33	0	31	0	0	0	13
Lane Group Flow (vph)	404	1640	92	29	607	19	397	197	0	0	200	517
Heavy Vehicles (%)	14%	14%	2%	2%	14%	14%	2%	2%	2%	14%	2%	14%
Turn Type	Prot		pm+ov	pm+pt		pm+ov	Prot				pm+pt	pm+ov
Protected Phases	1	6	7	5	2	3	7	4			3	8
Permitted Phases			6	2		2					8	8
Actuated Green, G (s)	29.4	54.4	68.2	30.0	29.2	34.8	13.8	21.8			19.2	43.0
Effective Green, g (s)	30.9	56.7	72.6	31.5	31.5	39.2	15.9	23.9			23.4	46.6
Actuated g/C Ratio	0.28	0.52	0.66	0.29	0.29	0.36	0.14	0.22			0.21	0.42
Clearance Time (s)	5.5	6.3	6.1	5.5	6.3	6.1	6.1	6.1			6.1	5.5
Vehicle Extension (s)	3.0	2.5	3.0	3.0	2.5	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	863	2345	1045	160	1303	556	496	375			294	652
v/s Ratio Prot	0.13	c0.36	0.01	0.01	c0.13	0.00	c0.12	0.11			0.05	c0.22
v/s Ratio Perm			0.05	0.04		0.01					0.10	0.14
v/c Ratio	0.47	0.70	0.09	0.18	0.47	0.03	0.80	0.52			0.68	0.79
Uniform Delay, d1	32.7	20.2	6.8	31.1	32.3	23.1	45.5	38.0			39.9	27.5
Progression Factor	1.00	1.00	1.00	1.47	1.50	0.94	1.00	1.00			1.00	1.00
Incremental Delay, d2	0.4	1.8	0.0	0.5	1.2	0.0	9.0	1.3			6.3	6.6
Delay (s)	33.1	22.0	6.8	46.4	49.7	21.6	54.5	39.4			46.2	34.1
Level of Service	C	C	A	D	D	C	D	D			D	C
Approach Delay (s)		23.1			47.4			49.0			37.4	
Approach LOS		C			D			D			D	
Intersection Summary												
HCM Average Control Delay	33.3			HCM Level of Service			C					
HCM Volume to Capacity ratio	0.72											
Actuated Cycle Length (s)	110.0			Sum of lost time (s)			8.0					
Intersection Capacity Utilization	70.2%			ICU Level of Service			C					
Analysis Period (min)	15											
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 4: Service Road & NW 138th Street

2008 AM With Improvements
9/29/2005



Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
Lane Configurations	↕			↕			↕			↕		
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	17	1	10	22	1	1	19	404	12	1	701	19
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)	18	1	11	24	1	1	21	439	13	1	762	21
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage veh)												
Upstream signal (ft)							225					
pX, platoon unblocked												
vC, conflicting volume	1037	1268	391	882	1272	226	783				452	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1037	1268	391	882	1272	226	783				452	
tC, single (s)	7.8	6.8	7.2	7.8	6.8	7.2	4.4				4.4	
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.3				2.3	
p0 queue free %	89	99	98	89	99	100	97				100	
cM capacity (veh/h)	165	147	575	212	147	741	757				1024	
Direction, Lane #												
	SE 1	NW 1	NE 1	NE 2	SW 1	SW 2						
Volume Total	30	26	240	233	382	402						
Volume Left	18	24	21	0	1	0						
Volume Right	11	1	0	13	0	21						
cSH	220	215	757	1700	1024	1700						
Volume to Capacity	0.14	0.12	0.03	0.14	0.00	0.24						
Queue Length 95th (ft)	12	10	2	0	0	0						
Control Delay (s)	24.0	24.1	1.1	0.0	0.0	0.0						
Lane LOS	C	C	A		A							
Approach Delay (s)	24.0	24.1	0.6		0.0							
Approach LOS	C	C										
Intersection Summary												
Average Delay	1.3											
Intersection Capacity Utilization	35.6%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Signalized Intersection Capacity Analysis
6: US 27 / Okeechobee Road & NW 121st Way

2008 AM With Improvements
9/29/2005



Movement	SEF	SEB	NWL	NWT	NEL	NBR
Lane Configurations	↑↑↑	↑	↑	↑↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	4550	1417	1583	4550	1583	1417
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	4550	1417	1583	4550	1583	1417
Volume (vph)	1687	93	243	674	75	120
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1834	101	264	733	82	130
RTOR Reduction (vph)	0	39	0	0	0	112
Lane Group Flow (vph)	1834	62	264	733	82	18
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%
Turn Type	pm+ov		Prot	Perm		
Protected Phases	6	4	5	2	4	
Permitted Phases		6		Free		4
Actuated Green, G (s)	49.9	63.5	31.0	110.0	13.6	13.6
Effective Green, g (s)	52.0	67.0	31.0	110.0	15.0	15.0
Actuated g/C Ratio	0.47	0.61	0.28	1.00	0.14	0.14
Clearance Time (s)	6.1	5.4	4.0	6.1	5.4	5.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2151	915	446	4550	216	193
v/s Ratio Prot	c0.40	0.01	c0.17	0.13	c0.05	
v/s Ratio Perm		0.03		0.03		0.01
v/c Ratio	0.85	0.07	0.59	0.16	0.38	0.09
Uniform Delay, d1	25.6	8.8	34.0	0.0	43.3	41.5
Progression Factor	0.23	0.03	1.00	1.00	0.93	1.06
Incremental Delay, d2	3.0	0.1	2.1	0.1	5.0	0.9
Delay (s)	8.9	0.3	36.2	0.1	45.3	45.0
Level of Service	A	A	D	A	D	D
Approach Delay (s)	8.4			9.6	45.1	
Approach LOS	A			A	D	
Intersection Summary						
HCM Average Control Delay			11.3		HCM Level of Service	B
HCM Volume to Capacity ratio			0.70			
Actuated Cycle Length (s)			110.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			60.2%		ICU Level of Service	B
Analysis Period (min)			15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis 8: NW South River Drive & NW 121st Way

2008 AM With Improvements
9/29/2005



Movement	S	SE	SE	SER	NWL	NWL	NWR	NEL	NEL	NER	SWL	SWL	SWR	
Lane Configurations	↕				↕				↕↕				↕↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0				4.0				4.0				4.0	
Lane Util. Factor	1.00				1.00				0.95				0.95	
Frt	0.99				0.92				0.98				0.97	
Flt Protected	0.98				0.99				1.00				0.99	
Satd. Flow (prot)	1603				1520				3092				3036	
Flt Permitted	0.84				0.96				0.93				0.84	
Satd. Flow (perm)	1382				1481				2878				2597	
Volume (vph)	62	49	13	19	19	53	7	72	12	88	195	68		
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	0.92	
Adj. Flow (vph)	67	53	14	21	21	58	8	78	13	96	212	74		
RTOR Reduction (vph)	0	4	0	0	38	0	0	6	0	0	14	0		
Lane Group Flow (vph)	0	130	0	0	62	0	0	93	0	0	368	0		
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt				
Protected Phases	1	6		5	2		7	4		3	8			
Permitted Phases	6			2			4			8				
Actuated Green, G (s)	36.0			36.0			59.0			59.0				
Effective Green, g (s)	38.0			38.0			60.0			60.0				
Actuated g/C Ratio	0.35			0.35			0.55			0.55				
Clearance Time (s)	5.0			5.0			5.0			5.0				
Vehicle Extension (s)	1.0			1.0			2.5			2.5				
Lane Grp Cap (vph)	510			517			1570			1417				
v/s Ratio Prot	c0.04			0.02										
v/s Ratio Perm	c0.05			0.02			0.03			c0.14				
v/c Ratio	0.26			0.12			0.06			0.26				
Uniform Delay, d1	25.8			24.6			11.7			13.2				
Progression Factor	1.00			1.00			1.00			0.18				
Incremental Delay, d2	1.2			0.5			0.0			0.1				
Delay (s)	27.0			25.1			11.8			2.5				
Level of Service	C			C			B			A				
Approach Delay (s)	27.0			25.1			11.8			2.5				
Approach LOS	C			C			B			A				
Intersection Summary														
HCM Average Control Delay	11.5			HCM Level of Service			B							
HCM Volume to Capacity ratio	0.26													
Actuated Cycle Length (s)	110.0			Sum of lost time (s)			12.0							
Intersection Capacity Utilization	33.6%			ICU Level of Service			A							
Analysis Period (min)	15													

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
10: NW 127th Street & NW South River Drive

2008 AM With Improvements
9/29/2005



Movement	EBL	EBR	SEL	SER	NWL	NWT
Lane Configurations	↰	↱	↰			↱
Sign Control	Stop		Free			Yield
Grade	0%		0%			0%
Volume (veh/h)	8	74	5	5	40	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	80	5	5	43	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	41	14	0		16	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	41	14	0		16	0
tC, single (s)	7.2	6.6	4.2		6.6	6.3
tC, 2 stage (s)						
tF (s)	3.6	4.1	2.3		4.1	3.4
p0 queue free %	99	91	100		95	99
cM capacity (veh/h)	890	855	1548		852	1051
Direction, Lane #						
	EB 1	EB 2	SE 1	NW 1		
Volume Total	9	80	11	49		
Volume Left	9	0	5	0		
Volume Right	0	0	5	5		
cSH	890	855	1548	870		
Volume to Capacity	0.01	0.09	0.00	0.06		
Queue Length 95th (ft)	1	8	0	4		
Control Delay (s)	9.1	9.6	3.7	9.4		
Lane LOS	A	A	A	A		
Approach Delay (s)	9.6		3.7	9.4		
Approach LOS	A			A		
Intersection Summary						
Average Delay	9.1					
Intersection Capacity Utilization	19.1%			ICU Level of Service		
Analysis Period (min)	15					

HCM Signalized Intersection Capacity Analysis
11: NW 107th Avenue & US 27 / Okeechobee Road

2008 AM With Improvements
9/29/2005



Movement	NBL	NBR	SEB	SEB	NWL	NWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.91
Fr _t	1.00	0.85	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)	1583	1417	4550	1417	1583	4550
Flt Permitted	0.95	1.00	1.00	1.00	0.07	1.00
Satd. Flow (perm)	1583	1417	4550	1417	114	4550
Volume (vph)	128	265	1615	164	177	713
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	139	288	1755	178	192	775
RTOR Reduction (vph)	0	194	0	90	0	0
Lane Group Flow (vph)	139	94	1755	88	192	775
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%
Turn Type	Perm		Perm pm+pt			
Protected Phases	4		6		5	2
Permitted Phases		4		6		2
Actuated Green, G (s)	28.6	28.6	52.4	52.4	69.9	69.9
Effective Green, g (s)	30.0	30.0	54.5	54.5	72.0	72.0
Actuated g/C Ratio	0.27	0.27	0.50	0.50	0.65	0.65
Clearance Time (s)	5.4	5.4	6.1	6.1	5.5	6.1
Vehicle Extension (s)	3.0	3.0	1.0	1.0	2.5	1.0
Lane Grp Cap (vph)	432	386	2254	702	255	2978
v/s Ratio Prot	c0.09		0.39		c0.09	0.17
v/s Ratio Perm		0.07		0.06	c0.40	
v/c Ratio	0.32	0.24	0.78	0.13	0.75	0.26
Uniform Delay, d1	31.9	31.2	22.8	14.9	28.4	7.9
Progression Factor	1.00	1.00	0.52	0.13	0.92	0.90
Incremental Delay, d2	2.0	1.5	2.1	0.3	11.3	0.2
Delay (s)	33.9	32.6	14.0	2.2	37.3	7.3
Level of Service	C	C	B	A	D	A
Approach Delay (s)	33.0		12.9			13.3
Approach LOS	C		B			B

Intersection Summary					
HCM Average Control Delay		15.6	HCM Level of Service		B
HCM Volume to Capacity ratio		0.62			
Actuated Cycle Length (s)		110.0	Sum of lost time (s)		8.0
Intersection Capacity Utilization		58.1%	ICU Level of Service		B
Analysis Period (min)		15			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
14: NW 138th Street & NW 115th Avenue

2008 AM With Improvements
9/29/2005



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NEB	NEB	SWL	SWB	SWR
Lane Configurations	↕			↕			↕			↕		
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	2	0	0	18	0	0	0	173	0	0	509	9
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)	2	0	0	20	0	0	0	188	0	0	553	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	746	746	558	746	751	188	563			188		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	746	746	558	746	751	188	563			188		
tC, single (s)	7.2	6.5	6.3	7.1	6.5	6.2	4.3			4.1		
tC, 2 stage (s)												
tE (s)	3.6	4.0	3.4	3.5	4.0	3.3	2.4			2.2		
p0 queue free %	99	100	100	94	100	100	100			100		
cM capacity (veh/h)	317	342	510	329	340	854	933			1386		
Direction, Lane #												
EB 1 WB 1 NE 1 SW 1												
Volume Total	2	20	188	563								
Volume Left	2	20	0	0								
Volume Right	0	0	0	10								
cSH	317	329	933	1386								
Volume to Capacity	0.01	0.06	0.00	0.00								
Queue Length 95th (ft)	1	5	0	0								
Control Delay (s)	16.4	16.6	0.0	0.0								
Lane LOS	C	C										
Approach Delay (s)	16.4	16.6	0.0	0.0								
Approach LOS	C	C										
Intersection Summary												
Average Delay	0.5											
Intersection Capacity Utilization	37.3% ICU Level of Service A											
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis
17: NW 113rd Av. Road & NW 138th Street

2008 AM With Improvements
9/29/2005



Movement	SE	SE	SW	NW	NW	NE	NE	NE	NE	SW	SW	SW
Lane Configurations												
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	28	8	0	4	6	69	0	164	21	363	199	138
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)	30	9	0	4	7	75	0	178	23	395	216	150

Direction, Lane #	SE 1	SE 2	NW 1	NW 2	NE 1	NE 2	SW 1	SW 2
Volume Total (vph)	30	9	4	82	0	201	395	366
Volume Left (vph)	30	0	4	0	0	0	395	0
Volume Right (vph)	0	0	0	75	0	23	0	150
Hadj (s)	0.53	0.24	0.74	-0.59	0.00	-0.01	0.53	-0.25
Departure Headway (s)	7.4	7.1	7.5	6.2	5.7	5.7	5.7	4.9
Degree Utilization, x	0.06	0.02	0.01	0.14	0.00	0.32	0.62	0.50
Capacity (veh/h)	447	464	441	536	613	609	626	726
Control Delay (s)	9.7	9.0	9.4	8.9	7.5	10.2	16.2	11.4
Approach Delay (s)	9.5		9.0		10.2		13.9	
Approach LOS	A		A		B		B	

Intersection Summary	
Delay	12.7
HCM Level of Service	B
Intersection Capacity Utilization	48.2%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
19: NW 113rd Av. Road & NW 131st Street

2008 AM With Improvements
9/29/2005



Movement	SE1	SE2	NE1	NE2	SW1	SW2
Lane Configurations	↰	↱	↰	↱	↱	↰
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	129	263	59	6	2	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	140	286	64	7	2	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	148	13	24			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	148	13	24			
tC, single (s)	6.5	6.3	4.2			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.3			
p0 queue free %	82	72	96			
cM capacity (veh/h)	782	1033	1516			
Direction Lane #	SE 1	SE 2	NE 1	NE 2	SW 1	SW 2
Volume Total	140	286	64	7	2	22
Volume Left	140	0	64	0	0	0
Volume Right	0	286	0	0	0	22
cSH	782	1033	1516	1700	1700	
Volume to Capacity	0.18	0.28	0.04	0.00	0.01	
Queue Length 95th (ft)	16	28	3	0	0	
Control Delay (s)	10.6	9.8	7.5	0.0	0.0	
Lane LOS	B	A	A			
Approach Delay (s)	10.1		6.8		0.0	
Approach LOS	B					
Intersection Summary						
Average Delay	9.2					
Intersection Capacity Utilization	26.3%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
22: NW 122nd Way & NW South River Drive

2008 AM With Improvements
9/29/2005








Movement	EB	EB	SE	SE	NW	NW
Lane Configurations	↱		↱		↱	↱
Sign Control	Stop		Free		Yield	
Grade	0%		0%		0%	
Volume (veh/h)	8	76	71	5	96	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	83	77	5	104	91
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	301	157	0		154	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	301	157	0		154	0
tC, single (s)	7.2	6.6	4.2		6.6	6.3
tC, 2 stage (s)						
tF (s)	3.6	4.1	2.3		4.1	3.4
p0 queue free %	98	88	95		85	91
cM capacity (veh/h)	488	678	1548		680	1051
Direction Lane #						
Volume Total	91	83	104		91	
Volume Left	9	77	0		0	
Volume Right	0	5	0		91	
cSH	654	1548	680		1051	
Volume to Capacity	0.14	0.05	0.15		0.09	
Queue Length 95th (ft)	12	4	13		7	
Control Delay (s)	11.4	7.0	11.2		8.8	
Lane LOS	B	A	B		A	
Approach Delay (s)	11.4	7.0	10.1			
Approach LOS	B		B			
Intersection Summary						
Average Delay	9.7					
Intersection Capacity Utilization	23.8%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
23: NW 127th Street & NW 128th Street

2008 AM With Improvements
9/29/2005



Movement	NWL	NWR	NEL	NER	SWL	SWR
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	212	72	6	55	27	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	230	78	7	60	29	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	98	36			66	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	98	36			66	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	73	92			98	
cM capacity (veh/h)	855	1003			1462	
Direction Lane #	NW 1	NW 2	NE 1	SW 1	SW 2	
Volume Total	230	78	66	29	3	
Volume Left	230	0	0	29	0	
Volume Right	0	78	60	0	0	
cSH	855	1003	1700	1462	1700	
Volume to Capacity	0.27	0.08	0.04	0.02	0.00	
Queue Length 95th (ft)	27	6	0	2	0	
Control Delay (s)	10.8	8.9	0.0	7.5	0.0	
Lane LOS	B	A		A		
Approach Delay (s)	10.3		0.0	6.8		
Approach LOS	B					
Intersection Summary						
Average Delay	8.3					
Intersection Capacity Utilization	26.6%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
25: NW 127th Street & NW 107th Avenue

2008 AM With Improvements
9/29/2005



























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	→	→	←	→	→	←	→	→	←	→	→
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	52	11	19	9	25	16	74	330	20	51	350	185
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)	57	12	21	10	27	17	80	359	22	55	380	201

Direction Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	57	33	10	45	260	201	246	391
Volume Left (vph)	57	0	10	0	80	0	55	0
Volume Right (vph)	0	21	0	17	0	22	0	201
Hadj (s)	0.74	-0.21	0.74	-0.04	0.39	0.16	0.35	-0.12
Departure Headway (s)	7.7	6.8	7.8	7.1	6.1	5.9	5.9	5.4
Degree Utilization, x	0.12	0.06	0.02	0.09	0.44	0.33	0.40	0.59
Capacity (veh/h)	431	486	421	467	574	593	593	651
Control Delay (s)	10.6	9.0	9.8	9.5	12.7	10.6	11.6	14.8
Approach Delay (s)	10.0		9.6		11.8		13.6	
Approach LOS	B		A		B		B	

Intersection Summary	
Delay	12.5
HCM Level of Service	B
Intersection Capacity Utilization	48.5%
ICU Level of Service	A
Analysis Period (min)	15

HCM Signalized Intersection Capacity Analysis
3: US 27 / Okeechobee Road & NW 138th Street














2008 PM With Improvements
9/29/2005

Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
												
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	1.00		1.00	1.00	
Fr't	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96		1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.98	1.00	
Satd. Flow (prot)	3072	4550	1583	1770	4550	1417	3433	1789		1727	1417	
Flt Permitted	0.95	1.00	1.00	0.20	1.00	1.00	0.95	1.00		0.28	1.00	
Satd. Flow (perm)	3072	4550	1583	368	4550	1417	3433	1789		489	1417	
Volume (vph)	424	749	80	14	1280	90	280	245	87	39	45	542
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)	461	814	87	15	1391	98	304	266	95	42	49	589
RTOR Reduction (vph)	0	0	36	0	0	60	0	12	0	0	0	6
Lane Group Flow (vph)	461	814	51	15	1391	38	304	349	0	0	91	583
Heavy Vehicles (%)	14%	14%	2%	2%	14%	14%	2%	2%	2%	14%	2%	14%
Turn Type	Prot		pm+ov	pm+pt		pm+ov	Prot			pm+pt		pt+ov
Protected Phases	1	6	7	5	2	3	7	4		3	8	8 1
Permitted Phases			6	2		2				8		
Actuated Green, G (s)	20.8	48.8	60.0	30.8	30.8	37.8	11.2	27.4		23.2	49.5	
Effective Green, g (s)	22.3	51.1	64.4	33.1	33.1	42.2	13.3	29.5		25.3	51.6	
Actuated g/C Ratio	0.20	0.46	0.59	0.30	0.30	0.38	0.12	0.27		0.23	0.47	
Clearance Time (s)	5.5	6.3	6.1	5.5	6.3	6.1	6.1	6.1		6.1		
Vehicle Extension (s)	3.0	2.5	3.0	3.0	2.5	3.0	3.0	3.0		3.0		
Lane Grp Cap (vph)	623	2114	927	166	1369	544	415	480		215	665	
v/s Ratio Prot	0.15	0.18	0.01	0.00	c0.31	0.01	0.09	c0.20		0.04	c0.41	
v/s Ratio Perm			0.03	0.02		0.02				0.06		
v/c Ratio	0.74	0.39	0.05	0.09	1.02	0.07	0.73	0.73		0.42	0.88	
Uniform Delay, d1	41.1	19.2	9.8	27.7	38.5	21.5	46.6	36.6		36.1	26.3	
Progression Factor	1.00	1.00	1.00	0.57	0.65	0.22	1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.6	0.5	0.0	0.2	24.3	0.0	6.6	5.4		1.3	12.4	
Delay (s)	45.7	19.7	9.8	15.9	49.2	4.8	53.2	42.0		37.5	38.7	
Level of Service	D	B	A	B	D	A	D	D		D	D	
Approach Delay (s)		27.9			46.0			47.1			38.6	
Approach LOS		C			D			D			D	
Intersection Summary												
HCM Average Control Delay			39.1				HCM Level of Service			D		
HCM Volume to Capacity ratio			0.89									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			86.5%				ICU Level of Service			E		
Analysis Period (min)			15									

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis 4: Service Road & NW 138th Street

2008 PM With Improvements
9/29/2005

													
Movement	SE L	SE T	SE R	NW L	NW T	NW R	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations	↔			↔			↕			↕			
Sign Control	Stop			Stop			Free			Free			
Grade	0%			0%			0%			0%			
Volume (veh/h)	37	1	12	11	1	1	31	679	21	1	367	25	
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)	40	1	13	12	1	1	34	738	23	1	399	27	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None			None									
Median storage (veh)													
Upstream signal (ft)	225												
pX, platoon unblocked													
vC, conflicting volume	853	1243	213	1032	1245	380	426	761					
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	853	1243	213	1032	1245	380	426	761					
tC, single (s)	7.8	6.8	7.2	7.8	6.8	7.2	4.4	4.4					
tC, 2 stage (s)													
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.3	2.3					
p0 queue free %	82	99	98	93	99	100	97	100					
cM capacity (veh/h)	226	152	766	163	152	584	1049	773					
Direction Lane #	SE 1	NW 1	NE 1	NE 2	SW 1	SW 2							
Volume Total	54	14	403	392	201	227							
Volume Left	40	12	34	0	1	0							
Volume Right	13	1	0	23	0	27							
cSH	269	172	1049	1700	773	1700							
Volume to Capacity	0.20	0.08	0.03	0.23	0.00	0.13							
Queue Length 95th (ft)	19	7	2	0	0	0							
Control Delay (s)	21.8	27.9	1.0	0.0	0.1	0.0							
Lane LOS	C	D	A		A								
Approach Delay (s)	21.8	27.9	0.5		0.0								
Approach LOS	C	D											
Intersection Summary													
Average Delay	1.6												
Intersection Capacity Utilization	44.6%		ICU Level of Service			A							
Analysis Period (min)	15												

HCM Signalized Intersection Capacity Analysis
6: US 27 / Okeechobee Road & NW 121st Way

2008 PM With Improvements
9/29/2005



Movement	SE	SE	NW	NW	NE	NE
Lane Configurations	↑↑↑	↑	↑	↑↑↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	4550	1417	1583	4550	1583	1417
Flt Permitted	1.00	1.00	0.17	1.00	0.95	1.00
Satd. Flow (perm)	4550	1417	290	4550	1583	1417
Volume (vph)	1112	52	70	1434	142	234
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1209	57	76	1559	154	254
RTOR Reduction (vph)	0	18	0	0	0	15
Lane Group Flow (vph)	1209	39	76	1559	154	239
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%
Turn Type	pm+ov		pm+pt		pm+ov	
Protected Phases	6	4	5	2	4	5
Permitted Phases		6	2	Free		4
Actuated Green, G (s)	55.0	70.3	84.3	109.0	15.3	38.5
Effective Green, g (s)	57.1	73.8	84.3	109.0	16.7	39.9
Actuated g/C Ratio	0.52	0.68	0.77	1.00	0.15	0.37
Clearance Time (s)	6.1	5.4	4.0	6.1	5.4	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2384	1011	499	4550	243	571
v/s Ratio Prot	c0.27	0.01	0.03	0.26	c0.10	c0.09
v/s Ratio Perm		0.02	0.09	0.08		0.08
v/c Ratio	0.51	0.04	0.15	0.34	0.63	0.42
Uniform Delay, d1	16.8	5.8	8.2	0.0	43.3	25.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	0.0	0.6	0.2	5.3	0.5
Delay (s)	17.6	5.9	8.8	0.2	48.6	26.4
Level of Service	B	A	A	A	D	C
Approach Delay (s)	17.1			0.6	34.8	
Approach LOS	B			A	C	





Intersection Summary			
HCM Average Control Delay	11.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	109.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	43.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
8: NW South River Drive & NW 121st Way

2008 PM With Improvements

9/29/2005

Movement	SEL	SEI	SER	NWL	NWI	NWR	NEL	NEI	NER	SWL	SWI	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0			4.0			4.0		
Lane Util. Factor	1.00			1.00			0.95			0.95		
Frt	1.00			0.89			0.98			0.96		
Flt Protected	0.97			1.00			1.00			0.99		
Satd. Flow (prot)	1609			1480			3105			2987		
Flt Permitted	0.74			1.00			0.95			0.81		
Satd. Flow (perm)	1224			1481			2945			2449		
Volume (vph)	106	46	2	3	18	98	8	226	32	45	66	45
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)	115	50	2	3	20	107	9	246	35	49	72	49
RTOR Reduction (vph)	0	1	0	0	67	0	0	9	0	0	24	0
Lane Group Flow (vph)	0	166	0	0	63	0	0	281	0	0	146	0
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	39.0			39.0			56.0			56.0		
Effective Green, g (s)	41.0			41.0			57.0			57.0		
Actuated g/C Ratio	0.37			0.37			0.52			0.52		
Clearance Time (s)	5.0			5.0			5.0			5.0		
Vehicle Extension (s)	1.0			1.0			2.5			2.5		
Lane Grp Cap (vph)	509			552			1526			1269		
v/s Ratio Prot	c0.04			0.02								
v/s Ratio Perm	c0.08			0.03			c0.10			0.06		
v/c Ratio	0.33			0.11			0.18			0.12		
Uniform Delay, d1	24.6			22.6			14.1			13.6		
Progression Factor	1.00			1.00			1.00			1.00		
Incremental Delay, d2	1.7			0.4			0.1			0.0		
Delay (s)	26.4			23.0			14.2			13.6		
Level of Service	C			C			B			B		
Approach Delay (s)	26.4			23.0			14.2			13.6		
Approach LOS	C			C			B			B		
Intersection Summary												
HCM Average Control Delay	18.3			HCM Level of Service			B					
HCM Volume to Capacity ratio	0.24											
Actuated Cycle Length (s)	110.0			Sum of lost time (s)			12.0					
Intersection Capacity Utilization	38.4%			ICU Level of Service			A					
Analysis Period (min)	15											

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
10: NW 127th Street & NW South River Drive

2008 PM With Improvements
9/29/2005









Movement	EBL	EBR	SEL	SE	NWL	NWT
Lane Configurations	↰	↱	↰		↰	↱
Sign Control	Stop		Free		Yield	
Grade	0%		0%			0%
Volume (veh/h)	7	67	9	9	73	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	73	10	10	79	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	74	24	0		29	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	74	24	0		29	0
tC, single (s)	7.2	6.6	4.2		6.6	6.3
tC, 2 stage (s)						
tF (s)	3.6	4.1	2.3		4.1	3.4
p0 queue free %	99	91	99		90	99
cM capacity (veh/h)	812	840	1548		835	1051
Direction: Lane #						
	EB 1	EB 2	SE 1	NW 1		
Volume Total	8	73	20	89		
Volume Left	8	0	10	0		
Volume Right	0	0	10	10		
cSH	812	840	1548	854		
Volume to Capacity	0.01	0.09	0.01	0.10		
Queue Length 95th (ft)	1	7	0	9		
Control Delay (s)	9.5	9.7	3.7	9.7		
Lane LOS	A	A	A	A		
Approach Delay (s)	9.7		3.7	9.7		
Approach LOS	A			A		
Intersection Summary						
Average Delay	9.1					
Intersection Capacity Utilization	21.2%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Signalized Intersection Capacity Analysis
11: NW 107th Avenue & US 27 / Okeechobee Road

2008 PM With Improvements
9/29/2005



Movement	NB	NBR	SE	SER	NW	NWT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.91
Frt	1.00	0.85	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)	1583	1417	4550	1417	1583	4550
Flt Permitted	0.95	1.00	1.00	1.00	0.22	1.00
Satd. Flow (perm)	1583	1417	4550	1417	370	4550
Volume (vph)	414	330	852	43	70	1498
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	450	359	926	47	76	1628
RTOR Reduction (vph)	0	115	0	29	0	0
Lane Group Flow (vph)	450	244	926	18	76	1628
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%
Turn Type	Perm		Perm pm+pt			
Protected Phases	4		6		5	2
Permitted Phases		4		6		2
Actuated Green, G (s)	46.4	46.4	40.4	40.4	52.7	52.1
Effective Green, g (s)	47.8	47.8	42.5	42.5	54.2	54.2
Actuated g/C Ratio	0.43	0.43	0.39	0.39	0.49	0.49
Clearance Time (s)	5.4	5.4	6.1	6.1	5.5	6.1
Vehicle Extension (s)	3.0	3.0	1.0	1.0	2.5	1.0
Lane Grp Cap (vph)	688	616	1758	547	267	2242
v/s Ratio Prot	c0.28		0.20		0.02	c0.36
v/s Ratio Perm		0.17		0.01	0.12	
v/c Ratio	0.65	0.40	0.53	0.03	0.28	0.73
Uniform Delay, d1	24.6	21.2	26.0	21.0	24.5	22.0
Progression Factor	1.00	1.00	0.60	0.25	1.00	1.00
Incremental Delay, d2	4.8	1.9	1.1	0.1	0.4	2.1
Delay (s)	29.4	23.2	16.8	5.4	24.9	24.1
Level of Service	C	C	B	A	C	C
Approach Delay (s)	26.6		16.2			24.2
Approach LOS	C		B			C
Intersection Summary						
HCM Average Control Delay	22.5		HCM Level of Service		C	
HCM Volume to Capacity ratio	0.69					
Actuated Cycle Length (s)	110.0		Sum of lost time (s)		8.0	
Intersection Capacity Utilization	58.5%		ICU Level of Service		B	
Analysis Period (min)	15					

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis 14: NW 138th Street & NW 115th Avenue

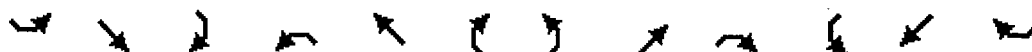
2008 PM With Improvements
9/29/2005











Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↕			↕			↕			↕		
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	2	0	0	0	0	0	0	260	0	0	274	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)	2	0	0	0	0	0	0	283	0	0	298	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)												
pX, platoon unblocked												
vC, conflicting volume	580	580	298	580	580	283	298			283		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	580	580	298	580	580	283	298			283		
tC, single (s)	7.2	6.5	6.3	7.1	6.5	6.2	4.3			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.4	3.5	4.0	3.3	2.4			2.2		
p0 queue free %	99	100	100	100	100	100	100			100		
cM capacity (veh/h)	411	425	719	425	425	756	1178			1280		
Direction Lane #												
	EB T	WB T	NE T	SW T								
Volume Total	2	0	283	298								
Volume Left	2	0	0	0								
Volume Right	0	0	0	0								
cSH	411	1700	1178	1280								
Volume to Capacity	0.01	0.00	0.00	0.00								
Queue Length 95th (ft)	0	0	0	0								
Control Delay (s)	13.8	0.0	0.0	0.0								
Lane LOS	B	A										
Approach Delay (s)	13.8	0.0	0.0	0.0								
Approach LOS	B	A										
Intersection Summary												
Average Delay	0.1											
Intersection Capacity Utilization	24.4%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis
17: NW 113rd Av. Road & NW 138th Street

2008 PM With Improvements
9/29/2005



Movement	SE1	SE2	SE3	NW1	NW2	NW3	NE1	NE2	NE3	SW1	SW2	SW3
Lane Configurations												
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	74	8	0	6	4	182	0	353	5	146	61	119
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)	80	9	0	7	4	198	0	384	5	159	66	129
Direction Lane #	SE1	SE2	NW1	NW2	NE1	NE2	SW1	SW2				
Volume Total (vph)	80	9	7	202	0	389	159	196				
Volume Left (vph)	80	0	7	0	0	0	159	0				
Volume Right (vph)	0	0	0	198	0	5	0	129				
Hadj (s)	0.53	0.24	0.74	-0.65	0.00	0.03	0.53	-0.43				
Departure Headway (s)	7.5	7.2	7.5	6.1	5.9	5.9	6.6	5.6				
Degree Utilization, x	0.17	0.02	0.01	0.34	0.00	0.64	0.29	0.30				
Capacity (veh/h)	430	444	441	544	595	581	523	611				
Control Delay (s)	10.8	9.1	9.4	11.0	7.7	17.7	11.0	9.8				
Approach Delay (s)	10.7		11.0		17.7		10.3					
Approach LOS	B		B		C		B					
Intersection Summary												
Delay	13.2											
HCM Level of Service	B											
Intersection Capacity Utilization	55.9%				ICU Level of Service				B			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis
19: NW 113rd Av. Road & NW 131st Street

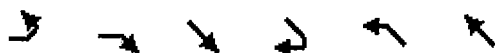
2008 PM With Improvements
9/29/2005



Movement	SE1	SE2	NE1	NE2	SW1	SW2
Lane Configurations	↰	↰	↰	↱	↱	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	52	106	143	14	5	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	57	115	155	15	5	53
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	358	32	59			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	358	32	59			
tC, single (s)	6.5	6.3	4.2			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.3			
p0 queue free %	90	89	89			
cM capacity (veh/h)	552	1008	1472			
Direction, Lane #	SE1	SE2	NE1	NE2	SW1	SW2
Volume Total	57	115	155	15	59	
Volume Left	57	0	155	0	0	
Volume Right	0	115	0	0	53	
cSH	552	1008	1472	1700	1700	
Volume to Capacity	0.10	0.11	0.11	0.01	0.03	
Queue Length 95th (ft)	9	10	9	0	0	
Control Delay (s)	12.3	9.0	7.7	0.0	0.0	
Lane LOS	B	A	A			
Approach Delay (s)	10.1		7.0		0.0	
Approach LOS	B					
Intersection Summary						
Average Delay	7.3					
Intersection Capacity Utilization	24.6%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 22: NW 122nd Way & NW South River Drive

2008 PM With Improvements
9/29/2005



Movement	EBL	EBR	SEL	SER	NWL	NWR
Lane Configurations	T		T		T	
Sign Control	Stop		Free		Yield	
Grade	0%		0%		0%	
Volume (veh/h)	7	73	88	4	92	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	79	96	4	100	73
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	316	193	0		191	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	316	193	0		191	0
tC, single (s)	7.2	6.6	4.2		6.6	6.3
tC, 2 stage (s)						
tF (s)	3.6	4.1	2.3		4.1	3.4
p0 queue free %	98	88	94		84	93
cM capacity (veh/h)	480	639	1548		641	1051
Direction Lane #						
	EB 1	SE 1	NW 1	NW 2		
Volume Total	87	100	100	73		
Volume Left	8	96	0	0		
Volume Right	0	4	0	73		
cSH	621	1548	641	1051		
Volume to Capacity	0.14	0.06	0.16	0.07		
Queue Length 95th (ft)	12	5	14	6		
Control Delay (s)	11.7	7.2	11.7	8.7		
Lane LOS	B	A	B	A		
Approach Delay (s)	11.7	7.2	10.4			
Approach LOS	B		B			
Intersection Summary						
Average Delay	9.8					
Intersection Capacity Utilization	23.3%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
23: NW 127th Street & NW 128th Street

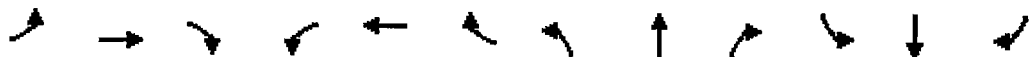
2008 PM With Improvements
9/29/2005



Movement	NW	NW	NE	NE	SW	SW
Lane Configurations	↰	↰	↰		↰	↰
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Volume (veh/h)	115	39	0	141	69	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	125	42	0	153	75	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	234	77			153	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	234	77			153	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	82	96			94	
cM capacity (veh/h)	688	952			1357	
Direction Lane #	NW 1	NW 2	NE 1	SW 1	SW 2	
Volume Total	125	42	153	75	8	
Volume Left	125	0	0	75	0	
Volume Right	0	42	153	0	0	
cSH	688	952	1700	1357	1700	
Volume to Capacity	0.18	0.04	0.09	0.06	0.00	
Queue Length 95th (ft)	16	3	0	4	0	
Control Delay (s)	11.4	9.0	0.0	7.8	0.0	
Lane LOS	B	A		A		
Approach Delay (s)	10.8		0.0	7.1		
Approach LOS	B					
Intersection Summary						
Average Delay	5.9					
Intersection Capacity Utilization	28.9%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
25: NW 127th Street & NW 107th Avenue

2008 PM With Improvements
9/29/2005



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑		↰	↑		↰	↑		↰	↑	
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	164	14	32	7	5	79	51	569	5	56	225	99
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)	178	15	35	8	5	86	55	618	5	61	245	108

Direction Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	178	50	8	91	365	315	183	230
Volume Left (vph)	178	0	8	0	55	0	61	0
Volume Right (vph)	0	35	0	86	0	5	0	108
Hadj (s)	0.74	-0.25	0.74	-0.42	0.31	0.23	0.40	-0.09
Departure Headway (s)	8.1	7.1	8.4	7.2	6.6	6.5	7.1	6.6
Degree Utilization, x	0.40	0.10	0.02	0.18	0.67	0.57	0.36	0.42
Capacity (veh/h)	425	476	396	459	529	531	491	529
Control Delay (s)	15.1	9.6	10.4	10.7	20.8	16.6	12.8	13.0
Approach Delay (s)	13.9		10.6		18.9		12.9	
Approach LOS	B		B		C		B	

Intersection Summary								
Delay			15.8					
HCM Level of Service			C					
Intersection Capacity Utilization		54.1%		ICU Level of Service		A		
Analysis Period (min)		15						

Appendix (R)

Arterial Level of Service: NB NW 107th Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee Rll		30	20.1	45.5	65.6	0.15	8.2	F
Total	III		20.1	45.5	65.6	0.15	8.2	F

Arterial Level of Service: NE NW 121st Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW South River Drive IV		30	16.8	18.8	35.6	0.07	7.5	E
US 27 / Okeechobee RV		30	11.4	38.8	50.2	0.05	3.6	F
Total	IV		28.2	57.6	85.8	0.12	5.2	F

Arterial Level of Service: SW NW 121st Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW South River Drive IV		30	11.4	10.2	21.6	0.05	8.4	E
Total	IV		11.4	10.2	21.6	0.05	8.4	E

Arterial Level of Service: NE NW 138th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee Rll		30	22.5	40.1	62.6	0.18	10.2	E
Total	III		22.5	40.1	62.6	0.18	10.2	E

Arterial Level of Service: SW NW 138th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee RV		30	19.5	55.2	74.7	0.11	5.2	F
Total	IV		19.5	55.2	74.7	0.11	5.2	F

Arterial Level of Service: NW NW South River Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	IV	30	16.6	17.0	33.6	0.07	7.9	E
Total	IV		16.6	17.0	33.6	0.07	7.9	E

Arterial Level of Service: SE NW South River Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	III	30	18.8	36.0	54.8	0.14	9.2	F
Total	III		18.8	36.0	54.8	0.14	9.2	F

Arterial Level of Service: NW US 27 / Okeechobee Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	I	50	5.5	0.1	5.6	0.06	35.7	B
NW 107th Avenue	I	50	60.2	6.6	66.8	0.84	45.1	A
NW 138th Street	I	50	41.9	25.6	67.5	0.68	31.0	C
Total	I		107.6	32.3	139.9	1.47	37.9	B

Arterial Level of Service: SE US 27 / Okeechobee Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 138th Street	I	50	10.7	34.4	45.1	0.11	8.5	F
NW 107th Avenue	I	50	41.9	20.7	62.6	0.58	33.4	C
NW 121st Way	I	50	60.2	8.7	68.9	0.84	43.7	A
Total	I		112.8	63.8	176.6	1.52	31.1	C

Arterial Level of Service: NB NW 107th Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee Rtl		30	20.1	44.9	65.0	0.15	8.3	F
Total	III		20.1	44.9	65.0	0.15	8.3	F

Arterial Level of Service: NE NW 121st Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW South River Drive IV		30	16.8	24.0	40.8	0.07	6.5	F
US 27 / Okeechobee RV		30	11.4	25.8	37.2	0.05	4.9	F
Total	IV		28.2	49.8	78.0	0.12	5.7	F

Arterial Level of Service: SW NW 121st Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW South River Drive IV		30	11.4	9.4	20.8	0.05	8.7	E
Total	IV		11.4	9.4	20.8	0.05	8.7	E

Arterial Level of Service: NE NW 138th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee Rtl		30	22.5	75.6	98.1	0.18	6.5	F
Total	III		22.5	75.6	98.1	0.18	6.5	F

Arterial Level of Service: SW NW 138th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee RV		30	19.5	54.2	73.7	0.11	5.3	F
Total	IV		19.5	54.2	73.7	0.11	5.3	F

Arterial Level of Service: NW NW South River Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	IV	30	16.6	10.5	27.1	0.07	9.7	D
Total	IV		16.6	10.5	27.1	0.07	9.7	D

Arterial Level of Service: SE NW South River Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	III	30	18.8	28.8	47.6	0.14	10.6	F
Total	III		18.8	28.8	47.6	0.14	10.6	E

Arterial Level of Service: NW US 27 / Okeechobee Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	I	50	5.5	0.3	5.8	0.06	34.4	B
NW 107th Avenue	I	50	60.2	11.9	72.1	0.84	41.8	B
NW 138th Street	I	50	41.9	67.1	109.0	0.58	19.2	F
Total	I		107.6	79.3	186.9	1.47	28.4	C

Arterial Level of Service: SE US 27 / Okeechobee Road













Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 138th Street	I	50	10.7	26.1	36.8	0.11	10.4	F
NW 107th Avenue	I	50	41.9	15.2	57.1	0.58	36.6	B
NW 121st Way	I	50	60.2	22.7	82.9	0.84	36.3	B
Total	I		112.8	64.0	176.8	1.52	31.0	C

Appendix (S)

HCM Signalized Intersection Capacity Analysis 3: US 27 / Okeechobee Road & NW 138th Street

2018 AM With Improvements

9/29/2005

Movement	SELT	SETR	SEFL	NWLT	NWTR	NWFL	NELT	NEFL	NER	SWLT	SWTR	SWFL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3072	4550	1583	1770	4550	1417	3433	1863	1583	1583	1863	1417
Flt Permitted	0.95	1.00	1.00	0.10	1.00	1.00	0.95	1.00	1.00	0.65	1.00	1.00
Satd. Flow (perm)	3072	4550	1583	180	4550	1417	3433	1863	1583	1077	1863	1417
Volume (vph)	490	1985	170	35	715	62	548	162	153	128	107	623
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)	533	2158	185	38	777	67	596	176	166	139	116	677
RTOR Reduction (vph)	0	0	55	0	0	39	0	0	126	0	0	0
Lane Group Flow (vph)	533	2158	130	38	777	28	596	176	40	139	116	677
Heavy Vehicles (%)	14%	14%	2%	2%	14%	14%	2%	2%	2%	14%	2%	14%
Turn Type	Prot	pm+ov		pm+pt	pm+ov		Prot	Perm		pm+pt	Free	
Protected Phases	1	6	7	5	2	3	7	4	3		8	
Permitted Phases			6	2	2				4	8	Free	
Actuated Green, G (s)	23.4	58.2	79.8	43.2	39.0	46.0	21.6	26.6	26.6	19.0	12.0	120.0
Effective Green, g (s)	24.9	60.5	84.2	47.0	41.3	50.4	23.7	28.7	28.7	23.2	14.1	120.0
Actuated g/C Ratio	0.21	0.50	0.70	0.39	0.34	0.42	0.20	0.24	0.24	0.19	0.12	1.00
Clearance Time (s)	5.5	6.3	6.1	5.5	6.3	6.1	6.1	6.1	6.1	6.1	6.1	
Vehicle Extension (s)	3.0	2.5	3.0	3.0	2.5	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	637	2294	1164	146	1566	642	678	446	379	247	219	1417
v/s Ratio Prot	c0.17	c0.47	0.02	0.01	0.17	0.00	c0.17	0.09	0.04		0.06	
v/s Ratio Perm			0.06	0.09	0.02				0.03	0.07	c0.48	
v/c Ratio	0.84	0.94	0.11	0.26	0.50	0.04	0.88	0.39	0.10	0.56	0.53	0.48
Uniform Delay, d1	45.6	28.1	5.8	25.2	31.1	20.6	46.8	38.4	35.6	42.8	49.8	0.0
Progression Factor	1.00	1.00	1.00	0.82	0.76	0.49	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.4	9.2	0.0	0.9	1.1	0.0	12.4	0.6	0.1	2.9	2.3	1.2
Delay (s)	55.0	37.3	5.8	21.5	24.8	10.1	59.2	38.9	35.7	45.7	52.1	1.2
Level of Service	D	D	A	C	C	B	E	D	D	D	D	A
Approach Delay (s)	38.6			23.5			51.2			14.1		
Approach LOS	D			C			D			B		
Intersection Summary												
HCM Average Control Delay	34.3			HCM Level of Service			C					
HCM Volume to Capacity ratio	0.86											
Actuated Cycle Length (s)	120.0			Sum of lost time (s)			12.0					
Intersection Capacity Utilization	78.8%			ICU Level of Service			D					
Analysis Period (min)	15											
c. Critical Lane Group												

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis 4: Service Road & NW 138th Street

2018 AM With Improvements
9/29/2005



Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
Lane Configurations	↕			↕			↕			↕		
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	21	1	12	25	1	2	23	492	15	5	854	23
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)	23	1	13	27	1	2	25	535	16	5	928	25
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1272	1553	477	1082	1557	276	953			551		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1272	1553	477	1082	1557	276	953			551		
tC, single (s)	7.8	6.8	7.2	7.8	6.8	7.2	4.4			4.4		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.3			2.3		
p0 queue free %	79	99	97	81	99	100	96			99		
cM capacity (veh/h)	107	96	504	147	95	687	647			936		
Direction, Lane #												
	SE 1	NW 1	NE 1	NE 2	SW 1	SW 2						
Volume Total	37	30	292	284	470	489						
Volume Left	23	27	25	0	5	0						
Volume Right	13	2	0	16	0	25						
cSH	148	152	647	1700	936	1700						
Volume to Capacity	0.25	0.20	0.04	0.17	0.01	0.29						
Queue Length 95th (ft)	23	18	3	0	0	0						
Control Delay (s)	37.2	34.5	1.4	0.0	0.2	0.0						
Lane LOS	E	D	A		A							
Approach Delay (s)	37.2	34.5	0.7		0.1							
Approach LOS	E	D										
Intersection Summary												
Average Delay	1.8											
Intersection Capacity Utilization	41.1%											
ICU Level of Service	A											
Analysis Period (min)	15											

HCM Signalized Intersection Capacity Analysis
6: US 27 / Okeechobee Road & NW 121st Way

2018 AM With Improvements
9/29/2005

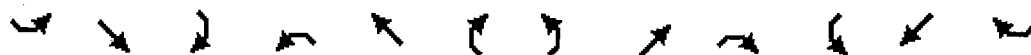


Movement	SE	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑↑	↑	↑↑	↑↑↑	↑↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	4550	1417	3072	4550	3072	1417
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	4550	1417	3072	4550	3072	1417
Volume (vph)	2147	119	315	876	100	160
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2334	129	342	952	109	174
RTOR Reduction (vph)	0	35	0	0	0	151
Lane Group Flow (vph)	2334	94	342	952	109	23
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%
Turn Type	Perm		Prot	Perm		
Protected Phases	6		5	2	4	
Permitted Phases	6		Free		4	
Actuated Green, G (s)	71.8	71.8	18.1	120.0	14.6	14.6
Effective Green, g (s)	73.9	73.9	18.1	120.0	16.0	16.0
Actuated g/C Ratio	0.62	0.62	0.15	1.00	0.13	0.13
Clearance Time (s)	6.1	6.1	4.0	6.1	5.4	5.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2802	873	463	4550	410	189
v/s Ratio Prot	c0.51		c0.11	0.17	c0.04	
v/s Ratio Perm	0.07		0.04		0.02	
v/c Ratio	0.83	0.11	0.74	0.21	0.27	0.12
Uniform Delay, d1	18.2	9.5	48.7	0.0	46.7	45.8
Progression Factor	0.36	0.20	1.00	1.00	0.79	0.70
Incremental Delay, d2	1.5	0.1	6.1	0.1	1.6	1.3
Delay (s)	8.1	2.0	54.8	0.1	38.5	33.4
Level of Service	A	A	D	A	D	C
Approach Delay (s)	7.8		14.6		35.4	
Approach LOS	A		B		D	
Intersection Summary						
HCM Average Control Delay	11.9		HCM Level of Service		B	
HCM Volume to Capacity ratio	0.73					
Actuated Cycle Length (s)	120.0		Sum of lost time (s)		12.0	
Intersection Capacity Utilization	64.6%		ICU Level of Service		C	
Analysis Period (min)	15					

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis 8: NW South River Drive & NW 121st Way

2018 AM With Improvements
9/29/2005



Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0			4.0		
Lane Util. Factor	1.00	1.00		1.00	1.00		0.95			0.95		
Fr _t	1.00	0.97		1.00	0.89		0.98			0.97		
Flt Protected	0.95	1.00		0.95	1.00		1.00			0.99		
Satd. Flow (prot)	1583	1615		1583	1483		3089			3036		
Flt Permitted	0.56	1.00		0.70	1.00		0.91			0.82		
Satd. Flow (perm)	942	1615		1172	1483		2814			2515		
Volume (vph)	77	61	16	25	25	68	11	106	18	123	273	96
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)	84	66	17	27	27	74	12	115	20	134	297	104
RTOR Reduction (vph)	0	8	0	0	60	0	0	12	0	0	23	0
Lane Group Flow (vph)	84	75	0	27	41	0	0	135	0	0	512	0
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	59.0	25.0		53.0	22.0		49.0			49.0		
Effective Green, g (s)	61.0	26.0		55.0	23.0		50.0			50.0		
Actuated g/C Ratio	0.51	0.22		0.46	0.19		0.42			0.42		
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0			5.0		
Vehicle Extension (s)	1.0	1.0		1.0	1.0		2.5			2.5		
Lane Grp Cap (vph)	666	350		647	284		1173			1048		
v/s Ratio Prot	c0.04	c0.05		0.01	0.03							
v/s Ratio Perm	0.03			0.01			0.05			c0.20		
v/c Ratio	0.13	0.21		0.04	0.15		0.12			0.49		
Uniform Delay, d1	15.4	38.6		17.9	40.3		21.4			25.6		
Progression Factor	1.00	1.00		1.00	1.00		1.00			0.36		
Incremental Delay, d2	0.4	1.4		0.1	1.1		0.0			0.3		
Delay (s)	15.8	40.0		18.0	41.4		21.5			9.6		
Level of Service	B	D		B	D		C			A		
Approach Delay (s)	27.8			36.5			21.5			9.6		
Approach LOS	C			D			C			A		

Intersection Summary			
HCM Average Control Delay	18.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	41.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
10: NW 127th Street & NW South River Drive

2018 AM With Improvements
9/29/2005



Movement	EBL	EBR	SEL	SER	NWL	NWT
Lane Configurations	↰	↱	↰		↰	↱
Sign Control	Stop		Free			Yield
Grade	0%		0%			0%
Volume (veh/h)	11	100	7	7	53	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	109	8	8	58	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	55	19	0		23	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	55	19	0		23	0
tC, single (s)	7.2	6.6	4.2		6.6	6.3
tC, 2 stage (s)						
tE (s)	3.6	4.1	2.3		4.1	3.4
p0 queue free %	99	87	100		93	99
cM capacity (veh/h)	856	847	1548		843	1051
Direction, Lane #	EB 1	EB 2	SE 1	NW 1	NW 2	
Volume Total	12	109	15	58	8	
Volume Left	12	0	8	0	0	
Volume Right	0	0	8	0	8	
cSH	856	847	1548	843	1051	
Volume to Capacity	0.01	0.13	0.00	0.07	0.01	
Queue Length 95th (ft)	1	11	0	5	1	
Control Delay (s)	9.3	9.9	3.7	9.6	8.5	
Lane LOS	A	A	A	A	A	
Approach Delay (s)	9.8		3.7	9.4		
Approach LOS	A			A		
Intersection Summary						
Average Delay	9.2					
Intersection Capacity Utilization	19.6%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Signalized Intersection Capacity Analysis
11: NW 107th Avenue & US 27 / Okeechobee Road

2018 AM With Improvements
9/29/2005



Movement	NBL	NBR	SEL	SER	NWL	NWT
Lane Configurations	↰↱	↰	↰↱↲	↰	↰	↰↱↲
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	0.91	1.00	1.00	0.91
Frt	1.00	0.85	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)	3072	1417	4550	1417	1583	4550
Flt Permitted	0.95	1.00	1.00	1.00	0.06	1.00
Satd. Flow (perm)	3072	1417	4550	1417	93	4550
Volume (vph)	167	347	2113	214	226	908
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	182	377	2297	233	246	987
RTOR Reduction (vph)	0	1	0	61	0	0
Lane Group Flow (vph)	182	376	2297	172	246	987
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%
Turn Type	pm+ov		pm+ov		pm+pt	
Protected Phases	4	5	6	4	5	2
Permitted Phases	4		6		2	
Actuated Green, G (s)	19.6	37.3	65.7	85.3	88.9	88.9
Effective Green, g (s)	21.0	40.2	67.8	88.8	91.0	91.0
Actuated g/C Ratio	0.18	0.34	0.56	0.74	0.76	0.76
Clearance Time (s)	5.4	5.5	6.1	5.4	5.5	6.1
Vehicle Extension (s)	3.0	2.5	1.0	3.0	2.5	1.0
Lane Grp Cap (vph)	538	522	2571	1096	309	3450
v/s Ratio Prot	0.06	c0.12	c0.50	0.03	0.13	0.22
v/s Ratio Perm	0.15		0.09		0.48	
v/c Ratio	0.34	0.72	0.89	0.16	0.80	0.29
Uniform Delay, d1	43.4	35.0	22.9	4.6	37.0	4.5
Progression Factor	1.00	1.00	0.70	0.00	0.96	1.43
Incremental Delay, d2	1.7	4.4	3.0	0.2	12.8	0.2
Delay (s)	45.1	39.4	19.1	0.2	48.3	6.6
Level of Service	D	D	B	A	D	A
Approach Delay (s)	41.2	17.4		14.9		
Approach LOS	D	B		B		
Intersection Summary						
HCM Average Control Delay	19.8		HCM Level of Service		B	
HCM Volume to Capacity ratio	0.82					
Actuated Cycle Length (s)	120.0		Sum of lost time (s)		8.0	
Intersection Capacity Utilization	69.2%		ICU Level of Service		C	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
14: NW 138th Street & NW 115th Avenue





















2018 AM With Improvements
9/29/2005



Movement	EBL	EB	EBR	WBL	WB	WBR	NBL	NB	NBR	SWL	SW	SWR
Lane Configurations	↕			↕			↕			↕		
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	54	0	0	22	0	0	0	213	0	0	720	13
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)	59	0	0	24	0	0	0	232	0	0	783	14
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1021	1021	790	1021	1028	232	797				232	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1021	1021	790	1021	1028	232	797				232	
tC, single (s)	7.2	6.5	6.3	7.1	6.5	6.2	4.3				4.1	
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.4	3.5	4.0	3.3	2.4				2.2	
p0 queue free %	71	100	100	89	100	100	100				100	
cM capacity (veh/h)	206	236	375	215	234	808	759				1336	
Direction Lane #												
EB 1 WB 1 NB 1 SW 1												
Volume Total	59	24	232	797								
Volume Left	59	24	0	0								
Volume Right	0	0	0	14								
cSH	206	215	759	1336								
Volume to Capacity	0.29	0.11	0.00	0.00								
Queue Length 95th (ft)	28	9	0	0								
Control Delay (s)	29.4	23.9	0.0	0.0								
Lane LOS	D	C										
Approach Delay (s)	29.4	23.9	0.0	0.0								
Approach LOS	D	C										
Intersection Summary												
Average Delay	2.1											
Intersection Capacity Utilization	48.7%											
Analysis Period (min)	15											
ICU Level of Service A												

HCM Unsignalized Intersection Capacity Analysis
17: NW 113rd Av. Road & NW 138th Street







2018 AM With Improvements
9/29/2005

													
Movement	SE1	SE2	SHR	NW1	NW2	NWR	NEL	NE1	NE2	NER	SW1	SW2	SWR
Lane Configurations													
Sign Control	Stop			Stop				Stop			Stop		
Volume (vph)	61	18	0	7	9	109	0	274	35	573	314	218	
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	0.92
Hourly flow rate (vph)	66	20	0	8	10	118	0	298	38	623	341	237	
Direction Lane #	SE 1	SE 2	NW 1	NW 2	NE 1	NE 2	SW 1	SW 2					
Volume Total (vph)	66	20	8	128	149	187	623	578					
Volume Left (vph)	66	0	8	0	0	0	623	0					
Volume Right (vph)	0	0	0	118	0	38	0	237					
Hadj (s)	0.53	0.24	0.74	-0.60	0.03	-0.04	0.53	-0.25					
Departure Headway (s)	8.2	7.9	8.3	7.0	6.8	6.7	6.3	5.5					
Degree Utilization, x	0.15	0.04	0.02	0.25	0.28	0.35	1.09	0.89					
Capacity (veh/h)	416	429	408	487	515	522	565	646					
Control Delay (s)	11.5	10.1	10.3	11.2	11.2	12.1	88.5	35.5					
Approach Delay (s)	11.2		11.1		11.7		63.0						
Approach LOS	B		B		B		F						
Intersection Summary													
Delay	46.7												
HCM Level of Service	E												
Intersection Capacity Utilization	60.5%			ICU Level of Service				B					
Analysis Period (min)	15												

HCM Unsignalized Intersection Capacity Analysis
19: NW 113rd Av. Road & NW 131st Street

2018 AM With Improvements
9/29/2005



Movement	SEL	SEH	NEL	NEH	SWL	SWH
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	206	420	93	9	3	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	224	457	101	10	3	35
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	233	21	38			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	233	21	38			
tC, single (s)	6.5	6.3	4.2			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.3			
p0 queue free %	67	55	93			
cM capacity (veh/h)	681	1023	1498			
Direction, Lane #	SE 1	SE 2	NE 1	NE 2	SW 1	SW 2
Volume Total	224	457	101	10	3	35
Volume Left	224	0	101	0	0	0
Volume Right	0	457	0	0	3	35
cSH	681	1023	1498	1700	1700	
Volume to Capacity	0.33	0.45	0.07	0.01	0.02	
Queue Length 95th (ft)	36	58	5	0	0	
Control Delay (s)	12.9	11.3	7.6	0.0	0.0	
Lane LOS	B	B	A			
Approach Delay (s)	11.8		6.9		0.0	
Approach LOS	B					
Intersection Summary						
Average Delay	10.6					
Intersection Capacity Utilization	36.0%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
22: NW 122nd Way & NW South River Drive

2018 AM With Improvements
9/29/2005



Movement	EB	EBR	SE	SER	NW	NWT
Lane Configurations	Y		Y		Y	Y
Sign Control	Stop		Free		Yield	
Grade	0%		0%		0%	
Volume (veh/h)	10	93	86	6	118	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	101	93	7	128	112
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	366	190	0		187	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	366	190	0		187	0
tC, single (s)	7.2	6.6	4.2		6.6	6.3
tC, 2 stage (s)						
tF (s)	3.6	4.1	2.3		4.1	3.4
p0 queue free %	97	84	94		80	89
cM capacity (veh/h)	411	642	1548		645	1051
Direction Lane #	EB 1	EBR 1	SE 1	SER 1	NW 1	NWT 1
Volume Total	112	100	128		112	
Volume Left	11	93	0		0	
Volume Right	0	7	0		112	
cSH	609	1548	645		1051	
Volume to Capacity	0.18	0.06	0.20		0.11	
Queue Length 95th (ft)	17	5	18		9	
Control Delay (s)	12.2	7.0	12.0		8.8	
Lane LOS	B	A	B		A	
Approach Delay (s)	12.2	7.0	10.5			
Approach LOS	B		B			
Intersection Summary						
Average Delay	10.2					
Intersection Capacity Utilization	26.2%			ICU Level of Service		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
23: NW 127th Street & NW 128th Street

2018 AM With Improvements
9/29/2005



Movement	NWL	NWR	NE	NER	SWL	SWR
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	280	95	8	82	40	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	304	103	9	89	43	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	145	53			98	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	145	53			98	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	62	89			97	
cM capacity (veh/h)	795	981			1423	
Direction Lane #	NW 1	NW 2	NE 1	SW 1	SW 2	
Volume Total	304	103	98	43	4	
Volume Left	304	0	0	43	0	
Volume Right	0	103	89	0	0	
cSH	795	981	1700	1423	1700	
Volume to Capacity	0.38	0.11	0.06	0.03	0.00	
Queue Length 95th (ft)	45	9	0	2	0	
Control Delay (s)	12.3	9.1	0.0	7.6	0.0	
Lane LOS	B	A		A		
Approach Delay (s)	11.5		0.0	6.9		
Approach LOS	B					
Intersection Summary						
Average Delay			9.1			
Intersection Capacity Utilization			31.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
25: NW 127th Street & NW 107th Avenue

2018 AM With Improvements

9/29/2005



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NB	NBT	NBR	SB	SBT	SBR
Lane Configurations	↰	↑		↰	↑		↑	↑		↑	↑	↑
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	78	17	28	12	33	21	96	427	26	68	465	246
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)	85	18	30	13	36	23	104	464	28	74	505	267

Direction Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	85	49	13	59	336	260	327	520
Volume Left (vph)	85	0	13	0	104	0	74	0
Volume Right (vph)	0	30	0	23	0	28	0	267
Hadj (s)	0.74	-0.20	0.74	-0.03	0.39	0.16	0.35	-0.12
Departure Headway (s)	8.5	7.5	8.6	7.9	6.8	6.6	6.5	6.0
Degree Utilization, x	0.20	0.10	0.03	0.13	0.63	0.47	0.59	0.87
Capacity (veh/h)	403	448	390	428	514	533	545	592
Control Delay (s)	12.4	10.2	10.7	10.8	19.6	14.1	17.1	34.8
Approach Delay (s)	11.6		10.8		17.2		28.0	
Approach LOS	B		B		C		D	

Intersection Summary			
Delay	22.0		
HCM Level of Service	C		
Intersection Capacity Utilization	59.1%	ICU Level of Service	B
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
3: US 27 / Okeechobee Road & NW 138th Street

2018 PM With Improvements
9/29/2005



Movement	SE	S	SW	NW	W	NW	N	NE	E	NE	E	SW	S	SE
Lane Configurations	↗↗	↑↑↑	↘	↖	↑↑↑	↗	↖	↑	↗	↑	↖	↘	↑	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Satd. Flow (prot)	3072	4550	1583	1770	4550	1417	3433	1863	1583	1583	1863	1583	1863	1417
Flt Permitted	0.95	1.00	1.00	0.15	1.00	1.00	0.95	1.00	1.00	0.37	1.00	1.00	1.00	1.00
Satd. Flow (perm)	3072	4550	1583	283	4550	1417	3433	1863	1583	612	1863	1417	1417	1417
Volume (vph)	586	1034	111	17	1625	115	377	330	117	50	58	708	708	708
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	0.92	0.92
Adj. Flow (vph)	637	1124	121	18	1766	125	410	359	127	54	63	770	770	770
RTOR Reduction (vph)	0	0	0	0	0	79	0	0	81	0	0	0	0	0
Lane Group Flow (vph)	637	1124	121	18	1766	46	410	359	46	54	63	770	770	770
Heavy Vehicles (%)	14%	14%	2%	2%	14%	14%	2%	2%	2%	14%	2%	14%	14%	14%
Turn Type	Prot		Free	pm+pt		Perm	Prot		pm+ov	pm+pt		Free		Free
Protected Phases	1	6		5	2		7	4	5	3	8			
Permitted Phases			Free	2		2			4	8				Free
Actuated Green, G (s)	23.7	49.7	120.0	57.0	41.5	41.5	21.2	23.3	38.8	15.5	8.8	120.0	120.0	120.0
Effective Green, g (s)	26.0	52.0	120.0	61.6	43.8	43.8	23.3	25.4	43.2	19.7	10.9	120.0	120.0	120.0
Actuated g/C Ratio	0.22	0.43	1.00	0.51	0.36	0.36	0.19	0.21	0.36	0.16	0.09	1.00	1.00	1.00
Clearance Time (s)	6.3	6.3		6.3	6.3	6.3	6.1	6.1	6.3	6.1	6.1			
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0			
Lane Grp Cap (vph)	666	1972	1583	366	1661	517	667	394	570	172	169	1417	1417	1417
v/s Ratio Prot	c0.21	0.25		0.01	c0.39		0.12	c0.19	0.01	0.02	0.03			
v/s Ratio Perm			0.08	0.02		0.03			0.02	0.03		c0.54		
v/c Ratio	0.96	0.57	0.08	0.05	1.06	0.09	0.61	0.91	0.08	0.31	0.37	0.54	0.54	0.54
Uniform Delay, d1	46.4	25.6	0.0	24.1	38.1	25.0	44.2	46.2	25.3	43.5	51.3	0.0	0.0	0.0
Progression Factor	1.00	1.00	1.00	1.49	1.08	1.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	25.7	1.2	0.1	0.2	38.1	0.2	1.7	24.8	0.1	1.1	1.4	1.5	1.5	1.5
Delay (s)	72.1	26.8	0.1	36.1	79.1	37.7	45.9	71.0	25.4	44.6	52.7	1.5	1.5	1.5
Level of Service	E	C	A	D	E	D	D	E	C	D	D	A	A	A
Approach Delay (s)		40.4			76.0			53.0				7.8		
Approach LOS		D			E			D				A		

Intersection Summary			
HCM Average Control Delay	49.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis 4: Service Road & NW 138th Street

2018 PM With Improvements
9/29/2005



Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
Lane Configurations	↕			↕			↕			↕		
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	45	1	15	14	1	1	38	828	25	1	448	31
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)	49	1	16	15	1	1	41	900	27	1	487	34
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1040	1516	260	1259	1519	464	521			927		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1040	1516	260	1259	1519	464	521			927		
tC, single (s)	7.8	6.8	7.2	7.8	6.8	7.2	4.4			4.4		
tC, 2 stage (s)												
tE (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.3			2.3		
p0 queue free %	70	99	98	86	99	100	96			100		
cM capacity (veh/h)	161	101	703	108	101	514	962			663		
Direction, Lane #												
	SE 1	NW 1	NE 1	NE 2	SW 1	SW 2						
Volume Total	66	17	491	477	245	277						
Volume Left	49	15	41	0	1	0						
Volume Right	16	1	0	27	0	34						
cSH	197	113	962	1700	663	1700						
Volume to Capacity	0.34	0.15	0.04	0.28	0.00	0.16						
Queue Length 95th (ft)	35	13	3	0	0	0						
Control Delay (s)	32.3	42.6	1.2	0.0	0.1	0.0						
Lane LOS	D	E	A		A							
Approach Delay (s)	32.3	42.6	0.6		0.0							
Approach LOS	D	E										
Intersection Summary												
Average Delay	2.2											
Intersection Capacity Utilization	51.6%											
ICU Level of Service	A											
Analysis Period (min)	15											

HCM Signalized Intersection Capacity Analysis
6: US 27 / Okeechobee Road & NW 121st Way

2018 PM With Improvements
9/29/2005























Movement	SE	SW	NW	NE	SE	SW
Lane Configurations	↑↑↑	↑	↑↑	↑↑↑	↑↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Fr	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	4550	1417	3072	4550	3072	1417
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	4550	1417	3072	4550	3072	1417
Volume (vph)	1403	65	89	1824	199	327
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1525	71	97	1983	216	355
RTOR Reduction (vph)	0	35	0	0	0	218
Lane Group Flow (vph)	1525	36	97	1983	216	137
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%
Turn Type	Perm		Prot	Perm		Perm
Protected Phases	6		5	2		4
Permitted Phases	6		Free		4	
Actuated Green, G (s)	51.1	51.1	19.0	120.0	32.3	32.3
Effective Green, g (s)	53.2	53.2	21.1	120.0	33.7	33.7
Actuated g/C Ratio	0.44	0.44	0.18	1.00	0.28	0.28
Clearance Time (s)	6.1	6.1	6.1	6.1	5.4	5.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2017	628	540	4550	863	398
v/s Ratio Prot	c0.34		0.03	c0.28	0.07	
v/s Ratio Perm	0.03		0.15		0.10	
v/c Ratio	0.76	0.06	0.18	0.44	0.25	0.34
Uniform Delay, d1	28.0	19.1	42.1	0.0	33.4	34.4
Progression Factor	0.74	1.05	1.00	1.00	0.75	0.31
Incremental Delay, d2	1.9	0.1	0.7	0.3	0.7	2.3
Delay (s)	22.5	20.1	42.8	0.3	25.6	13.0
Level of Service	C	C	D	A	C	B
Approach Delay (s)	22.3		2.3		17.8	
Approach LOS	C		A		B	

Intersection Summary			
HCM Average Control Delay	11.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis 8: NW South River Drive & NW 121st Way

2018 PM With Improvements
9/29/2005

Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
												
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95			0.95	
Frt	1.00	1.00		1.00	0.87			0.98			0.96	
Flt Protected	0.95	1.00		0.95	1.00			1.00			0.99	
Satd. Flow (prot)	1583	1659		1583	1456			3105			2986	
Flt Permitted	0.51	1.00		0.72	1.00			0.94			0.75	
Satd. Flow (perm)	847	1659		1193	1456			2935			2261	
Volume (vph)	130	56	2	3	22	120	12	336	47	62	90	62
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)	141	61	2	3	24	130	13	365	51	67	98	67
RTOR Reduction (vph)	0	1	0	0	95	0	0	8	0	0	34	0
Lane Group Flow (vph)	141	62	0	3	59	0	0	421	0	0	198	0
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	61.0	38.0		49.0	31.0			49.0			49.0	
Effective Green, g (s)	62.0	39.0		51.0	32.0			50.0			50.0	
Actuated g/C Ratio	0.52	0.32		0.42	0.27			0.42			0.42	
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Vehicle Extension (s)	1.0	1.0		1.0	1.0			2.5			2.5	
Lane Grp Cap (vph)	597	539		569	388			1223			942	
v/s Ratio Prot	c0.05	0.04		0.00	0.04							
v/s Ratio Perm	c0.07			0.00				c0.14			0.09	
v/c Ratio	0.24	0.12		0.01	0.15			0.34			0.21	
Uniform Delay, d1	15.7	28.4		19.9	33.6			23.8			22.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00			0.53	
Incremental Delay, d2	0.9	0.4		0.0	0.8			0.2			0.1	
Delay (s)	16.6	28.8		19.9	34.4			24.0			11.9	
Level of Service	B	C		B	C			C			B	
Approach Delay (s)		20.4			34.2			24.0			11.9	
Approach LOS		C			C			C			B	
Intersection Summary												
HCM Average Control Delay		22.1						HCM Level of Service		C		
HCM Volume to Capacity ratio		0.28										
Actuated Cycle Length (s)		120.0						Sum of lost time (s)		8.0		
Intersection Capacity Utilization		46.5%						ICU Level of Service		A		
Analysis Period (min)		15										

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis 10: NW 127th Street & NW South River Drive

2018 PM With Improvements
9/29/2005



Movement	EBL	EBR	SEL	SEF	NWL	NWT
Lane Configurations	↰	↱	↰	↱	↰	↱
Sign Control	Stop		Free		Yield	
Grade	0%		0%		0%	
Volume (veh/h)	10	90	11	11	91	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	98	12	12	99	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None				None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	91	30	0		36	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	91	30	0		36	0
tC, single (s)	7.2	6.6	4.2		6.6	6.3
tC, 2 stage (s)						
tF (s)	3.6	4.1	2.3		4.1	3.4
p0 queue free %	99	88	99		88	99
cM capacity (veh/h)	772	833	1548		827	1051
Direction Lane #	EB 1	EB 2	SE 1	NW 1	NW 2	
Volume Total	11	98	24	99	12	
Volume Left	11	0	12	0	0	
Volume Right	0	0	12	0	12	
cSH	772	833	1548	827	1051	
Volume to Capacity	0.01	0.12	0.01	0.12	0.01	
Queue Length 95th (ft)	1	10	1	10	1	
Control Delay (s)	9.7	9.9	3.7	9.9	8.5	
Lane LOS	A	A	A	A	A	
Approach Delay (s)	9.9		3.7	9.8		
Approach LOS	A			A		
Intersection Summary						
Average Delay	9.2					
Intersection Capacity Utilization	21.7%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Signalized Intersection Capacity Analysis
11: NW 107th Avenue & US 27 / Okeechobee Road

2018 PM With Improvements
9/29/2005



Movement	NBL	NBR	SEL	SER	NWL	NWT
Lane Configurations	↔↔	↔	↔↔↔	↔	↔	↔↔↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	0.91	1.00	1.00	0.91
Fr _t	1.00	0.85	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)	3072	1417	4550	1417	1583	4550
Flt Permitted	0.95	1.00	1.00	1.00	0.11	1.00
Satd. Flow (perm)	3072	1417	4550	1417	184	4550
Volume (vph)	545	435	1194	60	89	1904
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	592	473	1298	65	97	2070
RTOR Reduction (vph)	0	5	0	22	0	0
Lane Group Flow (vph)	592	468	1298	43	97	2070
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%
Turn Type	pm+ov		pm+ov		pm+pt	
Protected Phases	4	5	6	4	5	2
Permitted Phases	4		6		2	
Actuated Green, G (s)	31.2	59.0	44.0	75.2	77.9	77.3
Effective Green, g (s)	32.6	61.9	46.1	78.7	79.4	79.4
Actuated g/C Ratio	0.27	0.52	0.38	0.66	0.66	0.66
Clearance Time (s)	5.4	5.5	6.1	5.4	5.5	6.1
Vehicle Extension (s)	3.0	2.5	1.0	3.0	2.5	1.0
Lane Grp Cap (vph)	835	778	1748	977	463	3011
v/s Ratio Prot	c0.19	0.15	c0.29	0.01	0.05	c0.45
v/s Ratio Perm	0.18		0.02		0.09	
v/c Ratio	0.71	0.60	0.74	0.04	0.21	0.69
Uniform Delay, d1	39.4	20.4	31.8	7.3	23.4	12.6
Progression Factor	1.00	1.00	0.39	0.27	0.88	0.84
Incremental Delay, d2	5.1	1.1	2.6	0.1	0.2	1.2
Delay (s)	44.5	21.5	15.0	2.0	20.6	11.8
Level of Service	D	C	B	A	C	B
Approach Delay (s)	34.3	14.4		12.2		
Approach LOS	C	B		B		
Intersection Summary						
HCM Average Control Delay			18.0	HCM Level of Service		B
HCM Volume to Capacity ratio			0.71			
Actuated Cycle Length (s)			120.0	Sum of lost time (s)		8.0
Intersection Capacity Utilization			59.0%	ICU Level of Service		B
Analysis Period (min)			15			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
14: NW 138th Street & NW 115th Avenue

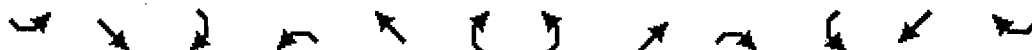
2018 PM With Improvements
9/29/2005



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEU	NET	NER	SWL	SWT	SWR
Lane Configurations	↕			↕			↕			↕		
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	54	0	0	0	0	0	0	318	0	0	401	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)	59	0	0	0	0	0	0	346	0	0	436	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)												
pX, platoon unblocked												
vC, conflicting volume	782	782	436	782	782	346	436				346	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	782	782	436	782	782	346	436				346	
tC, single (s)	7.2	6.5	6.3	7.1	6.5	6.2	4.3				4.1	
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.4	3.5	4.0	3.3	2.4				2.2	
p0 queue free %	80	100	100	100	100	100	100				100	
cM capacity (veh/h)	300	326	600	312	326	697	1044				1213	
Direction, Lane #												
	EB 1	WB 1	NE 1	SW 1								
Volume Total	59	0	346	436								
Volume Left	59	0	0	0								
Volume Right	0	0	0	0								
cSH	300	1700	1044	1213								
Volume to Capacity	0.20	0.00	0.00	0.00								
Queue Length 95th (ft)	18	0	0	0								
Control Delay (s)	19.9	0.0	0.0	0.0								
Lane LOS	C	A										
Approach Delay (s)	19.9	0.0	0.0	0.0								
Approach LOS	C	A										
Intersection Summary												
Average Delay	1.4											
Intersection Capacity Utilization	31.1%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis
17: NW 113rd Av. Road & NW 138th Street

2018 PM With Improvements
9/29/2005



Movement	SE1	SE2	SE3	NW1	NW2	NW3	NE1	NE2	NE3	SW1	SW2	SW3
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	161	17	0	9	7	273	0	570	8	217	91	176
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)	175	18	0	10	8	297	0	620	9	236	99	191







Direction Lane #	SE 1	SE 2	NW 1	NW 2	NE 1	NE 2	SW 1	SW 2
Volume Total (vph)	175	18	10	304	310	318	236	290
Volume Left (vph)	175	0	10	0	0	0	236	0
Volume Right (vph)	0	0	0	297	0	9	0	191
Hadj (s)	0.53	0.24	0.74	-0.64	0.03	0.02	0.53	-0.43
Departure Headway (s)	8.7	8.4	8.7	7.3	7.3	7.3	8.0	7.0
Degree Utilization, x	0.42	0.04	0.02	0.62	0.63	0.65	0.52	0.57
Capacity (veh/h)	383	400	391	467	475	475	430	491
Control Delay (s)	16.8	10.6	10.7	20.3	20.9	21.7	18.2	17.5
Approach Delay (s)	16.2		20.0		21.3		17.8	
Approach LOS	C		C		C		C	

Intersection Summary	
Delay	19.4
HCM Level of Service	C
Intersection Capacity Utilization	71.1%
ICU Level of Service	C
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
19: NW 113rd Av. Road & NW 131st Street

2018 PM With Improvements
9/29/2005







Movement	SE 1	SE 2	NE 1	NE 2	SW 1	SW 2
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	79	162	216	22	7	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	86	176	235	24	8	79
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	541	47	87			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	541	47	87			
tC, single (s)	6.5	6.3	4.2			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.3			
p0 queue free %	79	82	84			
cM capacity (veh/h)	403	989	1437			
Direction, Lane #	SE 1	SE 2	NE 1	NE 2	SW 1	SW 2
Volume Total	86	176	235	24	8	79
Volume Left	86	0	235	0	0	0
Volume Right	0	176	0	0	0	79
cSH	403	989	1437	1700	1700	
Volume to Capacity	0.21	0.18	0.16	0.01	0.05	
Queue Length 95th (ft)	20	16	15	0	0	
Control Delay (s)	16.3	9.4	8.0	0.0	0.0	
Lane LOS	C	A	A			
Approach Delay (s)	11.7		7.3		0.0	
Approach LOS	B					
Intersection Summary						
Average Delay	8.1					
Intersection Capacity Utilization	29.7%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
22: NW 122nd Way & NW South River Drive

2018 PM With Improvements
9/29/2005








Movement	EBL	EBR	SE	SER	NWL	NWT
Lane Configurations						
Sign Control	Stop		Free		Yield	
Grade	0%		0%		0%	
Volume (veh/h)	9	89	108	4	112	81
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	97	117	4	122	88
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	386	237	0		235	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	386	237	0		235	0
tC, single (s)	7.2	6.6	4.2		6.6	6.3
tC, 2 stage (s)						
tF (s)	3.6	4.1	2.3		4.1	3.4
p0 queue free %	98	84	92		80	92
cM capacity (veh/h)	402	595	1548		596	1051
Direction, Lane #	EB 1	EB 2	SE 1	NW 1	NW 2	
Volume Total	107	122	122		88	
Volume Left	10	117	0		0	
Volume Right	0	4	0		88	
cSH	570	1548	596		1051	
Volume to Capacity	0.19	0.08	0.20		0.08	
Queue Length 95th (ft)	17	6	19		7	
Control Delay (s)	12.8	7.3	12.6		8.7	
Lane LOS	B	A	B		A	
Approach Delay (s)	12.8	7.3	11.0			
Approach LOS	B		B			
Intersection Summary						
Average Delay	10.4					
Intersection Capacity Utilization	25.5%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 23: NW 127th Street & NW 128th Street

2018 PM With Improvements
9/29/2005



Movement	NWL	NWR	NEL	NEE	SWL	SWR
Lane Configurations						
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Volume (veh/h)	149	51	21	207	101	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	162	55	23	225	110	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	366	135			248	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	366	135			248	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	71	94			91	
cM capacity (veh/h)	557	882			1251	
Direction Lane #	NWL	NW2	NEL	SW1	SW2	
Volume Total	162	55	248	110	11	
Volume Left	162	0	0	110	0	
Volume Right	0	55	225	0	0	
cSH	557	882	1700	1251	1700	
Volume to Capacity	0.29	0.06	0.15	0.09	0.01	
Queue Length 95th (ft)	30	5	0	7	0	
Control Delay (s)	14.1	9.4	0.0	8.2	0.0	
Lane LOS	B	A		A		
Approach Delay (s)	12.9		0.0	7.4		
Approach LOS	B					
Intersection Summary						
Average Delay	6.3					
Intersection Capacity Utilization	37.7%			ICU Level of Service		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
25: NW 127th Street & NW 107th Avenue

2018 PM With Improvements
9/29/2005



Movement	EB	EBT	EBR	WB	WBT	WBR	NB	NBT	NBR	SB	SBT	SBR
Lane Configurations	↰	↑		↰	↑			↕			↕	
Sign Control	Stop			Stop			Stop			Stop		
Volume (vph)	240	21	47	9	6	99	65	730	6	74	294	129
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)	261	23	51	10	7	108	71	793	7	80	320	140
Direction Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total (vph)	261	74	10	114	467	403	240	300				
Volume Left (vph)	261	0	10	0	71	0	80	0				
Volume Right (vph)	0	51	0	108	0	7	0	140				
Hadj (s)	0.74	-0.25	0.74	-0.42	0.31	0.23	0.41	-0.09				
Departure Headway (s)	8.9	7.9	9.5	8.3	7.6	7.5	8.1	7.6				
Degree Utilization, x	0.65	0.16	0.03	0.26	0.98	0.84	0.54	0.63				
Capacity (veh/h)	391	438	365	416	467	475	429	460				
Control Delay (s)	25.7	11.3	11.6	13.1	63.8	37.4	18.9	21.5				
Approach Delay (s)	22.5		13.0		51.6		20.3					
Approach LOS	C		B		F		C					
Intersection Summary												
Delay	34.8											
HCM Level of Service	D											
Intersection Capacity Utilization	66.6%				ICU Level of Service				C			
Analysis Period (min)	15											

Appendix (T)

Arterial Level of Service: NB NW 107th Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 127th Street	III	30	210.1	11.2	221.3	1.75	28.5	B
US 27 / Okeechobee Rll		30	20.1	66.2	86.3	0.15	6.2	F
Total	III		230.2	77.4	307.6	1.90	22.2	C

Arterial Level of Service: SB NW 107th Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 127th Street	III	30	20.1	12.4	32.5	0.15	16.6	D
Total	III		20.1	12.4	32.5	0.15	16.6	D

Arterial Level of Service: NE NW 121st Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW South River Drive IV		30	16.8	16.9	33.7	0.07	7.9	E
US 27 / Okeechobee RV		30	11.4	56.1	67.5	0.05	2.7	F
Total	IV		28.2	73.0	101.2	0.12	4.4	F

Arterial Level of Service: SW NW 121st Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW South River Drive IV		30	11.4	35.3	46.7	0.05	3.9	F
Total	IV		11.4	35.3	46.7	0.05	3.9	F

Arterial Level of Service: NE NW 138th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 113rd Av. Road	III	30	37.5	38.2	75.7	0.30	14.0	D
US 27 / Okeechobee Rll		30	22.5	61.2	83.7	0.18	7.6	F
Total	III		60.0	99.4	159.4	0.47	10.7	E

Arterial Level of Service: SW NW 138th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee Rll		30	15.3	105.6	120.9	0.11	3.2	F
NW 113rd Av. Road	III	30	22.5	3.6	26.1	0.18	24.5	B
Total	III		37.8	109.2	147.0	0.29	7.0	F

Arterial Level of Service: NW NW South River Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	IV	30	16.6	16.5	33.1	0.07	8.0	E
Total	IV		16.6	16.5	33.1	0.07	8.0	E

Arterial Level of Service: SE NW South River Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	III	30	18.8	45.3	64.1	0.14	7.9	F
Total	III		18.8	45.3	64.1	0.14	7.9	F

Arterial Level of Service: NW US 27 / Okeechobee Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	I	50	5.5	0.1	5.6	0.06	35.7	B
NW 107th Avenue	I	50	60.3	3.8	64.1	0.84	47.0	A
NW 138th Street	I	50	41.9	30.1	72.0	0.58	29.1	C
Total	I		107.7	34.0	141.7	1.47	37.4	B

Arterial Level of Service: SE US 27 / Okeechobee Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 138th Street	I	50	10.7	50.0	60.7	0.11	6.3	F
NW 107th Avenue	I	50	41.9	36.3	78.2	0.58	26.8	D
NW 121st Way	I	50	60.3	37.9	98.2	0.84	30.7	C
Total	I		112.9	124.2	237.1	1.52	23.2	D

Arterial Level of Service: NB NW 107th Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 127th Street	III	30	210.1	19.7	229.8	1.75	27.4	B
US 27 / Okeechobee Rll		30	20.1	47.8	67.9	0.15	7.9	F
Total	III		230.2	67.5	297.7	1.90	23.0	C

Arterial Level of Service: SB NW 107th Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 127th Street	III	30	20.1	13.0	33.1	0.15	16.3	D
Total	III		20.1	13.0	33.1	0.15	16.3	D

Arterial Level of Service: NE NW 121st Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW South River Drive IV	IV	30	16.8	26.7	43.5	0.07	6.1	F
US 27 / Okeechobee RV		30	11.4	51.3	62.7	0.05	2.9	F
Total	IV		28.2	78.0	106.2	0.12	4.2	F

Arterial Level of Service: SW NW 121st Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW South River Drive IV	IV	30	11.4	24.5	35.9	0.05	5.1	F
Total	IV		11.4	24.5	35.9	0.05	5.1	F

Arterial Level of Service: NE NW 138th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 113rd Av. Road	III	30	37.5	34.1	71.6	0.30	14.8	D
US 27 / Okeechobee Rll		30	22.5	153.0	175.5	0.18	3.6	F
Total	III		60.0	187.1	247.1	0.47	6.9	F

Arterial Level of Service: SW NW 138th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 27 / Okeechobee Rll		30	15.3	73.6	88.9	0.11	4.4	F
NW 113rd Av. Road	III	30	22.5	3.9	26.4	0.18	24.2	B
Total	III		37.8	77.5	115.3	0.29	8.9	F

Arterial Level of Service: NW NW South River Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	IV	30	16.6	7.2	23.8	0.07	11.1	D
Total	IV		16.6	7.2	23.8	0.07	11.1	D

Arterial Level of Service: SE NW South River Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	III	30	18.8	35.9	54.7	0.14	9.2	F
Total	III		18.8	35.9	54.7	0.14	9.2	F

Arterial Level of Service: NW US 27 / Okeechobee Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 121st Way	I	50	5.5	0.4	5.9	0.06	33.9	C
NW 107th Avenue	I	50	60.3	21.2	81.5	0.84	37.0	B
NW 138th Street	I	50	41.9	112.9	154.8	0.58	13.5	F
Total	I		107.7	134.5	242.2	1.47	21.9	D




















Arterial Level of Service: SE US 27 / Okeechobee Road

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
NW 138th Street	I	50	10.7	20.2	30.9	0.11	12.4	F
NW 107th Avenue	I	50	41.9	28.9	70.8	0.58	29.6	C
NW 121st Way	I	50	60.3	35.3	95.6	0.84	31.5	C
Total	I		112.9	84.4	197.3	1.52	27.8	C

Appendix (U)

HCM Signalized Intersection Capacity Analysis 3: US 27 / Okeechobee Road & NW 138th Street

2028 AM With Improvements
9/29/2005

Movement	SEL	SEF	SER	NWL	NWF	NWR	NEF	NEP	NER	SWL	SWF	SWP
Lane Configurations	 	  			  		 				 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frts	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3072	4550	1583	1770	4550	1417	3433	1863	1583	1583	1863	1417
Flt Permitted	0.95	1.00	1.00	0.07	1.00	1.00	0.95	1.00	1.00	0.62	1.00	1.00
Satd. Flow (perm)	3072	4550	1583	140	4550	1417	3433	1863	1583	1040	1863	1417
Volume (vph)	597	2420	208	43	872	75	668	197	186	155	130	760
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)	649	2630	226	47	948	82	726	214	202	168	141	826
RTOR Reduction (vph)	0	0	57	0	0	41	0	0	12	0	0	0
Lane Group Flow (vph)	649	2630	169	47	948	41	726	214	190	168	141	826
Heavy Vehicles (%)	14%	14%	2%	2%	14%	14%	2%	2%	2%	14%	2%	14%
Turn Type	Prot		pt+ov	pm+pt		pt+ov	Prot		pm+ov	pm+pt		Free
Protected Phases	1	6	6 7	5	2	2 3	7	4	5	3	8	
Permitted Phases				2					4	8		Free
Actuated Green, G (s)	31.5	84.1	107.7	60.4	59.6	72.9	23.6	27.9	34.9	18.3	11.3	150.0
Effective Green, g (s)	33.0	86.4	112.1	61.9	61.9	75.0	25.7	30.0	38.5	22.5	13.4	150.0
Actuated g/C Ratio	0.22	0.58	0.75	0.41	0.41	0.50	0.17	0.20	0.26	0.15	0.09	1.00
Clearance Time (s)	5.5	6.3		5.5	6.3		6.1	6.1	5.5	6.1	6.1	
Vehicle Extension (s)	3.0	2.5		3.0	2.5		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	676	2621	1183	150	1878	709	588	373	406	189	166	1417
v/s Ratio Prot	0.21	c0.58	0.11	0.02	0.21	0.03	c0.21	0.11	0.03	0.05	0.08	
v/s Ratio Perm				0.11					0.09	c0.08		c0.58
v/c Ratio	0.96	1.00	0.14	0.31	0.50	0.06	1.23	0.57	0.47	0.89	0.85	0.58
Uniform Delay, d1	57.8	31.8	5.4	55.7	32.7	19.3	62.1	54.2	47.1	61.3	67.3	0.0
Progression Factor	1.00	1.00	1.00	0.93	0.89	0.64	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	25.0	18.4	0.1	1.1	0.9	0.0	119.8	2.1	0.9	35.9	31.2	1.8
Delay (s)	82.9	50.2	5.4	52.9	29.9	12.5	182.0	56.4	48.0	97.1	98.5	1.8
Level of Service	F	D	A	D	C	B	F	E	D	F	F	A
Approach Delay (s)		53.4			29.6			134.7			27.9	
Approach LOS		D			C			F			C	
Intersection Summary												
HCM Average Control Delay			59.0		HCM Level of Service			E				
HCM Volume to Capacity ratio			1.00									
Actuated Cycle Length (s)			150.0		Sum of lost time (s)			12.0				
Intersection Capacity Utilization			91.8%		ICU Level of Service			F				
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 4: Service Road & NW 138th Street

2028 AM With Improvements
9/29/2005

Movement	SE1	SE1	SE1	NW1	NW1	NW1	NEL	NE1	NE1	SW1	SW1	SW1
Lane Configurations	↕			↕			↕↕			↕↕		
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	26	1	14	30	1	2	28	600	18	6	1041	28
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)	28	1	15	33	1	2	30	652	20	7	1132	30
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	225											
pX, platoon unblocked												
vC, conflicting volume	1549	1892	581	1317	1898	336	1162				672	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1549	1892	581	1317	1898	336	1162				672	
tC, single (s)	7.8	6.8	7.2	7.8	6.8	7.2	4.4				4.4	
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.3				2.3	
p0 queue free %	56	98	96	65	98	100	94				99	
cM capacity (veh/h)	64	57	428	94	56	626	533				839	
Direction, Lane #	SE 1	NW 1	NE 1	NE 2	SW 1	SW 2						
Volume Total	45	36	357	346	572	596						
Volume Left	28	33	30	0	7	0						
Volume Right	15	2	0	20	0	30						
cSH	90	97	533	1700	839	1700						
Volume to Capacity	0.49	0.37	0.06	0.20	0.01	0.35						
Queue Length 95th (ft)	53	37	5	0	1	0						
Control Delay (s)	79.0	62.6	1.8	0.0	0.2	0.0						
Lane LOS	F	F	A		A							
Approach Delay (s)	79.0	62.6	0.9		0.1							
Approach LOS	F	F										
Intersection Summary												
Average Delay	3.4											
Intersection Capacity Utilization	47.9%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Signalized Intersection Capacity Analysis
6: US 27 / Okeechobee Road & NW 121st Way

2028 AM With Improvements
9/29/2005



Movement	SE	SE	NW	NW	NE	NE
Lane Configurations	↑↑↑	↑	↑↑	↑↑↑	↑↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Friction	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	4550	1417	3072	4550	3072	1417
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	4550	1417	3072	4550	3072	1417
Volume (vph)	2617	145	384	1068	122	195
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2845	158	417	1161	133	212
RTOR Reduction (vph)	0	40	0	0	0	1
Lane Group Flow (vph)	2845	118	417	1161	133	211
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%
Turn Type	Perm		Prot	pm+ov		
Protected Phases	6		5	2	4	5
Permitted Phases		6		Free		4
Actuated Green, G (s)	73.4	73.4	22.0	120.0	9.1	31.1
Effective Green, g (s)	75.5	75.5	22.0	120.0	10.5	32.5
Actuated g/C Ratio	0.63	0.63	0.18	1.00	0.09	0.27
Clearance Time (s)	6.1	6.1	4.0	6.1	5.4	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2863	892	563	4550	269	431
v/s Ratio Prot	c0.63		c0.14	0.22	0.04	c0.09
v/s Ratio Perm		0.08		0.04		0.06
v/c Ratio	0.99	0.13	0.74	0.26	0.49	0.49
Uniform Delay, d1	22.0	9.0	46.3	0.0	52.2	36.8
Progression Factor	1.00	1.00	1.00	1.00	0.97	1.00
Incremental Delay, d2	15.4	0.3	5.2	0.1	1.4	0.9
Delay (s)	37.4	9.3	51.5	0.1	51.9	37.8
Level of Service	D	A	D	A	D	D
Approach Delay (s)	35.9			13.7	43.2	
Approach LOS	D			B	D	

Intersection Summary					
HCM Average Control Delay	29.3	HCM Level of Service	G		
HCM Volume to Capacity ratio	0.87				
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0		
Intersection Capacity Utilization	75.0%	ICU Level of Service	D		
Analysis Period (min)	15				

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
8: NW South River Drive & NW 121st Way

2028 AM With Improvements
9/29/2005








Movement	SEL	SFL	SER	NWL	NWF	NWR	NEL	NET	NER	SWL	SWF	SWR
Lane Configurations	↕↕			↕↕			↕↕			↕↕		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0			4.0			4.0		
Lane Util. Factor	0.95			0.95			0.95			0.95		
Frt	0.98			0.91			0.98			0.97		
Flt Protected	0.98			0.99			1.00			0.99		
Satd. Flow (prot)	3041			2862			3091			3036		
Flt Permitted	0.98			0.99			0.90			0.81		
Satd. Flow (perm)	3041			2862			2782			2481		
Volume (vph)	94	75	20	30	30	83	13	130	22	150	333	117
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)	102	82	22	33	33	90	14	141	24	163	362	127
RTOR Reduction (vph)	0	8	0	0	64	0	0	9	0	0	16	0
Lane Group Flow (vph)	0	199	0	0	92	0	0	170	0	0	636	0
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
Turn Type	Split			Split			pm+pt			pm+pt		
Protected Phases	6	6		2	2		7	4		3	8	
Permitted Phases							4			8		
Actuated Green, G (s)	19.0			33.4			52.6			52.6		
Effective Green, g (s)	20.0			34.4			53.6			53.6		
Actuated g/C Ratio	0.17			0.29			0.45			0.45		
Clearance Time (s)	5.0			5.0			5.0			5.0		
Vehicle Extension (s)	1.0			1.0			2.5			2.5		
Lane Grp Cap (vph)	507			820			1243			1108		
v/s Ratio Prot	c0.07			c0.03								
v/s Ratio Perm							0.06			c0.26		
v/c Ratio	0.39			0.11			0.14			0.57		
Uniform Delay, d1	44.6			31.5			19.6			24.7		
Progression Factor	1.00			1.00			1.00			1.46		
Incremental Delay, d2	2.3			0.3			0.0			0.5		
Delay (s)	46.8			31.8			19.6			36.7		
Level of Service	D			C			B			D		
Approach Delay (s)	46.8			31.8			19.6			36.7		
Approach LOS	D			C			B			D		
Intersection Summary												
HCM Average Control Delay	35.2			HCM Level of Service			D					
HCM Volume to Capacity ratio	0.39											
Actuated Cycle Length (s)	120.0			Sum of lost time (s)			12.0					
Intersection Capacity Utilization	45.0%			ICU Level of Service			A					
Analysis Period (min)	15											

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
10: NW 127th Street & NW South River Drive

2028 AM With Improvements
9/29/2005



Movement	EB 1	EB 2	SE 1	SE 2	NW 1	NW 2
Lane Configurations						
Sign Control	Stop		Free			Yield
Grade	0%		0%			0%
Volume (veh/h)	13	121	8	8	64	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	132	9	9	70	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	65	22	0		26	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	65	22	0		26	0
tC, single (s)	7.2	6.6	4.2		6.6	6.3
tC, 2 stage (s)						
IF (s)	3.6	4.1	2.3		4.1	3.4
p0 queue free %	98	84	99		92	99
cM capacity (veh/h)	832	844	1548		839	1051
Direction, Lane #						
	EB 1	EB 2	SE 1	NW 1	NW 2	
Volume Total	14	132	17	70	9	
Volume Left	14	0	9	0	0	
Volume Right	0	0	9	0	9	
cSH	832	844	1548	839	1051	
Volume to Capacity	0.02	0.16	0.01	0.08	0.01	
Queue Length 95th (ft)	1	14	0	7	1	
Control Delay (s)	9.4	10.1	3.7	9.7	8.5	
Lane LOS	A	B	A	A	A	
Approach Delay (s)	10.0		3.7	9.5		
Approach LOS	A			A		
Intersection Summary						
Average Delay	9.4					
Intersection Capacity Utilization	20.2%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Signalized Intersection Capacity Analysis
11: NW 107th Avenue & US 27 / Okeechobee Road

2028 AM With Improvements
9/29/2005



Movement	NBL	NBR	SBL	SBR	NWL	NWT
Lane Configurations	↱↱	↱	↱↱↱	↱	↱↱	↱↱↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	0.91	1.00	0.97	0.91
Frt	1.00	0.85	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)	3072	1417	4550	1417	3072	4550
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3072	1417	4550	1417	3072	4550
Volume (vph)	204	423	2575	261	275	1106
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	222	460	2799	284	299	1202
RTOR Reduction (vph)	0	1	0	45	0	0
Lane Group Flow (vph)	222	459	2799	239	299	1202
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%
Turn Type	pm+ov		pm+ov		Prot	
Protected Phases	4	5	6	4	5	2
Permitted Phases	4		6			
Actuated Green, G (s)	18.6	46.3	86.7	105.3	27.7	119.9
Effective Green, g (s)	20.0	49.2	88.8	108.8	29.2	122.0
Actuated g/C Ratio	0.13	0.33	0.59	0.73	0.19	0.81
Clearance Time (s)	5.4	5.5	6.1	5.4	5.5	6.1
Vehicle Extension (s)	3.0	2.5	1.0	3.0	2.5	1.0
Lane Grp Cap (vph)	410	503	2694	1066	598	3701
v/s Ratio Prot	0.07	c0.18	c0.62	0.03	0.10	0.26
v/s Ratio Perm		0.15		0.14		
v/c Ratio	0.54	0.91	1.04	0.22	0.50	0.32
Uniform Delay, d1	60.7	48.4	30.6	6.8	53.9	3.6
Progression Factor	1.00	1.00	0.38	0.00	1.00	1.00
Incremental Delay, d2	5.1	21.0	22.4	0.2	0.5	0.2
Delay (s)	65.8	69.3	33.9	0.2	54.4	3.8
Level of Service	E	E	C	A	D	A
Approach Delay (s)	68.2		30.8			13.9
Approach LOS	E		C			B
Intersection Summary						
HCM Average Control Delay	30.8		HCM Level of Service		C	
HCM Volume to Capacity ratio	0.99					
Actuated Cycle Length (s)	150.0		Sum of lost time (s)		8.0	
Intersection Capacity Utilization	82.6%		ICU Level of Service		E	
Analysis Period (min)	15					

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
14: NW 138th Street & NW 115th Avenue

2028 AM With Improvements
9/29/2005



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↕			↕			↕↕			↕↕		
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	66	0	0	26	0	0	0	259	0	0	877	16
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)	72	0	0	28	0	0	0	282	0	0	953	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1103	1243	485	758	1252	141	971	282				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1103	1243	485	758	1252	141	971	282				
tC, single (s)	7.7	6.5	7.1	7.5	6.5	6.9	4.5	4.1				
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.4	3.5	4.0	3.3	2.4	2.2				
p0 queue free %	53	100	100	90	100	100	100	100				
cM capacity (veh/h)	154	173	502	296	171	881	616	1278				
Direction, Lane #	EB 1	WB 1	NE 1	NE 2	SW 1	SW 2						
Volume Total	72	28	141	141	477	494						
Volume Left	72	28	0	0	0	0						
Volume Right	0	0	0	0	0	17						
cSH	154	296	616	1700	1278	1700						
Volume to Capacity	0.47	0.10	0.00	0.08	0.00	0.29						
Queue Length 95th (ft)	54	8	0	0	0	0						
Control Delay (s)	47.4	18.4	0.0	0.0	0.0	0.0						
Lane LOS	E	C										
Approach Delay (s)	47.4	18.4	0.0	0.0								
Approach LOS	E	C										
Intersection Summary												
Average Delay	2.9											
Intersection Capacity Utilization	34.8%			ICU Level of Service				A				
Analysis Period (min)	15											

HCM Signalized Intersection Capacity Analysis 17: NW 113rd Av. Road & NW 138th Street

2028 AM With Improvements
9/29/2005

Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95		1.00	0.95	
Fr	1.00	1.00		1.00	0.86			0.98		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1770	1667		1583	1590			3406		1770	3321	
Flt Permitted	0.40	1.00		0.74	1.00			1.00		0.26	1.00	
Satd. Flow (perm)	743	1667		1237	1590			3406		477	3321	
Volume (vph)	75	21	0	8	11	133	0	334	43	698	382	266
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)	82	23	0	9	12	145	0	363	47	759	415	289
RTOR Reduction (vph)	0	0	0	0	123	0	0	13	0	0	105	0
Lane Group Flow (vph)	82	23	0	9	34	0	0	397	0	759	599	0
Heavy Vehicles (%)	2%	14%	14%	14%	14%	2%	21%	2%	21%	2%	2%	2%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	20.9	16.2		13.1	12.3			14.0		51.0	51.0	
Effective Green, g (s)	20.9	16.2		13.1	12.3			14.0		51.0	51.0	
Actuated g/C Ratio	0.26	0.20		0.16	0.15			0.18		0.64	0.64	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	254	338		206	244			596		837	2117	
v/s Ratio Prot	c0.02	0.01		0.00	0.02			0.12		c0.37	0.18	
v/s Ratio Perm	c0.07			0.01						c0.20		
v/c Ratio	0.32	0.07		0.04	0.14			0.67		0.91	0.28	
Uniform Delay, d1	23.2	25.8		28.1	29.3			30.8		15.0	6.4	
Progression Factor	1.00	1.00		1.00	1.00			1.17		1.00	1.00	
Incremental Delay, d2	0.7	0.4		0.1	1.2			2.8		13.3	0.1	
Delay (s)	23.9	26.2		28.2	30.5			38.9		28.4	6.5	
Level of Service	C	C		C	C			D		C	A	
Approach Delay (s)		24.4			30.4			38.9			17.8	
Approach LOS		C			C			D			B	
Intersection Summary												
HCM Average Control Delay		23.2										
HCM Volume to Capacity ratio		0.76										
Actuated Cycle Length (s)		80.0										
Intersection Capacity Utilization		75.6%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
19: NW 113rd Av. Road & NW 131st Street

2028 AM With Improvements
9/29/2005



Movement	SE1	SE2	NE1	NE2	SW1	SW2
Lane Configurations	↰	↰	↰	↰	↰	↰
Sign Control	Stop			Stop	Stop	
Volume (vph)	251	512	114	11	4	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	273	557	124	12	4	42
Direction Lane #	SE1	SE2	NE1	NE2	SW1	SW2
Volume Total (vph)	273	557	124	12	47	
Volume Left (vph)	273	0	124	0	0	
Volume Right (vph)	0	557	0	0	42	
Hadj (s)	0.74	-0.46	0.74	0.24	-0.31	
Departure Headway (s)	5.9	4.7	7.2	6.7	5.9	
Degree Utilization, x	0.44	0.72	0.25	0.02	0.08	
Capacity (veh/h)	599	754	473	501	564	
Control Delay (s)	12.2	17.5	11.3	8.6	9.4	
Approach Delay (s)	15.7		11.1		9.4	
Approach LOS	C		B		A	
Intersection Summary						
Delay	14.8					
HCM Level of Service	B					
Intersection Capacity Utilization	41.7%			ICU Level of Service		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 22: NW 122nd Way & NW South River Drive

2028 AM With Improvements
9/29/2005



Movement	EBL	EBR	SEL	SEB	NWL	NWT
Lane Configurations	↰	↱	↕		↕	↕
Sign Control	Stop		Free			Yield
Grade	0%		0%			0%
Volume (veh/h)	13	114	105	7	143	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	124	114	8	155	136
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	446	232	0		228	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	446	232	0		228	0
tC, single (s)	7.2	6.6	4.2		6.6	6.3
tC, 2 stage (s)						
tF (s)	3.6	4.1	2.3		4.1	3.4
p0 queue free %	96	79	93		74	87
cM capacity (veh/h)	332	600	1548		603	1051
Direction Lane #	EB 1	EB 2	SE 1	SE 2	NW 1	NW 2
Volume Total	14	124	76	46	201	91
Volume Left	14	0	76	38	0	0
Volume Right	0	0	0	8	45	91
cSH	332	600	1548	1548	667	1051
Volume to Capacity	0.04	0.21	0.07	0.07	0.30	0.09
Queue Length 95th (ft)	3	19	6	6	32	7
Control Delay (s)	16.3	12.6	7.5	6.4	12.7	8.7
Lane LOS	C	B	A	A	B	A
Approach Delay (s)	12.9		7.1		11.5	
Approach LOS	B				B	
Intersection Summary						
Average Delay	10.9					
Intersection Capacity Utilization	24.6%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
23: NW 127th Street & NW 128th Street

2028 AM With Improvements
9/29/2005











Movement	NWL	NWR	NE	NEE	SWL	SWR
Lane Configurations	↰	↰	↰		↰	↰
Sign Control	Stop		Stop		Stop	
Volume (vph)	341	116	10	100	49	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	371	126	11	109	53	5
Direction Lane #	NW 1	NW 2	NE 1	SW 1	SW 2	
Volume Total (vph)	371	126	120	53	5	
Volume Left (vph)	371	0	0	53	0	
Volume Right (vph)	0	126	109	0	0	
Hadj (s)	0.74	-0.46	-0.31	0.74	0.24	
Departure Headway (s)	5.8	4.6	5.4	6.7	6.2	
Degree Utilization, x	0.59	0.16	0.18	0.10	0.01	
Capacity (veh/h)	610	768	629	497	535	
Control Delay (s)	15.6	7.2	9.5	9.3	8.1	
Approach Delay (s)	13.5		9.5	9.2		
Approach LOS	B		A	A		
Intersection Summary						
Delay			12.4			
HCM Level of Service			B			
Intersection Capacity Utilization			34.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
25: NW 127th Street & NW 107th Avenue

2028 AM With Improvements
9/29/2005



























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEB	SET	SEB
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.91		1.00	0.94		1.00	0.99		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1583	1508		1583	1568		1583	3139		1583	3002	
Flt Permitted	0.49	1.00		0.72	1.00		0.22	1.00		0.39	1.00	
Satd. Flow (perm)	823	1508		1196	1568		373	3139		655	3002	
Volume (vph)	95	20	35	15	40	26	117	520	32	83	566	299
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)	103	22	38	16	43	28	127	565	35	90	615	325
RTOR Reduction (vph)	0	31	0	0	25	0	0	5	0	0	68	0
Lane Group Flow (vph)	103	29	0	16	46	0	127	595	0	90	872	0
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	19.3	14.5		9.9	9.1		49.5	42.6		47.9	41.8	
Effective Green, g (s)	19.3	14.5		9.9	9.1		49.5	42.6		47.9	41.8	
Actuated g/C Ratio	0.24	0.18		0.12	0.11		0.62	0.53		0.60	0.52	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	257	273		152	178		335	1672		463	1569	
v/s Ratio Prot	c0.03	0.02		0.00	0.03		c0.03	0.19		0.01	c0.29	
v/s Ratio Perm	c0.07			0.01			0.20			0.10		
v/c Ratio	0.40	0.11		0.11	0.26		0.38	0.36		0.19	0.56	
Uniform Delay, d1	24.7	27.3		31.0	32.4		7.4	10.8		6.9	12.9	
Progression Factor	1.00	1.00		1.00	1.00		1.12	0.99		1.00	1.00	
Incremental Delay, d2	1.0	0.2		0.3	0.8		0.7	0.6		0.2	1.4	
Delay (s)	25.8	27.5		31.3	33.2		9.0	11.2		7.1	14.3	
Level of Service	C	C		C	C		A	B		A	B	
Approach Delay (s)	26.4			32.8			10.8			13.6		
Approach LOS	C			C			B			B		
Intersection Summary												
HCM Average Control Delay	14.5			HCM Level of Service			B					
HCM Volume to Capacity ratio	0.49											
Actuated Cycle Length (s)	80.0			Sum of lost time (s)			12.0					
Intersection Capacity Utilization	53.6%			ICU Level of Service			A					
Analysis Period (min)	15											

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
3: US 27 / Okeechobee Road & NW 138th Street

2028 PM With Improvements
9/29/2005

Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
												
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3072	4550	1583	1770	4550	1417	3433	1863	1583	1583	1863	1417
Flt Permitted	0.95	1.00	1.00	0.19	1.00	1.00	0.95	1.00	1.00	0.29	1.00	1.00
Satd. Flow (perm)	3072	4550	1583	346	4550	1417	3433	1863	1583	480	1863	1417
Volume (vph)	714	1261	135	21	1981	140	460	402	143	61	71	864
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)	776	1371	147	23	2153	152	500	437	155	66	77	939
RTOR Reduction (vph)	0	0	38	0	0	15	0	0	56	0	0	0
Lane Group Flow (vph)	776	1371	109	23	2153	138	500	437	99	66	77	939
Heavy Vehicles (%)	14%	14%	2%	2%	14%	14%	2%	2%	2%	14%	2%	14%
Turn Type	Prot		pt+ov	pm+pt		pt+ov	Prot		pm+ov	pm+pt		Free
Protected Phases	1	6	6 7	5	2	2 3	7	4	5	3	8	
Permitted Phases				2					4	8		Free
Actuated Green, G (s)	31.5	84.1	107.2	60.4	59.6	72.9	23.1	27.9	34.9	18.8	11.8	150.0
Effective Green, g (s)	33.0	86.4	111.6	61.9	61.9	75.0	25.2	30.0	38.5	23.0	13.9	150.0
Actuated g/C Ratio	0.22	0.58	0.74	0.41	0.41	0.50	0.17	0.20	0.26	0.15	0.09	1.00
Clearance Time (s)	5.5	6.3		5.5	6.3		6.1	6.1	5.5	6.1	6.1	
Vehicle Extension (s)	3.0	2.5		3.0	2.5		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	676	2621	1178	223	1878	709	577	373	406	141	173	1417
v/s Ratio Prot	c0.25	0.30	0.07	0.01	c0.47	0.10	c0.15	c0.23	0.01	0.03	0.04	
v/s Ratio Perm				0.04					0.05	0.04		0.66
v/c Ratio	1.15	0.52	0.09	0.10	1.15	0.19	0.87	1.17	0.24	0.47	0.45	0.66
Uniform Delay, d1	58.5	19.3	5.3	27.7	44.0	20.8	60.8	60.0	44.2	69.1	64.4	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	83.1	0.8	0.0	0.2	72.7	0.1	12.9	102.1	0.3	2.4	1.8	2.5
Delay (s)	141.6	20.0	5.3	27.9	116.7	20.9	73.7	162.1	44.5	71.5	66.2	2.5
Level of Service	F	C	A	C	F	C	E	F	D	E	E	A
Approach Delay (s)		60.2			109.6			104.9			11.2	
Approach LOS		E			F			F			B	
Intersection Summary												
HCM Average Control Delay			76.5									
HCM Volume to Capacity ratio			1.14									
Actuated Cycle Length (s)			150.0									
Intersection Capacity Utilization			99.0%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 4: Service Road & NW 138th Street

2028 PM With Improvements
9/29/2005

Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
Lane Configurations	↕			↕			↕↕			↕↕		
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	54	1	18	17	1	1	47	1009	31	1	546	38
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)	59	1	20	18	1	1	51	1097	34	1	593	41
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	225											
pX, platoon unblocked												
vC, conflicting volume	1268	1849	317	1535	1853	565	635	1130				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1268	1849	317	1535	1853	565	635	1130				
tC, single (s)	7.8	6.8	7.2	7.8	6.8	7.2	4.4	4.4				
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.4	3.6	4.1	3.4	2.3	2.3				
p0 queue free %	45	98	97	71	98	100	94	100				
cM capacity (veh/h)	106	61	644	64	60	439	867	549				
Direction, Lane#	SE 1	NW 1	NE 1	NE 2	SW 1	SW 2						
Volume Total	79	21	599	582	298	338						
Volume Left	59	18	51	0	1	0						
Volume Right	20	1	0	34	0	41						
cSH	132	67	867	1700	549	1700						
Volume to Capacity	0.60	0.31	0.06	0.34	0.00	0.20						
Queue Length 95th (ft)	77	28	5	0	0	0						
Control Delay (s)	66.7	80.8	1.6	0.0	0.1	0.0						
Lane LOS	F	F	A		A							
Approach Delay (s)	66.7	80.8	0.8		0.0							
Approach LOS	F	F										
Intersection Summary												
Average Delay	4.1											
Intersection Capacity Utilization	60.6%			ICU Level of Service			B					
Analysis Period (min)	15											

HCM Signalized Intersection Capacity Analysis
6: US 27 / Okeechobee Road & NW 121st Way

2028 PM With Improvements
9/29/2005



Movement	SBT	SEB	NW	NWT	NE	NER
Lane Configurations	↑↑↑	↑	↑↑	↑↑↑	↑↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	4550	1417	3072	4550	3072	1417
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	4550	1417	3072	4550	3072	1417
Volume (vph)	1710	79	108	2223	242	399
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1859	86	117	2416	263	434
RTOR Reduction (vph)	0	40	0	0	0	3
Lane Group Flow (vph)	1859	46	117	2416	263	431
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%
Turn Type		Perm	Prot			pm+ov
Protected Phases	6		5	2	4	5
Permitted Phases		6		Free		4
Actuated Green, G (s)	47.3	47.3	24.0	100.0	13.2	37.2
Effective Green, g (s)	49.4	49.4	24.0	100.0	14.6	38.6
Actuated g/C Ratio	0.49	0.49	0.24	1.00	0.15	0.39
Clearance Time (s)	6.1	6.1	4.0	6.1	5.4	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2248	700	737	4550	449	604
v/s Ratio Prot	c0.41		0.04	0.41	0.09	c0.17
v/s Ratio Perm		0.03		0.12		0.13
v/c Ratio	0.83	0.07	0.16	0.53	0.59	0.71
Uniform Delay, d1	21.6	13.2	30.0	0.0	39.9	26.0
Progression Factor	1.48	2.59	1.00	1.00	1.19	1.34
Incremental Delay, d2	2.2	0.1	0.1	0.4	1.8	3.7
Delay (s)	34.3	34.4	30.1	0.4	49.3	38.5
Level of Service	C	C	C	A	D	D
Approach Delay (s)	34.3			1.8	42.6	
Approach LOS	C			A	D	

Intersection Summary			
HCM Average Control Delay	19.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis 8: NW South River Drive & NW 121st Way

2028 PM With Improvements
9/29/2005

Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
Lane Configurations	↕↕			↕↕			↕↕			↕↕		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0			4.0			4.0		
Lane Util. Factor	0.95			0.95			0.95			0.95		
Frt	1.00			0.88			0.98			0.96		
Flt Protected	0.97			1.00			1.00			0.99		
Satd. Flow (prot)	3055			2770			3105			2985		
Flt Permitted	0.97			1.00			0.94			0.67		
Satd. Flow (perm)	3055			2770			2926			2032		
Volume (vph)	158	68	3	4	27	147	15	410	58	75	109	75
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)	172	74	3	4	29	160	16	446	63	82	118	82
RTOR Reduction (vph)	0	1	0	0	108	0	0	10	0	0	43	0
Lane Group Flow (vph)	0	248	0	0	85	0	0	515	0	0	239	0
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
Turn Type	Split		Split		pm+pt		pm+pt		pm+pt		pm+pt	
Protected Phases	6	6	2		2	7		4	3		8	
Permitted Phases							4		8			
Actuated Green, G (s)	20.0			31.5			33.5			33.5		
Effective Green, g (s)	21.0			32.5			34.5			34.5		
Actuated g/C Ratio	0.21			0.32			0.34			0.34		
Clearance Time (s)	5.0			5.0			5.0			5.0		
Vehicle Extension (s)	1.0			1.0			2.5			2.5		
Lane Grp Cap (vph)	642			900			1009			701		
v/s Ratio Prot	c0.08			c0.03								
v/s Ratio Perm							c0.18			0.12		
v/c Ratio	0.39			0.09			0.51			0.34		
Uniform Delay, d1	34.0			23.5			26.0			24.3		
Progression Factor	1.00			1.00			1.00			1.30		
Incremental Delay, d2	1.8			0.2			0.3			0.2		
Delay (s)	35.7			23.7			26.4			31.9		
Level of Service	D			C			C			C		
Approach Delay (s)	35.7			23.7			26.4			31.9		
Approach LOS	D			C			C			C		
Intersection Summary												
HCM Average Control Delay	29.1			HCM Level of Service			C					
HCM Volume to Capacity ratio	0.33											
Actuated Cycle Length (s)	100.0			Sum of lost time (s)			12.0					
Intersection Capacity Utilization	48.9%			ICU Level of Service			A					
Analysis Period (min)	15											

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
10: NW 127th Street & NW South River Drive

2028 PM With Improvements
9/29/2005



Movement	EBL	EBT	SEL	SET	NWL	NWT
Lane Configurations	↰	↱	↰	↱	↰	↱
Sign Control	Stop		Free		Yield	
Grade	0%		0%		0%	
Volume (veh/h)	12	110	14	14	111	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	120	15	15	121	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None				None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	114	38	0		46	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	114	38	0		46	0
tC, single (s)	7.2	6.6	4.2		6.6	6.3
tC, 2 stage (s)						
tF (s)	3.6	4.1	2.3		4.1	3.4
p0 queue free %	98	85	99		85	99
cM capacity (veh/h)	725	823	1548		815	1051
Direction, Lane #						
	EB 1	EB 2	SE 1	NW 1	NW 2	
Volume Total	13	120	30	121	15	
Volume Left	13	0	15	0	0	
Volume Right	0	0	15	0	15	
cSH	725	823	1548	815	1051	
Volume to Capacity	0.02	0.15	0.01	0.15	0.01	
Queue Length 95th (ft)	1	13	1	13	1	
Control Delay (s)	10.1	10.1	3.7	10.2	8.5	
Lane LOS	B	B	A	B	A	
Approach Delay (s)	10.1		3.7	10.0		
Approach LOS	B			A		
Intersection Summary						
Average Delay	9.4					
Intersection Capacity Utilization	22.8%		ICU Level of Service		A	
Analysis Period (min)	15					

HCM Signalized Intersection Capacity Analysis
11: NW 107th Avenue & US 27 / Okeechobee Road

2028 PM With Improvements
9/29/2005



Movement	NBL	NBR	SE	SW	NWL	NWT
Lane Configurations	↔↔	↔	↔↔↔	↔	↔↔	↔↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	0.91	1.00	0.97	0.91
Frt	1.00	0.85	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)	3072	1417	4550	1417	3072	4550
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3072	1417	4550	1417	3072	4550
Volume (vph)	665	531	1455	73	109	2321
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	723	577	1582	79	118	2523
RTOR Reduction (vph)	0	2	0	23	0	0
Lane Group Flow (vph)	723	575	1582	56	118	2523
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%
Turn Type	pm+ov		pm+ov		Prot	
Protected Phases	4	5	6	4	5	2
Permitted Phases	4		6			
Actuated Green, G (s)	25.6	41.2	41.8	67.4	15.6	62.9
Effective Green, g (s)	27.0	44.1	43.9	70.9	17.1	65.0
Actuated g/C Ratio	0.27	0.44	0.44	0.71	0.17	0.65
Clearance Time (s)	5.4	5.5	6.1	5.4	5.5	6.1
Vehicle Extension (s)	3.0	2.5	1.0	3.0	2.5	1.0
Lane Grp Cap (vph)	829	682	1997	1061	525	2958
v/s Ratio Prot	0.24	c0.14	0.35	0.01	0.04	c0.55
v/s Ratio Perm	0.26		0.03			
v/c Ratio	0.87	0.84	0.79	0.05	0.22	0.85
Uniform Delay, d1	34.9	24.9	24.1	4.4	35.7	13.7
Progression Factor	1.00	1.00	1.00	1.00	0.99	1.29
Incremental Delay, d2	12.2	9.2	3.3	0.1	0.1	2.9
Delay (s)	47.1	34.0	27.4	4.5	35.6	20.7
Level of Service	D	C	C	A	D	C
Approach Delay (s)	41.3	26.4		21.3		
Approach LOS	D	C		C		
Intersection Summary						
HCM Average Control Delay	27.4		HCM Level of Service		C	
HCM Volume to Capacity ratio	0.83					
Actuated Cycle Length (s)	100.0		Sum of lost time (s)		4.0	
Intersection Capacity Utilization	70.5%		ICU Level of Service		C	
Analysis Period (min)	15					

c Critical Lane Group

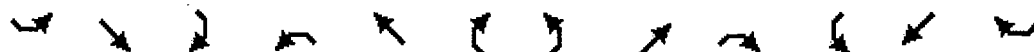
HCM Unsignalized Intersection Capacity Analysis
14: NW 138th Street & NW 115th Avenue

2028 PM With Improvements
9/29/2005

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEE	NET	NEE	SWL	SWT	SWR
Lane Configurations	↕			↕			↕↕			↕↕		
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	66	0	0	0	0	0	0	388	0	0	488	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)	72	0	0	0	0	0	0	422	0	0	530	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)												
pX, platoon unblocked												
vC, conflicting volume	741	952	265	687	952	211	530				422	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	741	952	265	687	952	211	530				422	
tC, single (s)	7.7	6.5	7.1	7.5	6.5	6.9	4.5				4.1	
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.4	3.5	4.0	3.3	2.4				2.2	
p0 queue free %	75	100	100	100	100	100	100				100	
cM capacity (veh/h)	287	258	704	333	258	795	930				1134	
Direction, Lane #	EB 1	WB 1	NE 1	NE 2	SW 1	SW 2						
Volume Total	72	0	211	211	265	265						
Volume Left	72	0	0	0	0	0						
Volume Right	0	0	0	0	0	0						
cSH	287	1700	930	1700	1134	1700						
Volume to Capacity	0.25	0.00	0.00	0.12	0.00	0.16						
Queue Length 95th (ft)	24	0	0	0	0	0						
Control Delay (s)	21.7	0.0	0.0	0.0	0.0	0.0						
Lane LOS	C	A										
Approach Delay (s)	21.7	0.0	0.0		0.0							
Approach LOS	C	A										
Intersection Summary												
Average Delay				1.5								
Intersection Capacity Utilization	23.8%						ICU Level of Service			A		
Analysis Period (min)	15											

HCM Signalized Intersection Capacity Analysis 17: NW 113rd Av. Road & NW 138th Street

2028 PM With Improvements
9/29/2005



Movement	SE	SE	SE	NW	NW	NW	NE	NE	NE	SW	SW	SW
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95		1.00	0.95	
Frt	1.00	1.00		1.00	0.85			1.00		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1770	1667		1583	1586			3522		1770	3189	
Flt Permitted	0.18	1.00		0.74	1.00			1.00		0.16	1.00	
Satd. Flow (perm)	327	1667		1238	1586			3522		291	3189	
Volume (vph)	196	20	0	11	8	333	0	695	10	264	111	215
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)	213	22	0	12	9	362	0	755	11	287	121	234
RTOR Reduction (vph)	0	0	0	0	265	0	0	1	0	0	120	0
Lane Group Flow (vph)	213	22	0	12	106	0	0	765	0	287	235	0
Heavy Vehicles (%)	2%	14%	14%	14%	14%	2%	21%	2%	21%	2%	2%	2%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	33.1	28.3		19.6	18.8			21.6		38.9	38.9	
Effective Green, g (s)	33.1	28.3		19.6	18.8			21.6		38.9	38.9	
Actuated g/C Ratio	0.41	0.35		0.25	0.24			0.27		0.49	0.49	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	321	590		307	373			951		387	1551	
v/s Ratio Prot	c0.09	0.01		0.00	0.07			0.22		c0.12	0.07	
v/s Ratio Perm	c0.19			0.01						c0.24		
v/c Ratio	0.66	0.04		0.04	0.29			0.80		0.74	0.15	
Uniform Delay, d1	17.6	16.9		23.0	25.1			27.2		15.3	11.4	
Progression Factor	1.00	1.00		1.00	1.00			1.03		1.00	1.00	
Incremental Delay, d2	5.1	0.1		0.1	1.9			5.0		7.5	0.0	
Delay (s)	22.7	17.0		23.0	27.0			33.1		22.8	11.4	
Level of Service	C	B		C	C			C		C	B	
Approach Delay (s)		22.2			26.9			33.1			16.5	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM Average Control Delay	25.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	79.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
19: NW 113rd Av. Road & NW 131st Street

2028 PM With Improvements
9/29/2005



Movement	SE 1	SE 2	NE 1	NE 2	SW 1	SW 2
Lane Configurations	↰	↰	↰	↑	↰	↰
Sign Control	Stop			Stop	Stop	
Volume (vph)	97	198	263	26	9	89
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	105	215	286	28	10	97
Direction Lane #	SE 1	SE 2	NE 1	NE 2	SW 1	SW 2
Volume Total (vph)	105	215	286	28	107	
Volume Left (vph)	105	0	286	0	0	
Volume Right (vph)	0	215	0	0	97	
Hadj (s)	0.74	-0.46	0.74	0.24	-0.31	
Departure Headway (s)	6.5	5.3	6.3	5.8	5.4	
Degree Utilization, x	0.19	0.31	0.50	0.05	0.16	
Capacity (veh/h)	527	649	548	596	631	
Control Delay (s)	9.8	9.4	14.1	7.8	9.4	
Approach Delay (s)	9.5		13.5		9.4	
Approach LOS	A		B		A	
Intersection Summary						
Delay	11.2					
HCM Level of Service	B					
Intersection Capacity Utilization	33.3%			ICU Level of Service	A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 22: NW 122nd Way & NW South River Drive

2028 PM With Improvements
9/29/2005



Movement	EBL	EBR	SEL	SER	NWL	NWR
Lane Configurations	↰	↱	↕	↕	↰	↱
Sign Control	Stop		Free		Yield	
Grade	0%		0%		0%	
Volume (veh/h)	11	109	131	5	137	99
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	118	142	5	149	108
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None				None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	470	288	0		285	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	470	288	0		285	0
tC, single (s)	7.2	6.6	4.2		6.6	6.3
tC, 2 stage (s)						
tF (s)	3.6	4.1	2.3		4.1	3.4
p0 queue free %	96	78	91		73	90
cM capacity (veh/h)	321	547	1548		549	1051
Direction, Lane #	EB 1	EB 2	SE 1	SE 2	NW 1	NW 2
Volume Total	12	118	95	53	185	72
Volume Left	12	0	95	47	0	0
Volume Right	0	0	0	5	36	72
cSH	321	547	1548	1548	605	1051
Volume to Capacity	0.04	0.22	0.09	0.09	0.31	0.07
Queue Length 95th (ft)	3	20	8	8	32	5
Control Delay (s)	16.7	13.4	7.6	6.9	13.5	8.7
Lane LOS	C	B	A	A	B	A
Approach Delay (s)	13.7		7.3		12.2	
Approach LOS	B				B	
Intersection Summary						
Average Delay			11.2			
Intersection Capacity Utilization			24.7%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
23: NW 127th Street & NW 128th Street

2028 PM With Improvements
9/29/2005



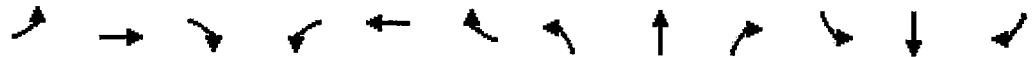
Movement	NWL	NWR	NEL	NER	SWL	SWR
Lane Configurations						
Sign/Control	Stop		Stop			Stop
Volume (vph)	182	62	25	252	123	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	198	67	27	274	134	13

Direction, Lane #	NW 1	NW 2	NE 1	SW 1	SW 2
Volume Total (vph)	198	67	301	134	13
Volume Left (vph)	198	0	0	134	0
Volume Right (vph)	0	67	274	0	0
Hadj (s)	0.74	-0.46	-0.31	0.74	0.24
Departure Headway (s)	6.4	5.2	5.0	6.4	5.9
Degree Utilization, x	0.35	0.10	0.42	0.24	0.02
Capacity (veh/h)	531	646	689	534	575
Control Delay (s)	11.7	7.6	11.7	10.2	7.8
Approach Delay (s)	10.7		11.7	10.0	
Approach LOS	B		B	A	

Intersection Summary	
Delay	10.9
HCM Level of Service	B
Intersection Capacity Utilization	43.8%
ICU Level of Service	A
Analysis Period (min)	15

HCM Signalized Intersection Capacity Analysis 25: NW 127th Street & NW 107th Avenue

2028 PM With Improvements
9/29/2005



Movement	EBL	EB	EBR	WBL	WB	WBR	NBL	NB	NBR	SBL	SB	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.90		1.00	0.86		1.00	1.00		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1583	1493		1583	1433		1583	3163		1583	3022	
Flt Permitted	0.35	1.00		0.70	1.00		0.38	1.00		0.18	1.00	
Satd. Flow (perm)	590	1493		1165	1433		639	3163		297	3022	
Volume (vph)	293	25	57	11	8	120	79	890	7	90	359	157
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)	318	27	62	12	9	130	86	967	8	98	390	171
RTOR Reduction (vph)	0	45	0	0	116	0	0	1	0	0	54	0
Lane Group Flow (vph)	318	44	0	12	23	0	86	974	0	98	507	0
Heavy Vehicles (%)	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	26.3	21.5		9.5	8.7		41.6	35.3		41.8	35.4	
Effective Green, g (s)	26.3	21.5		9.5	8.7		41.6	35.3		41.8	35.4	
Actuated g/C Ratio	0.33	0.27		0.12	0.11		0.52	0.44		0.52	0.44	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	363	401		143	156		407	1396		258	1337	
v/s Ratio Prot	c0.15	0.03		0.00	0.02		0.02	c0.31		c0.03	0.17	
v/s Ratio Perm	c0.14			0.01			0.09			0.17		
v/c Ratio	0.88	0.11		0.08	0.15		0.21	0.70		0.38	0.38	
Uniform Delay, d1	22.9	22.0		31.3	32.3		9.9	18.0		11.2	14.9	
Progression Factor	1.00	1.00		1.00	1.00		1.02	1.00		1.00	1.00	
Incremental Delay, d2	20.3	0.1		0.3	0.4		0.3	2.9		0.9	0.8	
Delay (s)	43.2	22.2		31.6	32.7		10.3	20.9		12.2	15.8	
Level of Service	D	C		C	C		B	C		B	B	
Approach Delay (s)	38.6			32.6			20.0			15.2		
Approach LOS	D			C			C			B		

Intersection Summary			
HCM Average Control Delay	22.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group