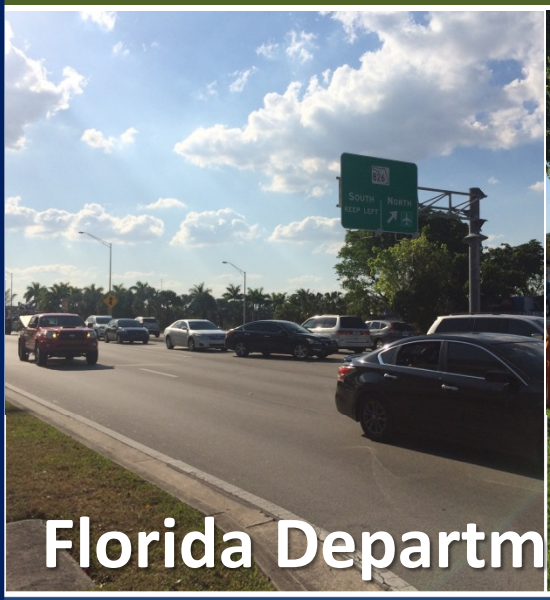
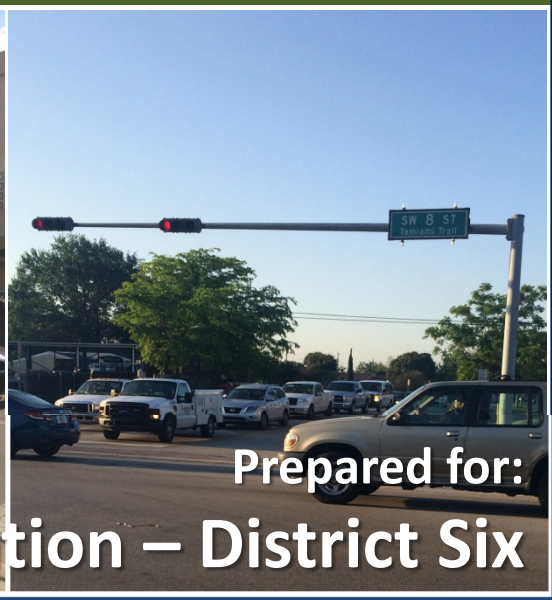
SW 8th Street Corridor Study:

from SW 82nd Avenue to SW 72nd Avenue









Prepared for:

Florida Department of Transportation – District Six

Contract No.: C-9J86
FM No.: 408199-1-12-04
January 2017

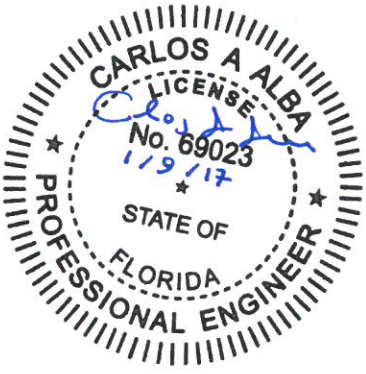
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Table of Contents

1.0 INTRODUCTION 1

1.1 STUDY PURPOSE 1

1.2 PRIOR EFFORTS 1

1.3 CORRIDOR DESCRIPTION 3

2.0 EXISTING ROADWAY NETWORK 3

2.1 TYPICAL SECTIONS 3

2.2 DESCRIPTION OF ROADS IN THE STUDY AREA 5

2.2.1 Primary Roadway Description 5

2.2.2 Adjacent and Intersecting Roadway Descriptions 6

2.3 FDOT ACCESS MANAGEMENT CLASSIFICATION 8

2.4 LOCATION OF TRAFFIC SIGNALS 10

3.0 TRAFFIC ANALYSIS 12

3.1 DATA COLLECTION 12

3.1.1 Turning Movement Counts 12

3.1.2 Growth Trend Collection 12

3.2 DATA PROCESSING 20

3.2.1 Truck Factor (T-Factor) 20

3.2.2 Peak Hour Factors 20

3.3 FIELD OBSERVATIONS 21

3.4 EXISTING SIGNAL TIMING PLANS 25

3.5 TRAFFIC OPERATION ANALYSIS FOR EXISTING CONDITIONS 27

3.6 TRAFFIC OPERATION ANALYSIS WITH ROADWAY IMPROVEMENTS 30

3.6.1 Description of Roadway Improvements 30

3.6.2 Evaluation of Roadway Improvements 35

3.7 SAFETY ANALYSIS 39

4.0 SUMMARY OF FINDINGS 41

5.0 COST ESTIMATES 42

5.1 SW 8TH STREET AND SW 82ND AVENUE 42

5.2 SW 8TH STREET AND SW 76TH AVENUE 43

5.3 SW 8TH STREET AND SW 74TH AVENUE 43

List of Tables

Table No. 1 – Access Management Standards 8
Table No. 2 – Access Management Evaluation 9
Table No. 3 – Signalized Intersections in the Study Area 10
Table No. 4 – Trend Analysis – Station 870005 12
Table No. 5 – Recommended Truck Factors 20
Table No. 6 – Recommended Peak Hour Factors 21
Table No. 7 – Traffic Signals Overall Settings 26
Table No. 8 – Traffic Operations – Existing Conditions 29
Table No. 9 – Traffic Operations – Alternative 1 37
Table No. 10 – Traffic Operations – Alternative 2 38
Table No. 11 – Three Year Crash Summary for the Intersection at SW 8th Street and SW 76th Avenue 39
Table No. 12 – Safety Analysis for the Intersection at SW 8th Street and SW 76th Avenue 40
Table No. 13 – Cost Estimates – Improvements at SW 8th Street and SW 82nd Avenue 42
Table No. 14 – Cost Estimates – Improvements at SW 8th Street and SW 76th Avenue 43
Table No. 15 – Cost Estimates – Improvements at SW 8th Street and SW 74th Avenue 44

List of Figures

Figure No. 1 – Project Location Map 2
Figure No. 2 – Typical Section from SW 82nd Avenue to SB SR 826 Ramps 4
Figure No. 3 – Typical Section from SB SR 826 Ramps to NB SR 826 Ramps 4
Figure No. 4 – Typical Section from NB SR 826 Ramps to SW 73rd Court 5
Figure No. 5 – Typical Section from SW 73rd Court to SW 72nd Avenue 5
Figure No. 6 – Traffic Signal Locations 11
Figure No. 7 – 2016 Existing Balanced Volumes – AM Peak Hour 13
Figure No. 8 – 2016 Existing Balanced Volumes – PM Peak Hour 16
Figure No. 9 – Traffic Count Locations 19
Figure No. 10 – NB Approach at SW 82nd Avenue – AM peak hour 22
Figure No. 11 – EBL Turn Movement at Tamiami Canal Road – AM peak hour 22
Figure No. 12 – NB Approach at SW 76th Avenue – PM peak hour 23
Figure No. 13 – NB Approach at SW 76th Avenue – PM peak hour 23
Figure No. 14 – NB Approach at SW 74th Avenue – PM peak hour 24
Figure No. 15 – SB Approach at SW 74th Avenue – PM peak hour 24
Figure No. 16 – Roadway Configuration – Existing Conditions 28
Figure No. 17 – Roadway Configuration – Alternative 1 32
Figure No. 18 – Roadway Configuration – Alternative 2 33
Figure No. 19 – Re-routed Traffic – Alternative 1 34
Figure No. 20 – Re-routed Traffic - Alternative 2 35
Figure No. 21 – Summary by Crash Type for the Intersection at SW 8th Street and SW 76th Avenue 40

List of Appendices

Appendix A – Turning Movement Counts
Appendix B – Trend Analysis
Appendix C – Peak Season Factor Report
Appendix D – Signal Timings
Appendix E – Right of Way Maps
Appendix F – Balanced Turning Volumes – Build Alternatives
Appendix G – Synchro Reports – Existing Conditions
Appendix H – Synchro Reports – Build Alternatives
Appendix I – Crash Data

1.0 INTRODUCTION

1.1 Study Purpose

The Florida Department of Transportation (FDOT) District Six wanted to build upon a study completed by the Miami-Dade Metropolitan Organization (MPO) along SW 8th Street (also known as US 41/State Road 90/Tamiami Trail) between SW 122nd Avenue and SW 74th Avenue to conduct a more refined analysis for SW 8th Street between SW 82nd Avenue and SW 72nd Avenue and identify problems of congestion as well as to develop short term improvements. Figure No. 1 shows the limits of the corridor study.

1.2 Prior Efforts

SW 8th Street has been the subject of several studies in the last few years. In June 2005, the MPO conducted a comprehensive grade separation study. This study identified the intersections at SW 107th Avenue and at SW 87th Avenue (along SW 8th Street) as candidates for grade separation improvements.

Following the 2005 Grade Separation Study from the MPO, the FDOT completed a SW 8th Street Corridor Study from the Homestead Extension of the Florida Turnpike (HEFT) interchange to SR 826/Palmetto Expressway interchange in 2007. This analysis also indicated that some type of grade separation could improve operation for the intersections at SW 107th Avenue and at SW 87th Avenue. This analysis also considered the implementation of a reversible lane system. However, this alternative was deemed difficult to implement, given the large number of intersections and left-turns in the corridor.

In June 2009, FDOT completed a Project Concept Study for the intersection of SW 87th Avenue and SW 8th Street. The analysis favored the widening of SW 87th Avenue between Flagler Street and SW 8th Street over the implementation of a grade-separation for the intersection at SW 87th Avenue.

In 2012, FDOT completed a Feasibility Study for the intersection of SW 8th Street and SW 87th Avenue. In this Feasibility Study, various alternatives were developed and evaluated (including grade-separation improvements) which resulted in the grade-separation of SW 8th Street over SW 87th Avenue as the recommended alternative.

In 2015, the MPO conducted a SW 8th Street Corridor study between SW 122nd Avenue and SW 74th Avenue. The study focused on developing transportation improvements with the potential to enhance mobility and safety. The study found minimal improvement in corridor speeds and travel times after the implementation of grade separations for the intersections at SW 87th Avenue and at SW 107th Avenue. Such improvements did not justify the cost to implement the grade separation projects.

Figure No. 1 – Project Location Map



1.3 Corridor Description

The SW 8th Street study area is a one-mile segment of roadway between SW 82nd Avenue and SW 72nd Avenue. In a larger context, SW 8th Street runs from the city of Naples on the west coast of Florida to Miami and Downtown Miami on the east coast of Florida.

The SW 8th Street corridor serves two major functions:

1. Movement of commuter traffic from the western suburbs to job areas near the Miami International Airport, Blue Lagoon, Downtown Miami and Brickell, and

2. Connection to Florida International University's Main Campus.

In the study area, there is high traffic demand and slow speeds along the eastbound direction during the morning peak hour and similar conditions along the westbound direction during the afternoon peak hour.

2.0 EXISTING ROADWAY NETWORK

Information about different roadway configurations at the intersections and along SW 8th Street was gathered using aerial photographs and verified through field visits. Within the study area, SW 8th Street is a two-way divided arterial running east-west. SW 8th Street has various cross sections along the study limits.

2.1 Typical Sections

Figures No. 2 through No. 5 show the typical section by segment within the study area.

Figure No. 2 – Typical Section from SW 82nd Avenue to SB SR 826 Ramps

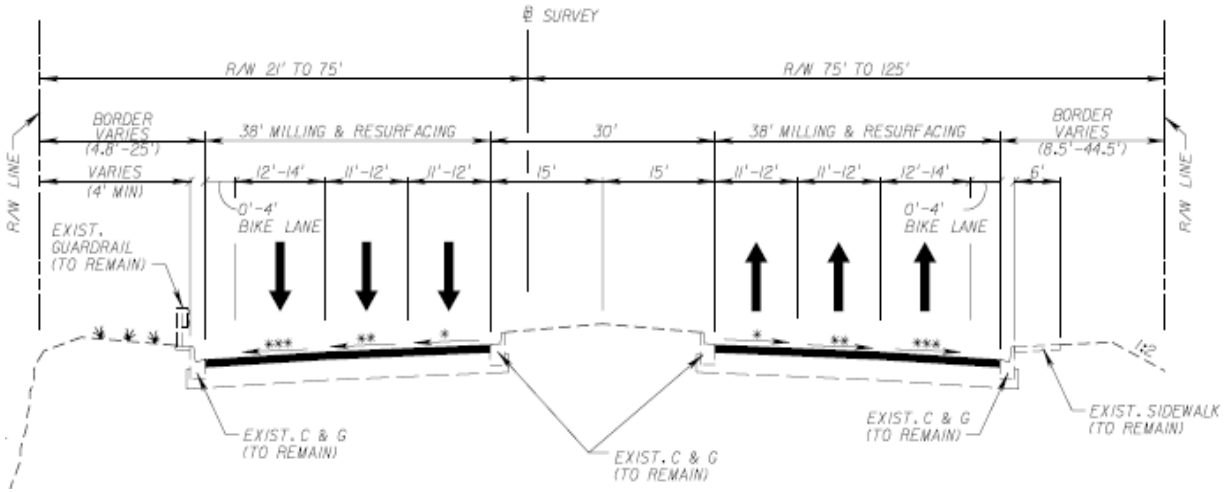


Figure No. 3 – Typical Section from SB SR 826 Ramps to NB SR 826 Ramps

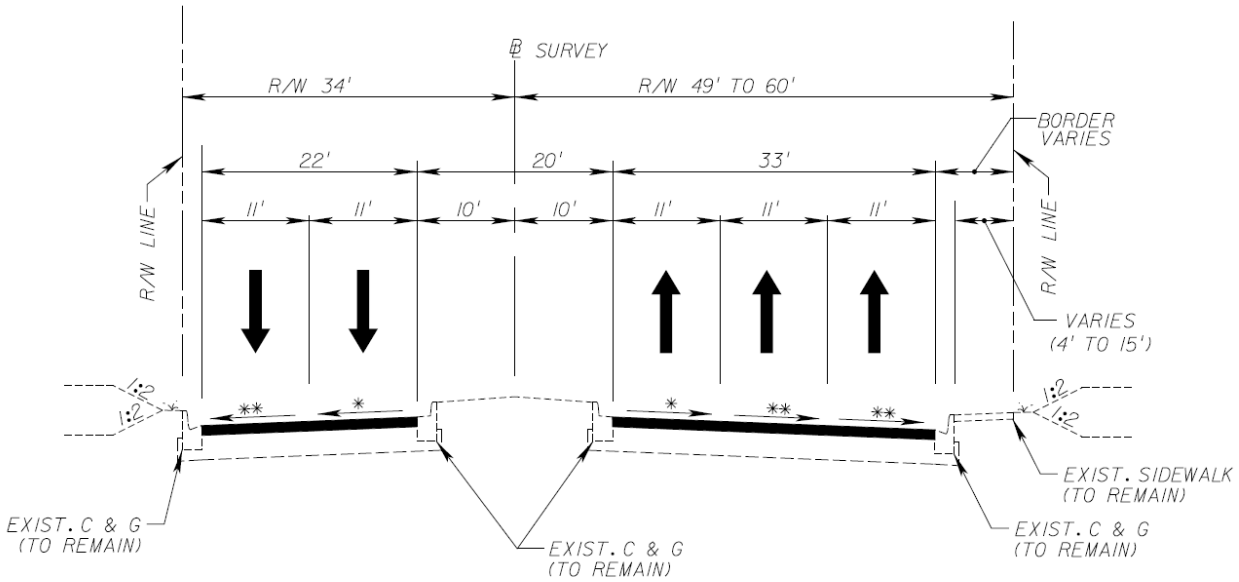


Figure No. 4 – Typical Section from NB SR 826 Ramps to SW 73rd Court

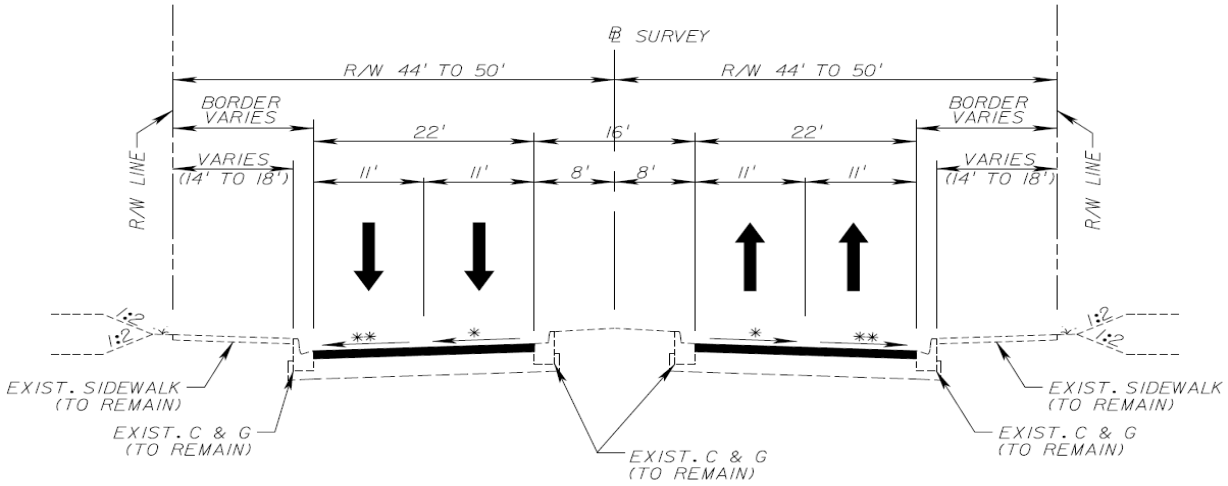
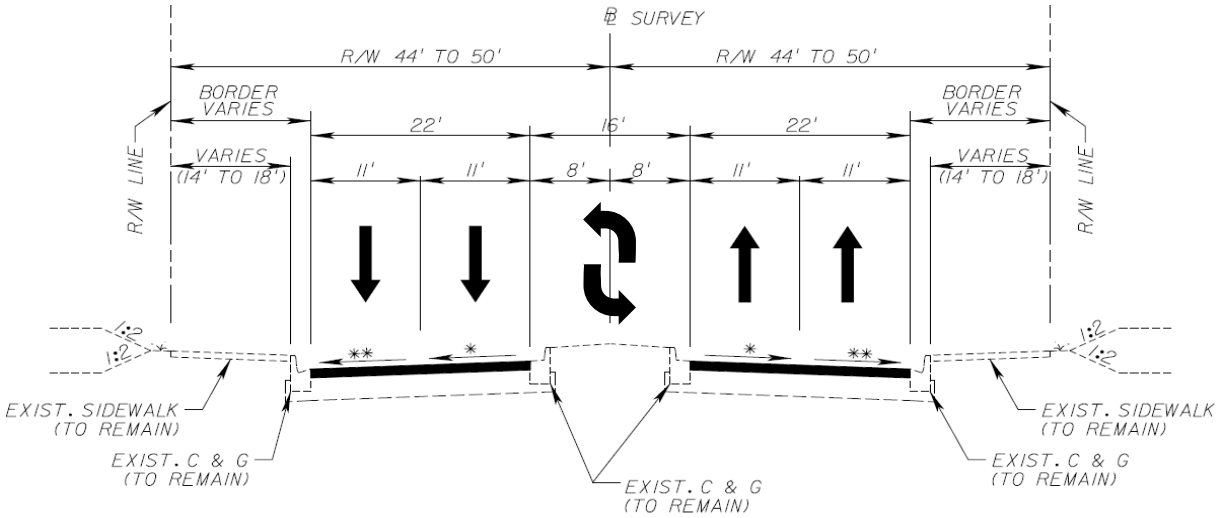


Figure No. 5 – Typical Section from SW 73rd Court to SW 72nd Avenue



2.2 Description of Roads in the Study Area

2.2.1 Primary Roadway Description

SW 8th Street also known as US 41, SR 90 or Tamiami Trail is an urban other principal arterial based on the functional classification categories. From SW 82nd Avenue to SB SR 826 ramps, SW 8th street is a six-lane divided roadway; from SB SR 826 ramps to NB SR 826 ramps it is a five lane divided roadway (3 lanes on the eastbound direction); from NB SR 826 ramps to SW 73rd Court it is a four-lane divided roadway; and from SW 73rd Court to SW 72nd Avenue it is a five-lane with a Two Way Left Turn (TWLT) unrestrictive median divided roadway with a Two-Way Left Turn Lane (TWLT) in the middle. SW 8th Street has a speed limit of 45 mph west of SW 79th Avenue and 35 mph east of SW 79th Avenue. SW 8th Street is active on the State Highway System (SHS) roadway ID 87120000 and maintained by FDOT.

2.2.2 Adjacent and Intersecting Roadway Descriptions

The following are descriptions of adjacent and intersecting roadways in the study area:

SW 82nd Avenue is a two-lane undivided road with a 35 mph speed limit.

The lane configuration and approach characteristics of the roadway include three lanes on the south side with a shared left-right turn lane, and an exclusive right turn lane.

SW 80th Court is a two-lane undivided road with an assumed 30 mph speed limit.

The lane configuration and approach characteristics of the roadway include two lanes on the south side with a shared thru and left-right turn lane.

SW 79th Avenue is a two lane undivided road with a 30 mph speed limit.

The lane configuration and approach characteristics of the roadway include two lanes on the south side with an exclusive right turn lane.

SR 826, also known as Palmetto Expressway, is a 'principal arterial-freeway and urban expressway' based on the functional classification categories. It provides a ten-lane section in the vicinity of the interchange with SW 8th Street (five lanes in the northbound direction and five lanes in the southbound direction). SR 826 has a speed limit of 55 mph.

The lane configuration and approach characteristics of the southbound approach includes a right turn on-ramp onto SR 826 from eastbound direction, two dedicated dual left turn lanes to on-ramp onto SR 826 from westbound direction, an exclusive lane at the off-ramp onto SW 8 St in the westbound direction, and a lane merge off-ramp in the eastbound direction.

The lane configuration and approach characteristics of the northbound approach includes a right turn on-ramp onto SR 826 from the eastbound direction, a right turn on-ramp from the westbound direction, two dedicated dual left turn lanes at off-ramp, and a right lane merge off-ramp in the eastbound direction.

SW 76th Avenue is a two-lane undivided road with a 30 mph speed limit. A school zone speed limit sign (15 mph) is located just south of SW 8th Street in the north/south directions. The school speed limit is in effect during school days between 7:15-8:45 AM and 1:45-3:30 PM except Wednesday on 1:45-2:15 PM on SW 76 Court and SW 12th Street; 8:00-9:00 AM and 1:30-3:30 PM except Wednesday on 1:30-2:30 PM on SW 76 Avenue.

The lane configuration and approach characteristics of the roadway include three lanes on the south side with an exclusive left turn lane and an exclusive right turn lane.

SW 75th Avenue/Tamiami Canal Road. SW 75th Avenue (south of SW 8th Street) and Tamiami Canal Road (north of SW 8th Street) are two-lane undivided roadways with a 30 mph speed limit.

The lane configuration and approach characteristics of the roadway includes two lanes on the south side with an exclusive right turn lane and three lanes on the north side with an exclusive right turn and an exclusive left turn.

SW 74th Court/Flagami Boulevard. SW 74th Court (south of SW 8th Street) and Flagami Boulevard (north of SW 8th Street) are two-lane undivided roadways with a 30 mph speed limit.

The lane configuration and approach characteristics of the roadway includes two lanes on the south side with an exclusive right turn lane and two lanes on the north side with a right turn lane.

SW 74th Avenue/Tamiami Boulevard. SW 74th Avenue (south of SW 8th Street) and Tamiami Boulevard (north of SW 8th Street) is a two-lane undivided road 30 mph speed limit.

The lane configuration and approach characteristics of the roadway includes three lanes on the south side with an exclusive left turn lane and a shared thru and right lane, and four lanes on the north side with a dedicated left turn, thru lane, and exclusive right turn.

SW 73rd Court is a two lane undivided road with an assumed 30 mph speed limit.

The lane configuration and approach characteristics of the roadway include two lanes on the north side with a shared left thru lane.

SW 73rd Avenue is a two-lane undivided road with an assumed 30 mph speed limit.
The lane configuration and approach characteristics of the roadway includes two lanes on the south side with a shared left/thru lane, and two lanes on the north side with a shared left/thru.

SW 72nd Avenue is a two-lane undivided road with an assumed 30 mph speed limit.
The lane configuration and approach characteristics of the roadway include three lanes on the south side including a dedicated left and right turn lane.

2.3 FDOT Access Management Classification

SW 8th Street from SW 82nd Avenue to SR 826 classifies as an access class 5 facility and between SR 826 and SW 72nd Avenue as an access class 7 facility. Table No. 1 shows minimum spacing requirements for access class 5 and 7 facilities based on a posted speed limit of 45 mph or less:

Table No. 1 – Access Management Standards

Class	Medians	Median Openings		Signal	Connection
		Full	Directional		45 mph and less Posted Speed
5	Restrictive	1,320	660	1,320	245
7	Both Median Types	660	330	1,320	125

Source: Rule 14-97, Florida Administrative Code

Table No. 2 provides an evaluation for all the access points and intersections within the study area. From Table No. 2 it is clear that the access points along SW 8th Street are not meeting the standards set for in Rule 14-97 of the Florida Administrative Code.

Table No. 2 – Access Management Evaluation

Intersection/ Median Opening	Signalized?	Opening Type	Distance to next access (feet)			Required Distance (feet)			Minimum Spacing Met?
			Full	Directional	Signal	Full	Directional	Signal	
SW 82nd Ave	Signalized	Full	**520**		1,660	1,320	660	1,320	**No**
SW 80th Ct	Non-Signalized	Full	**1,100**	685		1,320	660	1,320	**No**
SW 79th Ave	Non-Signalized	Directional	**425**		**425**	1,320	660	1,320	**No**
SB SR 826 Ramps	Signalized	Full	**980**		**980**	660	330	1,320	**No**
NB SR 826 Ramps	Signalized	Full		550	**1,040**	660	330	1,320	**No**
SW 76th Ave	Non-signalized	Directional	**280**			660	330	1,320	**No**
Tamiami Canal Rd/ SW 75th Ave	Non-Signalized	Directional	**570**	**230**		660	330	1,320	**No**
SW 74th Ave	Signalized	Full	**650**		**1,300**	660	330	1,320	**No**
SW 73rd Ave	Non-Signalized	Full	**650**		**650**	660	330	1,320	**No**
SW 72nd Ave	Signalized	Full	**270**		**810**	660	330	1,320	**No**

2.4 Location of Traffic Signals

Table No. 3 shows a list of the signalized intersections in the study area. Figure No. 6 shows the location of traffic signals within the study area.

Table No. 3 – Signalized Intersections in the Study Area

Signalized Intersections
SW 8th Street and SW 82nd Avenue
SW 8th Street and Southbound SR 826 Ramps
SW 8th Street and Northbound SR 826 Ramps
SW 8th Street just west of SW 74th Court/Flagami Boulevard (Midblock Crosswalk)
SW 8th Street and SW 74th Avenue/Tamiami Boulevard
SW 8th Street and SW 72nd Avenue

Figure No. 6 – Traffic Signal Locations



3.0 TRAFFIC ANALYSIS

3.1 Data Collection

3.1.1 Turning Movement Counts

Turning Movement Counts (TMCs) from the MPO SW 8th Street corridor study collected in March 2014 were taken into consideration for this analysis. Additional TMCs were collected in March 2016 in order to complement the traffic information collected in the MPO study. Figures No. 7 and No. 8 show the existing conditions balanced volumes adjusted with a 0.99 seasonal factor for the AM and PM peak hours respectively. Figure No. 9 shows the location of the TMCs and makes a distinction between the counts collected in 2014 and 2016. Appendix A includes the raw turning movement counts collected during 2014 and 2016.

3.1.2 Growth Trend Collection

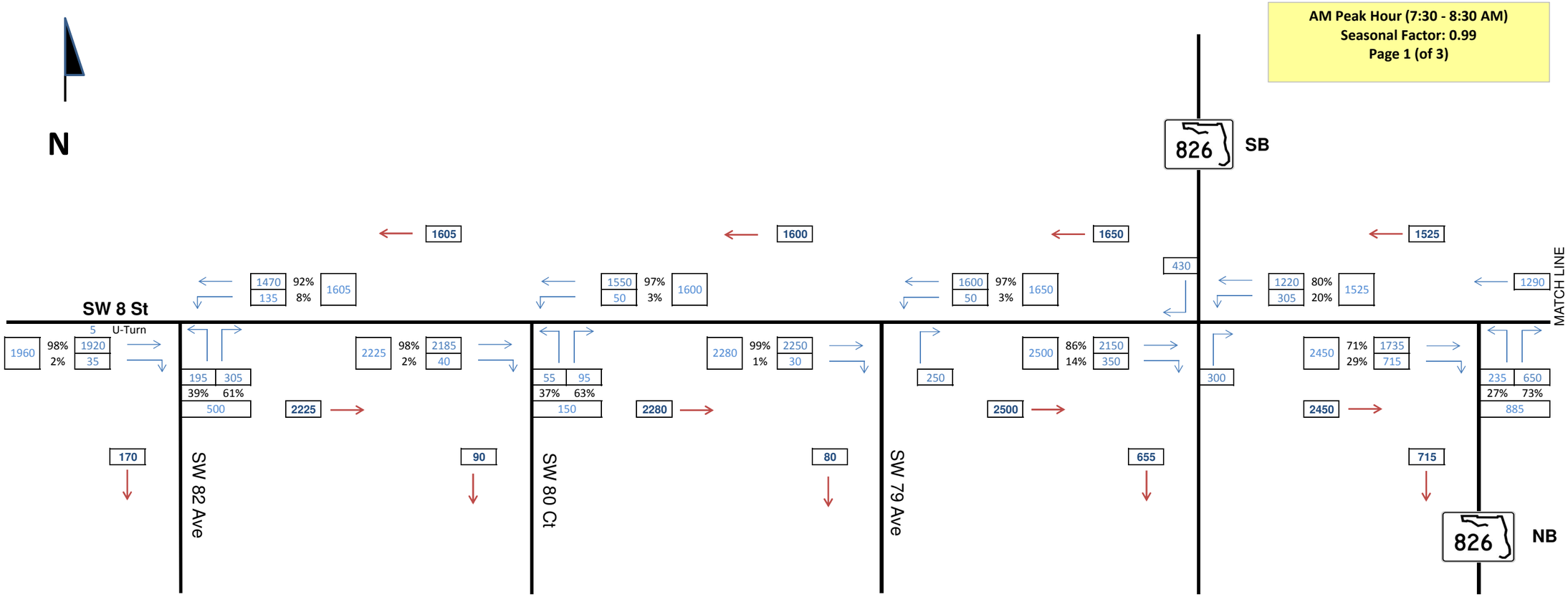
A trend analysis was conducted in order to quantify the traffic growth rate experienced within the study area in the past five years of available data (from 2010 to 2014) and be able to make adjustments to the 2014 volumes so that they are comparable to the information collected in 2016. Table No. 4 below summarizes the trend analysis for traffic monitoring site No. 870005 located within the study area at SW 8th Street 200 feet east of SW 74th Avenue. The exponential growth option provides the highest R-squared and therefore -1.11% was identified as the growth rate within the study area.

Table No. 4 – Trend Analysis – Station 870005

Method	R-squared	Annual Historic Growth Rate
Straight Line	9.16%	-1.04%
Exponential	**10.06%**	**-1.11%**
Decaying Exponential	8.83%	-1.05%

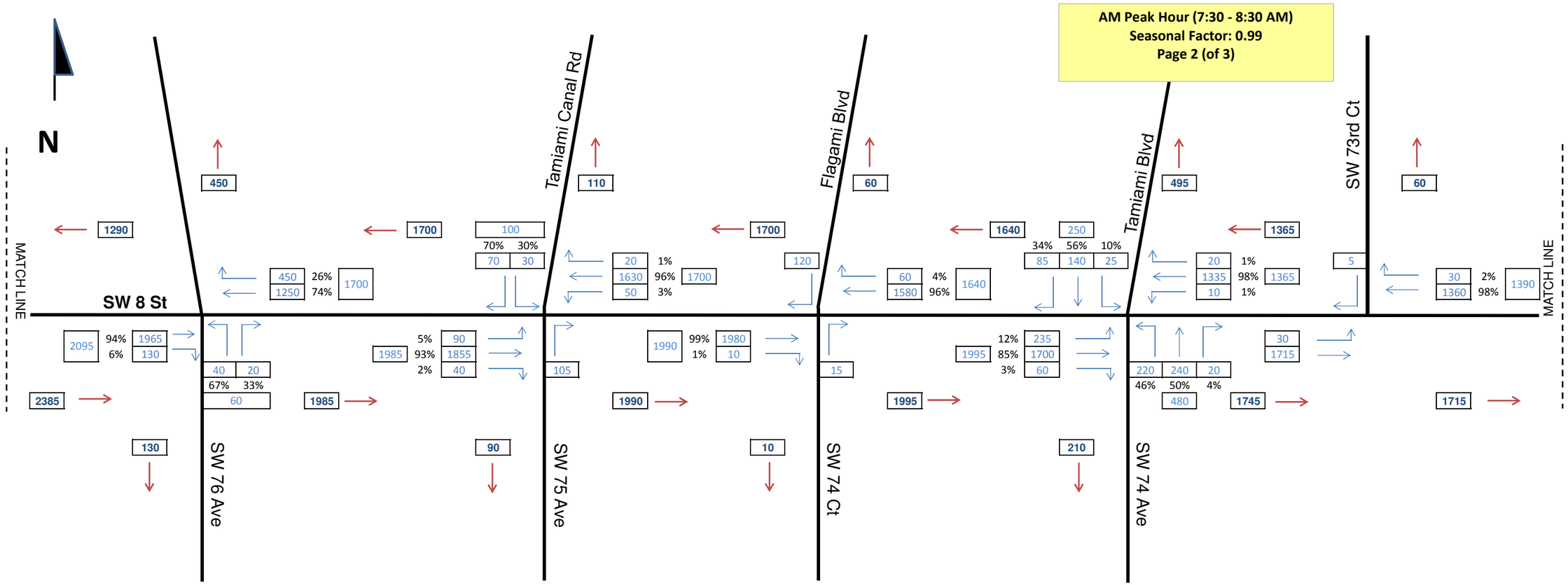
Figure No. 7 - 2016 Existing Balanced Volumes - AM Peak Hour

AM Peak Hour (7:30 - 8:30 AM)
Seasonal Factor: 0.99
Page 1 (of 3)



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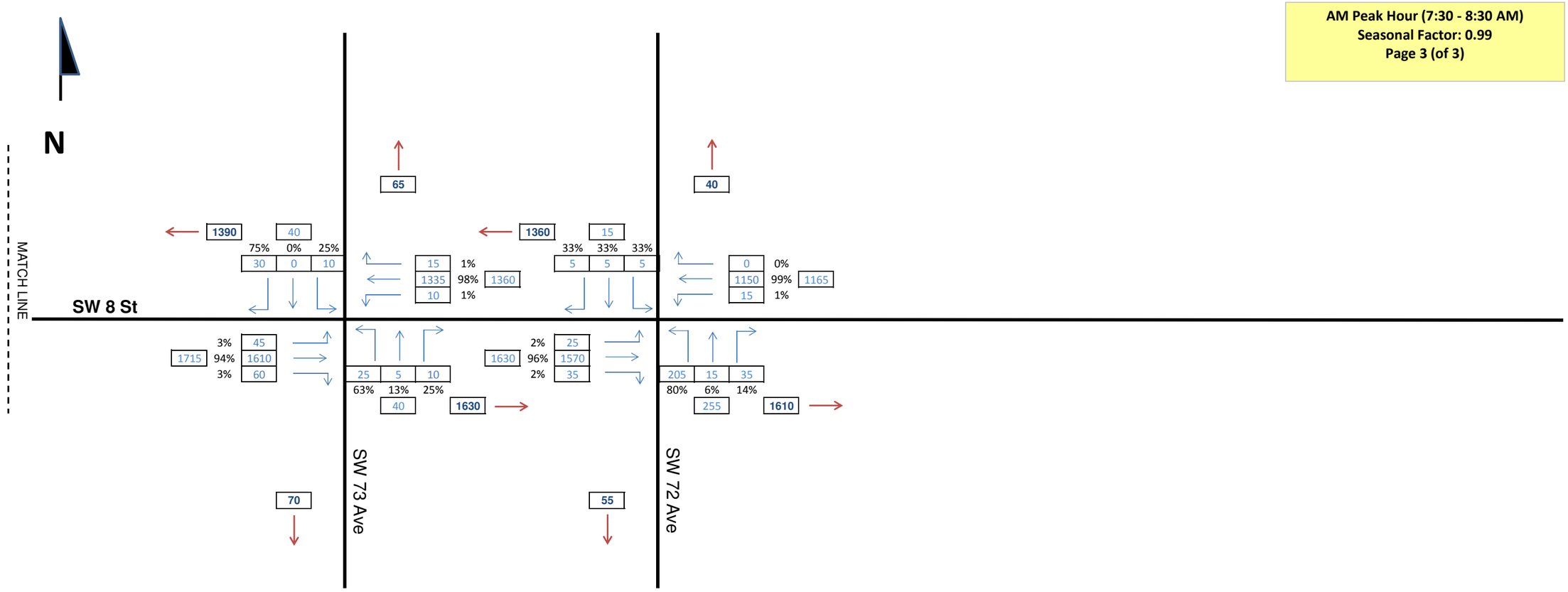
Figure No. 7 - 2016 Existing Balanced Volumes - AM Peak Hour



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Figure No. 7 - 2016 Existing Balanced Volumes - AM Peak Hour

AM Peak Hour (7:30 - 8:30 AM)
Seasonal Factor: 0.99
Page 3 (of 3)

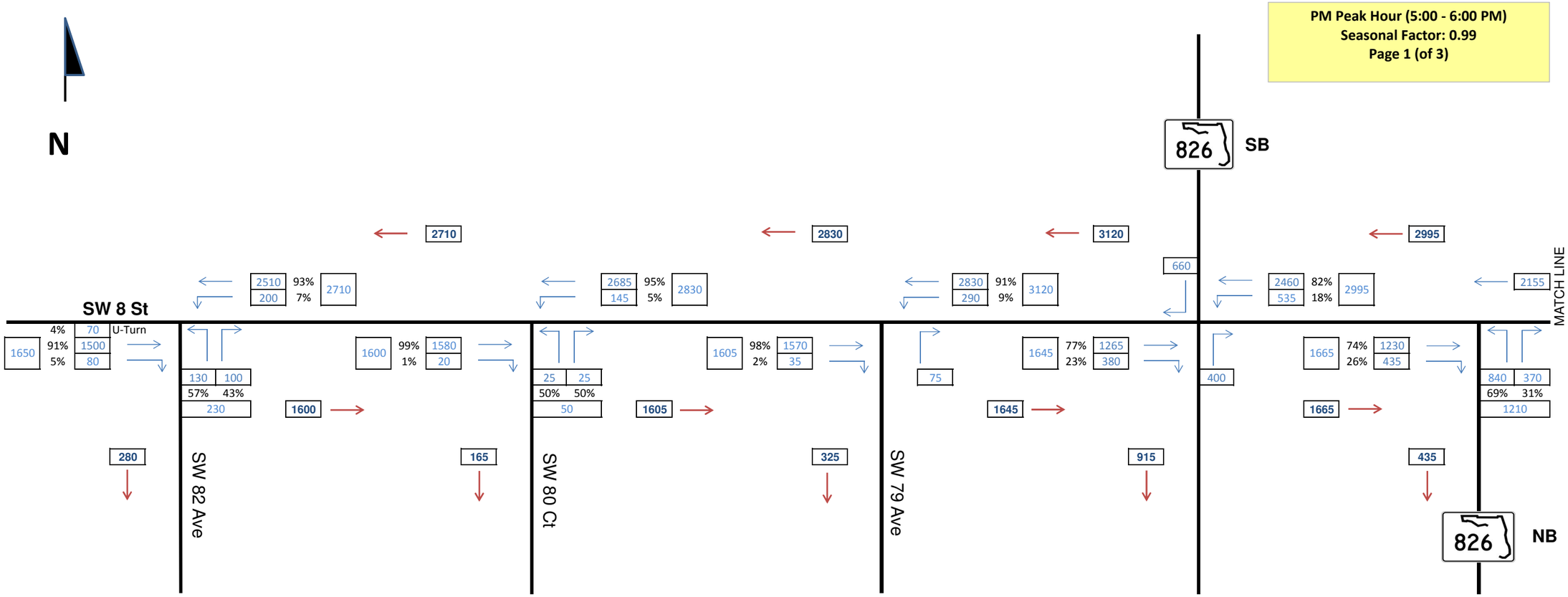


Legend

###	Turning Movement Counts
###	Intersection Exiting Volumes (Sum)
###	Turning Movement Percentage

Figure No. 8 - 2016 Existing Balanced Volumes - PM Peak Hour

PM Peak Hour (5:00 - 6:00 PM)
Seasonal Factor: 0.99
Page 1 (of 3)

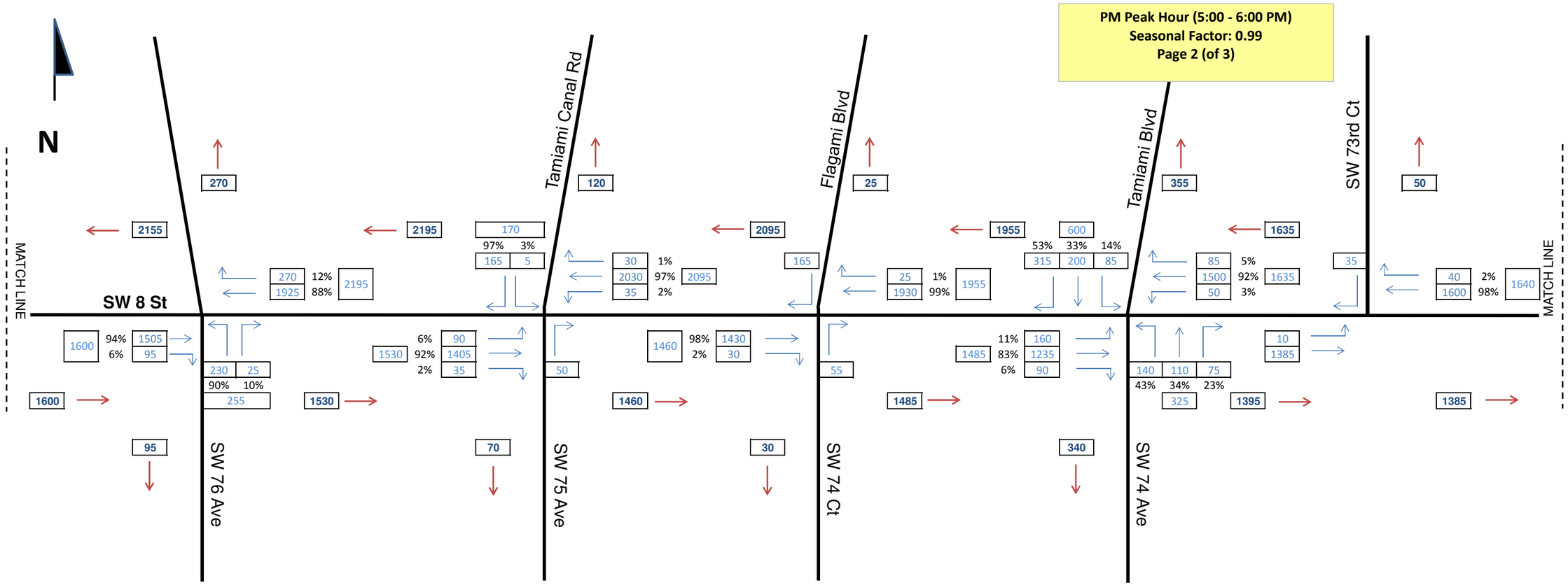


Legend

###	Turning Movement Counts
###	Intersection Exiting Volumes (Sum)
###	Turning Movement Percentage

HNTB

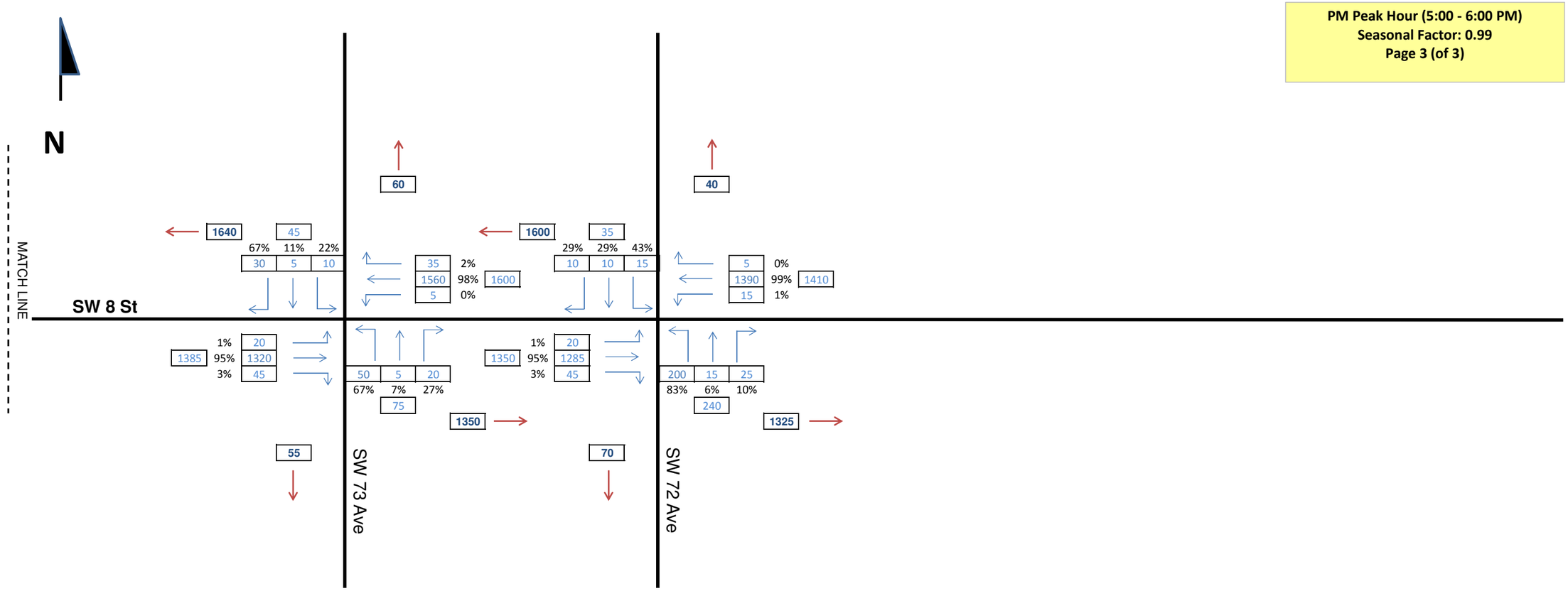
Figure No. 8 - 2016 Existing Balanced Volumes - PM Peak Hour



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Figure No. 8 - 2016 Existing Balanced Volumes - PM Peak Hour

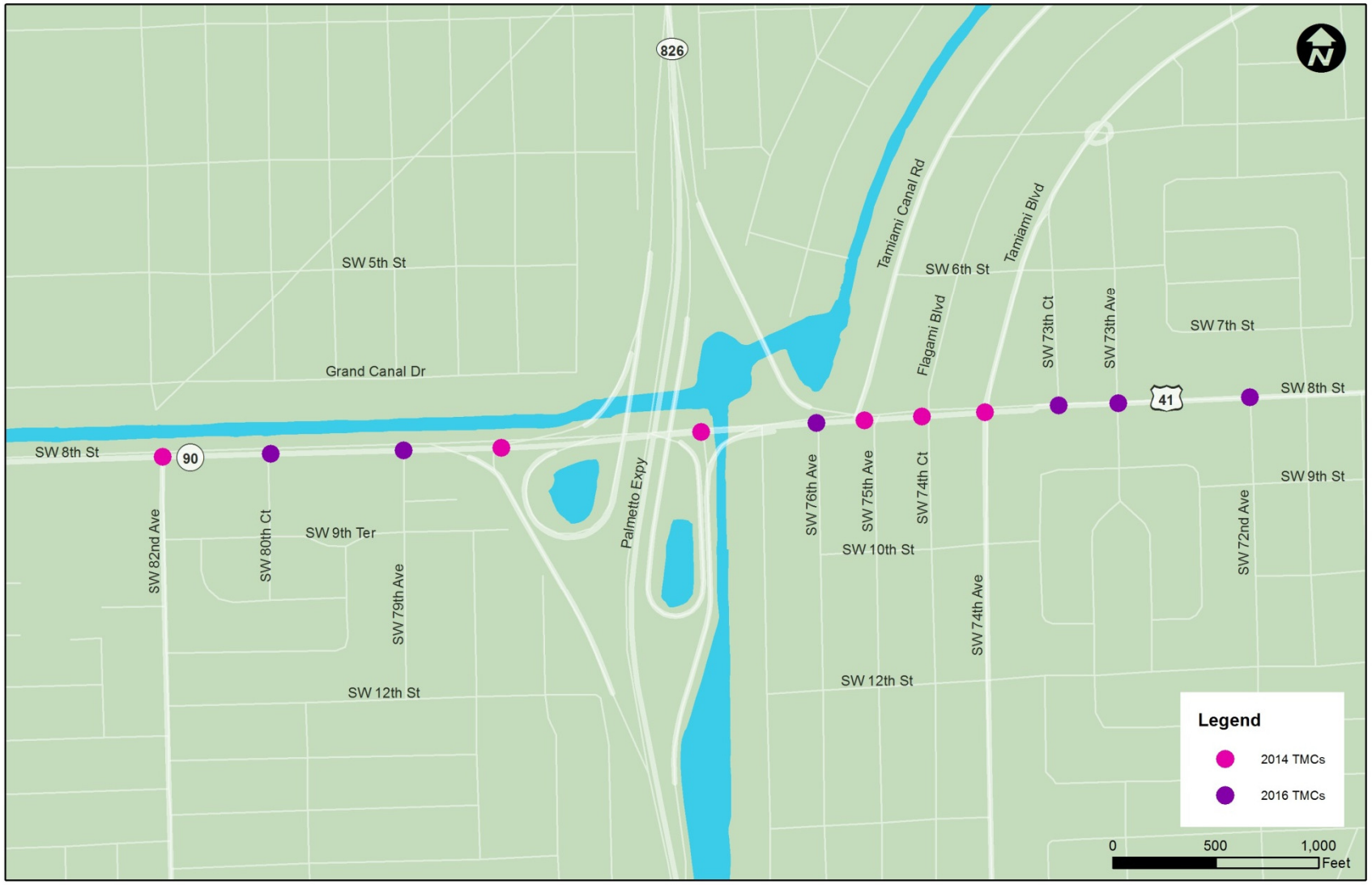
PM Peak Hour (5:00 - 6:00 PM)
Seasonal Factor: 0.99
Page 3 (of 3)



Legend

###	Turning Movement Counts
###	Intersection Exiting Volumes (Sum)
###	Turning Movement Percentage

Figure No. 9 – Traffic Count Locations



3.2 Data Processing

Raw traffic counts were adjusted in order to account for seasonal variances. FDOT develops seasonal factors and groups them based on eight geographical categories: (Miami-Dade North (arterials), Miami-Dade South (arterials), Miami-Dade North (Expressways), Miami-Dade South (Expressways), Miami-Dade I-195, Miami-Dade I-395, Miami-Dade I-75 and Miami-Dade I-95). This project falls within the Miami-Dade South group with a Seasonal Factor (SF) of 0.99. Appendix C includes the seasonal factor report.

The previous MPO study conducted a thorough investigation of 72-hour counts and TMCs to determine the times for which high volumes were observed. The subject study identified 7:30 to 8:30 AM and 5:00 to 6:00 PM as the area-wide peak hours. These peak hours were also used for this study purpose.

Taking into consideration that traffic monitoring site No. 870005, located within the limits of the project, shows a negative growth rate a determination was made to use a growth rate of 0.00% to provide for a conservative analysis. In other words, the traffic volumes measured in 2014 for the intersections at SW 82nd Avenue, SR 826 southbound ramps, SR 826 northbound ramps, SW 75th Avenue/Tamiami Canal Road, SW 74th Court/Flagami Boulevard, and SW 74th Avenue/Tamiami Boulevard were not adjusted and used as if they were collected in 2016. This is consistent with previous study efforts for the area. Appendix B includes the historical AADT reports as well as trend analysis calculations using different growth options for site No. 870005.

3.2.1 Truck Factor (T-Factor)

Historic truck factors were obtained from FDOT traffic monitoring sites along SW 8th Street. Table No. 5 lists the recommended truck factors for the different roadways within the study area.

Table No. 5 – Recommended Truck Factors

Road	T-Peak
SW 8th Street	4.00%
SR 826	3.00%
Other Roadways	2.00%

3.2.2 Peak Hour Factors

Traffic flow usually varies over any hour under consideration. The use of peak 15-minute flow rate accommodates nearly all the variations in flow during the hour. The Highway Capacity Manual uses the peak hour factor (PHF) to convert an hourly volume into a peak 15-min flow rate. PHF were manually calculated as the

maximum hourly volume divided by the maximum 15-minute traffic flow measured from the TMCs collected for each intersection during the peak period. Peak hour factors (PHF) shown in Table No. 6 were used in the Synchro models and calculated for each intersection based on the TMCs. The PHF are based on peak hours between 7:30 AM to 8:30 AM and 5:00 PM to 6:00 PM.

Table No. 6 – Recommended Peak Hour Factors

Intersection	PHF (AM)	PHF (PM)
SW 8th Street and SW 82nd Avenue	0.93	0.95
SW 8th Street and SW 80th Court	0.91	0.97
SW 8th Street and SW 79th Avenue	0.97	0.96
SW 8th Street and SB SR 826 ramps	0.97	0.97
SW 8th Street and NB SR 826 ramps	0.94	0.93
SW 8th Street and SW 76th Avenue	0.98	0.92
SW 8th Street and SW 75th Avenue/Tamiami Canal Road	0.92	0.93
SW 8th Street and SW 74th Court/Flagami Boulevard	0.96	0.99
SW 8th Street and SW 74th Avenue/Tamiami Boulevard	0.98	0.93
SW 8th Street and SW 73rd Court	0.95	0.92
SW 8th Street and SW 73rd Avenue	0.96	0.89
SW 8th Street and SW 72nd Avenue	0.94	0.95

3.3 Field Observations

Figures No. 10 through No. 15 show the most important problems of congestion observed during the AM and PM peak hours.

Figure No. 10 – NB Approach at SW 82nd Avenue – AM peak hour



Figure No. 11 – EBL Turn Movement at Tamiami Canal Road – AM peak hour



Figure No. 12 – NB Approach at SW 76th Avenue – PM peak hour



Figure No. 13 – NB Approach at SW 76th Avenue – PM peak hour

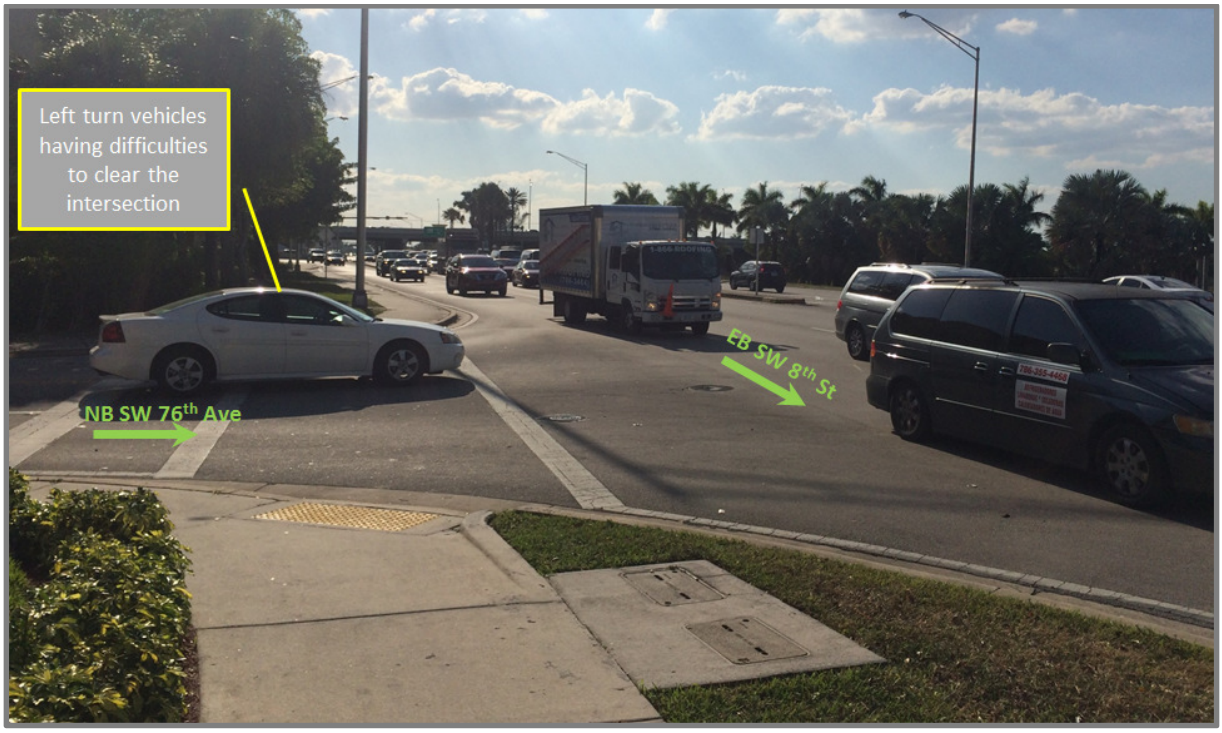


Figure No. 14 – NB Approach at SW 74th Avenue – PM peak hour



Figure No. 15 – SB Approach at SW 74th Avenue – PM peak hour



High levels of congestion are present during the morning peak hour along SW 8th Street in the eastbound direction near SR 826 where there are only four travel lanes (two in each direction). Long queues were observed on the NB approach of the intersection at SW 82nd Avenue due to the considerable number of vehicles making a right turn and problems clearing the intersection due to congestion along the EB SW 8th Street as shown in Figure No. 10. In addition to the lane drop along EB SW 8th Street, there is an issue with left turning vehicles from EB SW 8th Street to NB Tamiami Canal Rd as shown in Figure No. 11. The inability of these vehicles to find gaps in the oncoming traffic to clear the intersection and the relatively short storage lane cause spillbacks from the left turn bay into the through lanes. Long queues were also observed on the NB approach of the intersection at SW 79th Avenue (stop controlled approached) due to the number of vehicles turning right and the slow traffic along SW 8th Street. Long queues were also perceived on the NB approach of the intersection at SW 74th Avenue.

During the afternoon peak hour, travel patterns reverse and traffic flow deficiencies are found along the westbound direction of SW 8th Street. Figure No. 12 shows long queues formed on the NB approach at SW 76th Avenue (stop controlled approach) and Figure No. 13 shows that the problem is caused by vehicles not being able to find gaps in the oncoming traffic. It is important to mention that the main reason for the lack of gaps is because traffic flow from EB SW 8th Street converges with free flow traffic from NB SR 826 off-ramp just west of the intersection at SW 76th Avenue. Figure No. 14 shows long queues formed in the NB approach of SW 74th Avenue due to the amount of left turn vehicles, while Figure No. 15 shows long queues in the SB approach of SW 74th Avenue given the amount of vehicles turning right. Such traffic demand for the NB and SB approaches at SW 74th Avenue is an indication that many people are trying to get to SR 826 to go home after getting off from work.

3.4 Existing Signal Timing Plans

Existing signal timing information was downloaded from the Miami-Dade County Traffic Signal Division web page for the Advanced Traffic Management System (ATMS). The signal timing for each signalized intersection along the SW 8th Street Study Corridor can be found in Appendix D. The downloaded information included the Time of Day (TOD) schedule report, signalization plans and the signal operating plan. Table No. 7 provides a list of the signalized intersections in the corridor and some of its settings.

Table No. 7 – Traffic Signals Overall Settings

Asset No.	Cross-Street	AM Peak Period	PM Peak Period	AM Peak Cycle Length	PM Peak Cycle Length	Notes
4565	SW 82nd Avenue	6:30-9:30	4:00-7:00	190	190	
5425	SB SR 826 Ramps	6:00-9:30	3:30-7:00	180	90	
5424	NB SR 826 Ramps	6:00-9:30	3:30-7:00	180	180	
2135	SW 74th Court	6:00-9:30	3:30-7:00	180	90	Pedestrian Signal
2634	SW 74th Avenue	6:00-9:30	3:30-7:00	180	180	
5741	SW 72nd Avenue	6:00-9:30	3:30-7:00	180	180	

Based on coordination with Miami-Dade County Traffic Signal Division, it was determined that the traffic signals along SW 8th Street operate under a semi-actuated/coordinated mode. The through movements along SW 8th Street are not provided with detection loops; therefore, these are the coordinated movements.

In addition, most of the minor crossing streets approaches operate under actuated mode. Phases could be skipped and unused green time is re-assigned to subsequent phases.

3.5 Traffic Operation Analysis for Existing Conditions

Table No. 8 summarizes the approach and intersections delays and LOS for existing conditions. The results of the Synchro models correlate with field observations as follows:

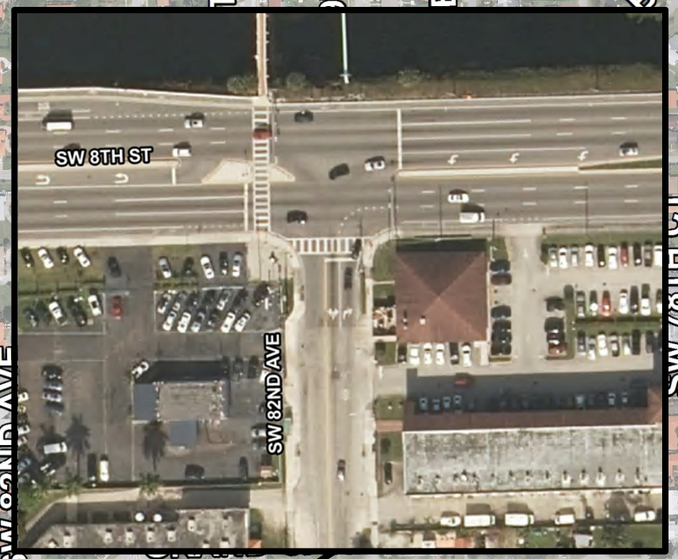
- Most of the stop controlled intersection approaches experience long delays. This is the case for the NB approach at SW 80th Avenue, NB approach at SW 79th Avenue, NB approach at SW 76th Avenue, SB approach at Tamiami Canal Road, and NB and SB approaches at SW 73rd Avenue.

- SW 82nd Avenue does not experience major problems of congestion but its NB approach experience long delays and unfavorable LOS.

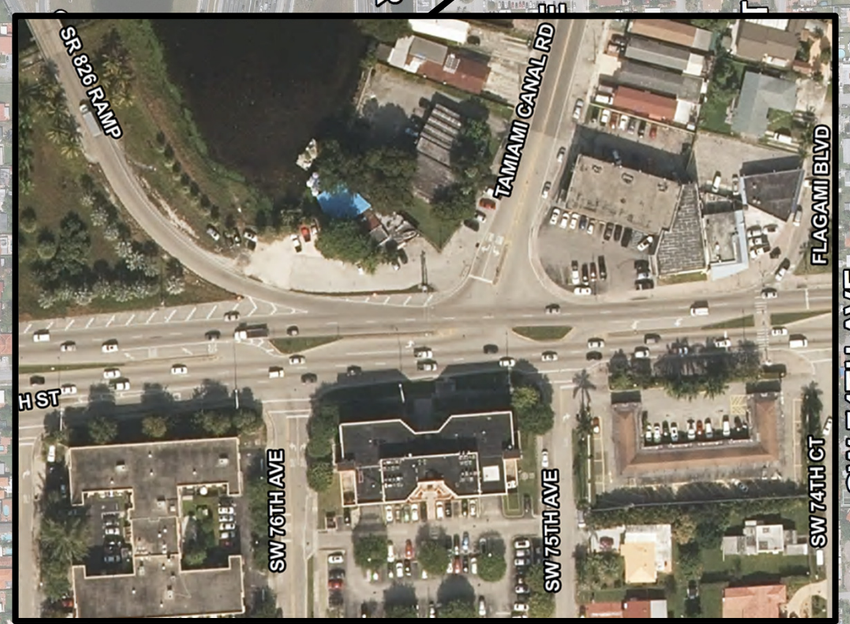
- The signalized intersection at SW 74th Street operates at capacity (LOS E) during both the AM and PM peak hours. This occurrence is a result of poor traffic operations for its NB and SB approaches.

Figure No. 16 shows the roadway configuration for existing conditions.

Figure No. 16 – Roadway Configuration – Existing Conditions







SW 2ND ST
SW 3RD ST
SW 8TH ST
SW 9TH TER
SW 10TH ST
SW 10TH TER
SW 11TH ST
SW 12TH ST
SW 12TH TER
SW 13TH ST
SW 13TH TER
SW 14TH ST
SW 9TH ST
SW 82ND AVE
SW 79TH AVE
SW 78TH AVE
SW 78TH PL
SW 77TH CT
SW 77TH AVE
SW 74TH AVE
SW 73RD PL
SW 73RD CT
SW 72ND CT
SW 72ND AVE
SW 71ST CT
SW 71ST AVE
SW 74TH CT
FLORIDA BL
GRAND CANAL DR
TAMIAMI CANAL
SR 826 EXT
826

0 0.1 0.2 Miles

Table No. 8 – Traffic Operations – Existing Conditions

Intersection	Approach	Existing AM Peak Hour		Existing PM Peak Hour	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
SW 8th Street and SW 82nd Avenue	EB	13.0	B	10.1	B
	WB	12.5	B	12.1	B
	NB	138.4	F	86.3	F
	Overall	28.2	C	15.2	B
SW 8th Street and SW 80th Court *(Unsignalized)*	NB	>300	F	>300	F
SW 8th Street and SW 79th Avenue (Unsignalized)	NB	>300	F	24.0	C
SW 8th Street and SB SR 826 ramps	EB	8.3	A	10.5	B
	WB	13.3	B	4.6	A
	Overall	10.5	B	6.5	A
SW 8th Street and NB SR 826 ramps	EB	0.5	A	19.0	B
	WB	0.6	A	36.5	D
	NB	0.0	A	184.5	F
	Overall	0.5	A	56.9	E
SW 8th Street and SW 76th Avenue *(Unsignalized)*	NB	158.4	F	>300	F
SW 8th Street and Tamiami Canal Road/SW 75th Avenue *(Unsignalized)*	NB	34.9	D	17.5	C
	SB	>300	F	98.4	F
SW 8th Street and SW 74th Avenue	EB	34.6	C	6.5	A
	WB	18.8	B	20.8	C
	NB	226.6	F	149.4	F
	SB	79.1	E	281.8	F
	Overall	54.7	D	65.5	E
SW 8th Street and SW 73rd Avenue *(Unsignalized)*	NB	>300	F	>300	F
	SB	>300	F	>300	F
SW 8th Street and SW 72nd Avenue	EB	8.8	A	14.6	B
	WB	6.2	A	10.7	B
	NB	125.8	F	88.2	F
	SB	69.5	E	63.4	E
	Overall	17.8	B	19.2	B

3.6 Traffic Operation Analysis with Roadway Improvements

3.6.1 Description of Roadway Improvements

Based on the issues identified during the field visit and results obtained from analyzing Synchro models, a set of eligible roadway improvements were considered: The following proposed roadway improvements will be identified throughout the report as Alternative 1 and Alternative 2 respectively. Figures No. 17 and No. 18 on the following pages show the roadway configuration for both suggested alternatives.

The following roadway improvements were implemented for both alternatives:

- Intersection at SW 8th Street and SW 82nd Avenue. The NB approach currently has a shared left-right lane and a right turn lane. The proposed geometry for the NB approach provides an exclusive left turn lane and two exclusive right turn lanes with a storage length of 120 feet each. This proposed configuration addresses the long queues documented in Figure No. 4 and the long delays for the NB approach that result in LOS F during both the AM and the PM peak hours as shown in Table No. 7. Right of way (ROW) maps included in Appendix E show that there are 70 feet of ROW available. The proposed improvement needs 52 feet of ROW at a minimum (2) sidewalks of 6' each and (4) lanes of 10' each).

- Intersection at SW 8th Street and SW 74th Avenue. The NB approach currently has an exclusive left turn bay of approximately 100 feet and a shared through-right lane. The proposed geometry for the NB approach provides (2) exclusive left turn lanes with a storage lane of approximately 120 feet each and a shared through-right lane. The SB approach currently has (1) exclusive left turn lane, (1) through lane and (1) exclusive right turn lane. The proposed geometry for the SB approach converts the through lane into a shared through-right lane. This new configuration mitigates the long queues observed on the NB and SB approaches (documented in Figures No. 14 and 15) and the long delays reported in Synchro (Table No. 8) that result in a LOS F for the NB approach (AM and PM) and for the SB approach (PM). ROW maps included in Appendix E show that there are 50 feet of ROW available in the NB approach. The proposed improvement needs 40 feet of ROW at a minimum (4 lanes of 10' each).

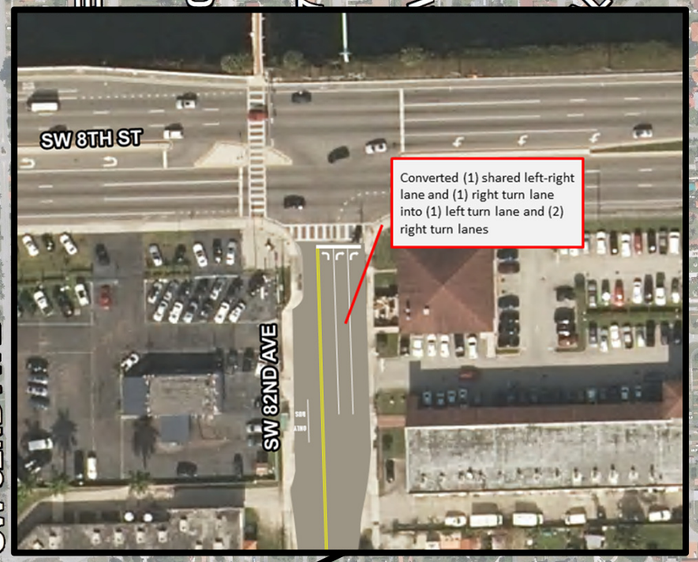
The differences between Alternatives 1 and 2 are due to the proposed improvements for the intersections of SW 8th Street at SW 76th Avenue and at SW 75th Avenue/Tamiami Canal Road.

Alternative 1, also referred to as short term improvements alternative, follows the recommendations of the MPO study, which eliminates the left turn lane on the NB approach at SW 76th Avenue and extends the left turn bay from EB SW 8th Street to NB Tamiami Canal Road from approximately 100 feet to approximately 250 feet. Given that the northbound approach for the intersections at SW 76th Court, SW 75th Avenue and SW 74th Court do not allow for a left turn movement, it is assumed that people currently making a left turn at SW 76th Avenue (40 veh/hr during the AM peak hour and 230 veh/hr during the PM peak hour) will choose SW 74th Avenue to complete such movement. Figure No. 19 shows the re-routed traffic for Alternative 1.

Alternative 2 includes a more comprehensive set of improvements. Similar to Alternative 1 it eliminates the left turn movement on the NB approach at SW 76th Avenue and extends the left turn bay from EB SW 8th Street to NB Tamiami Canal Road from approximately 100 feet to approximately 200 feet. This alternative however, proposes the relocation of the pedestrian crossing from just west of SW 74th Court to the east side of a new *signalized* intersection at SW 75th Avenue/Tamiami Canal Road. A left turn movement is made available for the NB approach at SW 75th Avenue to be used by drivers (40 veh/hr during the AM peak hour and 230 veh/hr during the PM peak hour) who were making a left turn movement at SW 76th Avenue (now closed). A relatively minor realignment of the SB approach at Tamiami Canal Road is proposed so that vehicles come at a more perpendicular angle (relative to SW 8th Street), improving the sight distance at the intersection. Given that there is a small offset between SW 75th Avenue and Tamiami Canal Road, the new signalized intersection was modeled in Synchro with split phases for the NB and SB approaches. Figure No. 20 shows the re-routed traffic for Alternative 2.

ROW maps included in Appendix E show that there are 50 feet of ROW available for the NB approach at SW 75th Avenue. The new cross section requires 36 feet of ROW at a minimum (1) sidewalk of 6' on the west side of SW 75th avenue and (3) lanes of 10' each. The proposed improvements considered in Alternatives 1 and 2 were developed to address the problems of congestion documented in the field observations section of this report (Figures No. 10 through 15) and the results of the Synchro models, which refer to the long queues at the NB approach of the intersection at SW 82nd Avenue, the spillbacks formed as vehicles have difficulties making a left turn from EB SW 8th Street to NB Tamiami Canal Road, the inability of drivers to make a left turn on the NB approach at SW 76th Avenue, and the long queues formed in the SB approach at Tamiami Canal Road.

Figure No. 17 – Roadway Configuration – Alternative 1



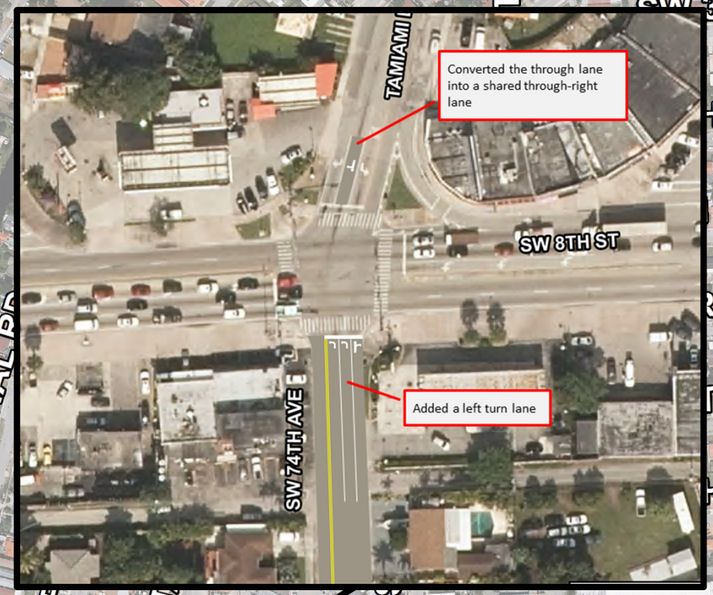
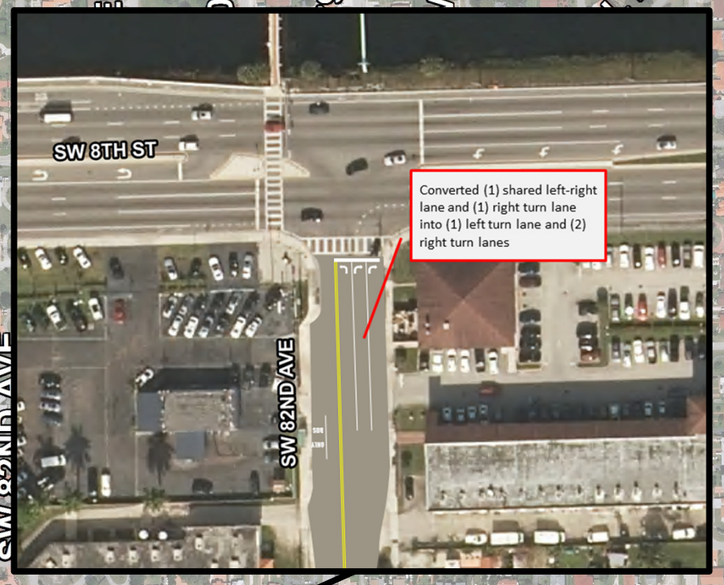




Figure No. 18 – Roadway Configuration – Alternative 2





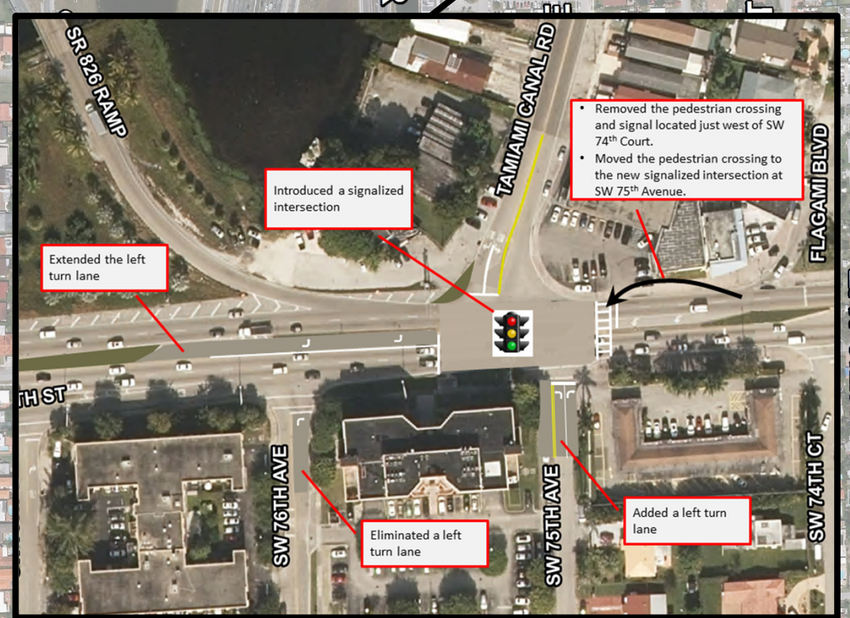


Figure No. 19 shows the re-routing of traffic as a result of eliminating the left turn movement at the northbound approach of the intersection at SW 76th Avenue under Alternative 1. Figure No. 20 shows the re-routing of traffic as a result of eliminating the left turn movement at the northbound approach of the intersection at SW 76th Avenue under Alternative 2.

Figure No. 19 – Re-routed Traffic – Alternative 1

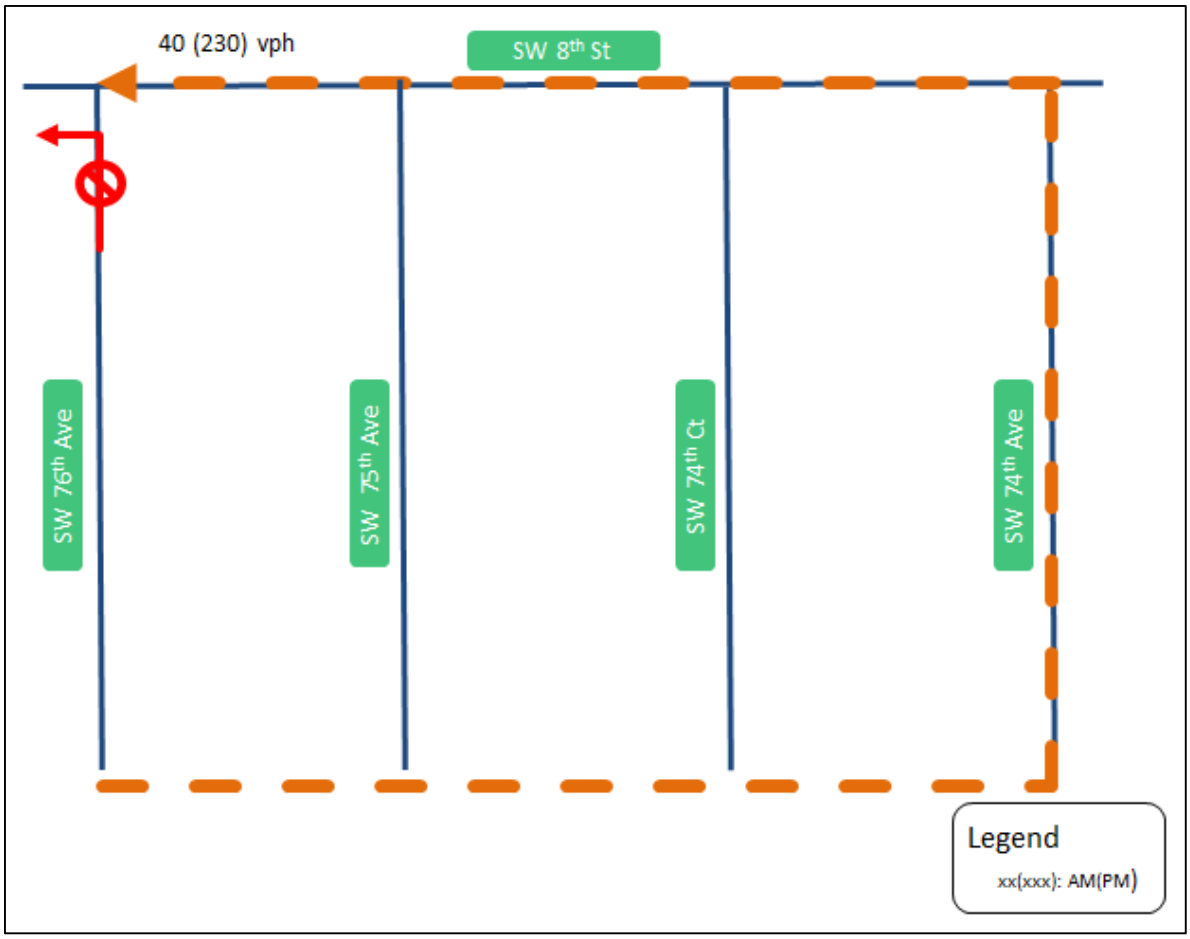
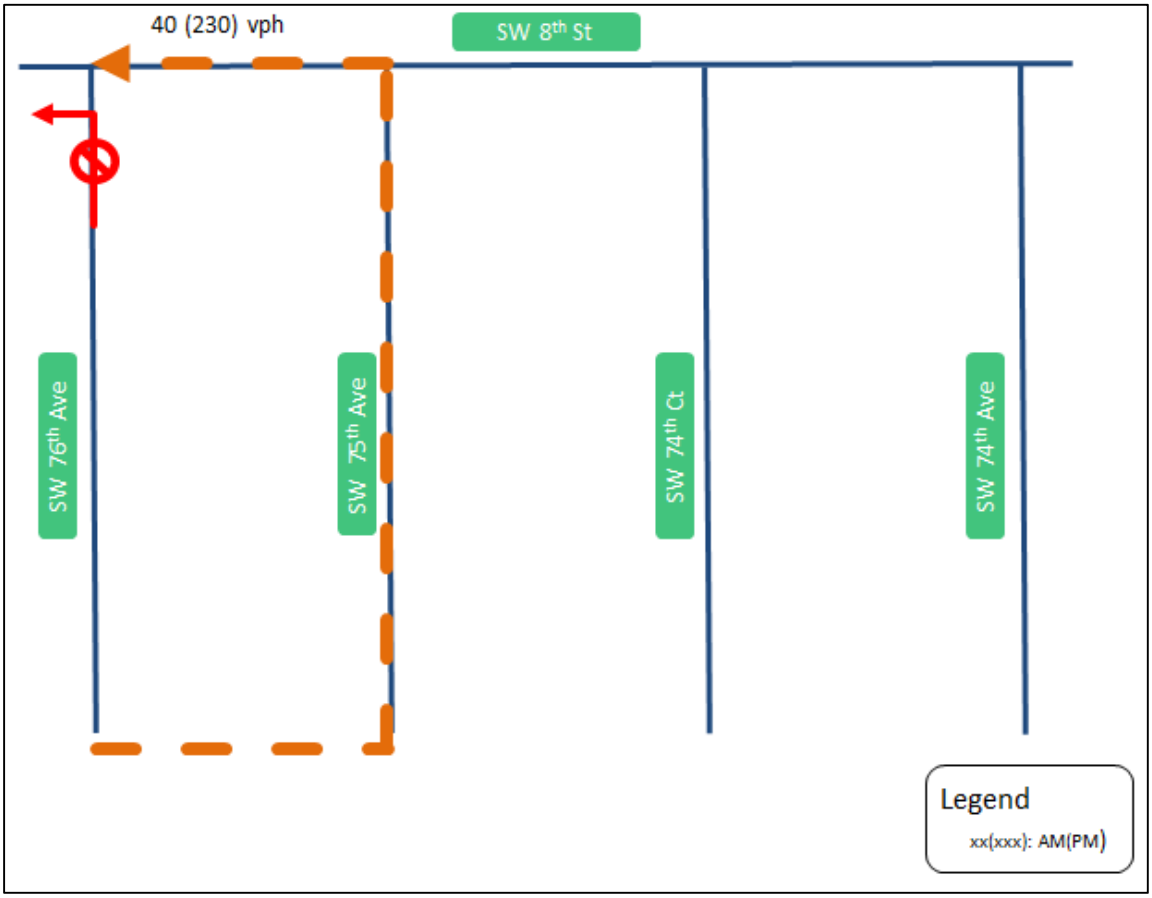


Figure No. 20 – Re-routed Traffic - Alternative 2



3.6.2 Evaluation of Roadway Improvements

New Synchro models were developed to evaluate the effectiveness of the roadway improvements described in the previous section. A new set of volumes were also developed and included in Appendix F, that reflect the re-routing of traffic as a result of the closure of the left turn movement for the NB approach of SW 76th Avenue.

Table No. 9 summarizes the approach and intersections delays and LOS for Alternative 1.

- Changes made to the NB approach for the intersection at SW 82nd Avenue had a positive impact on the delay and LOS during the morning peak hour, which is the time of day when long queues were identified. The NB approach delay had a 43% reduction from 138.4 to 79.0 sec/veh.

- The closure of the left turn lane on the NB approach of SW 76th Avenue had a considerable positive impact on the delay and LOS during the AM and PM peak hours. The delay for the NB approach had an 83% reduction during the AM peak hour and a 93% reduction during the PM peak hour. In fact, the LOS for the NB approach went from LOS F (AM and PM) to LOS D during the AM and LOS C during the PM.

- The reconfiguration of the NB and SB approaches for the intersection at SW 74th Avenue had a positive impact in traffic operations. The additional left turn lane on the NB

approach resulted in a 65% reduction of delay from 226.6 to 79.1 sec/veh during the AM peak hour and a 40% reduction of delay from 149.4 to 88.9 sec/veh during the PM peak hour. The conversion of the SB through lane to a shared through-right lane resulted in small changes during the AM peak hour but a 69% reduction of delay from 281.8 to 88.0 sec/veh during the PM peak hour. Additionally, the overall intersection delay went from 54.7 sec/veh and a LOS D to 32.8 sec/veh and a LOS C during the AM peak hour and from 65.5 sec/veh and a LOS E to 45.4 sec/veh and a LOS D during the PM peak hour.

Table No. 10 summarizes the approach and intersections delays and LOS for Alternative 2.

- Alternative 2 considered the same improvements (as for Alternative 1) at the NB and SB approaches for the intersection with SW 82nd Avenue. Therefore, the approach and intersection delay/LOS remained the same as for Alternative 1.

- It is difficult to make a fair comparison between the roadway configuration under existing conditions or Alternative 1 and the one proposed in Alternative 2 for different reasons: 1) the problems of congestion experienced along EB SW 8th Street due to the spillbacks formed when vehicles make a left turn at Tamiami Canal Rd are not properly captured by Synchro in the base models given that this is not a stop or signal controlled approach and 2) problems of congestion experienced by drivers making a right turn from SB Tamiami Canal Road to WB SW 8th Street due to the slow traffic along WB SW 8th Street are not properly represented in the Synchro model. The Synchro model indicates that the NB and SB approach will experience long delays even after the implementation of the roadway improvements and the new signalized intersection.

- Alternative 2 introduces no changes to the roadway configuration proposed under Alternative 1 for the NB and SB approaches for the intersection at SW 74th Avenue. However, the assumptions on how traffic gets assigned changed. Since Alternative 2 introduces a left turn lane for the NB approach at the new signalized intersection at SW 75th Avenue, left turn vehicles that originally made a left turn at SW 76th Avenue will now make that turn at SW 75th Avenue and will no longer be re-routed to the NB approach at SW 74th Avenue. This is an important change given that the NB approach at SW 74th Avenue already reaches capacity (LOS E) during the AM and PM peak hours, even when introducing the double left turn lanes. After the new traffic assignment (compared to Alternative 1) the NB approach experiences an additional 8% reduction of delay from 79.1 to 72.5 sec/veh during the AM peak hour and an additional 18% reduction of delay from 88.9 to 72.5 sec/veh during the PM peak hour. The SB approach on the other hand experiences an extra 16% reduction of delay from 84.6 to 71.3 sec/veh during the AM peak hour and an extra 9% reduction of delay from 88.0 to 80.4 sec/veh during the PM peak hour. The overall intersection delay went from 32.8 to 30.1 sec/veh during the AM peak hour and from 45.4 to 32.6 sec/veh, which actually represent a change in the LOS denomination from LOS D to LOS C during the PM peak hour.

Table No. 9 – Traffic Operations – Alternative 1

Intersection	Approach	Alternative 1 AM Peak Hour		Alternative 1 PM Peak Hour	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
SW 8th Street and SW 82nd Avenue	EB	13.4	B	10.1	B
	WB	12.7	B	12.6	B
	NB	79.0	E	85.1	F
	Overall	21.2	C	15.4	B
SW 8th Street and SW 80th Court *(Unsignalized)*	NB	>300	F	>300	F
SW 8th Street and SW 79th Avenue (Unsignalized)	NB	>300	F	24.0	C
SW 8th Street and SB SR 826 ramps	EB	8.6	A	11.3	B
	WB	11.7	B	5.0	A
	Overall	9.9	A	6.9	A
SW 8th Street and NB SR 826 ramps	EB	1.2	A	12.4	B
	WB	1.3	A	43.3	D
	NB	84.4	F	108.5	F
	Overall	6.2	A	44.0	D
SW 8th Street and SW 76th Avenue *(Unsignalized)*	NB	26.6	D	20.9	C
SW 8th Street and Tamiami Canal Road/SW 75th Avenue *(Unsignalized)*	NB	34.9	D	17.5	C
	SB	>300	F	173.6	F
SW 8th Street and SW 74th Avenue	EB	18.3	B	28.2	C
	WB	26.8	C	30.7	C
	NB	79.1	E	88.9	F
	SB	84.6	F	88.0	F
	Overall	32.8	C	45.4	D
SW 8th Street and SW 73rd Avenue *(Unsignalized)*	NB	>300	F	>300	F
	SB	>300	F	>300	F
SW 8th Street and SW 72nd Avenue	EB	23.1	C	27.2	C
	WB	16.6	B	20.3	C
	NB	60.6	E	60.3	E
	SB	49.8	D	49.5	D
	Overall	23.9	C	26.9	C

Table No. 10 – Traffic Operations – Alternative 2

Intersection	Approach	Alternative 2 AM Peak Hour		Alternative 2 PM Peak Hour	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
SW 8th Street and SW 82nd Avenue	EB	13.4	B	10.1	B
	WB	12.7	B	12.6	B
	NB	79.0	E	85.1	F
	Overall	21.2	C	15.4	B
SW 8th Street and SW 80th Court *(Unsignalized)*	NB	>300	F	>300	F
SW 8th Street and SW 79th Avenue (Unsignalized)	NB	>300	F	24.0	C
SW 8th Street and SB SR 826 ramps	EB	8.6	A	11.3	B
	WB	11.5	B	5.0	A
	Overall	9.9	A	6.9	A
SW 8th Street and NB SR 826 ramps	EB	1.2	A	12.5	B
	WB	0.7	A	11.4	B
	NB	84.4	F	108.5	F
	Overall	6.0	A	29.3	C
SW 8th Street and SW 76th Avenue *(Unsignalized)*	NB	26.6	D	20.9	C
SW 8th Street and Tamiami Canal Road/SW 75th Avenue *(Signalized)*	EB	24.2	C	29.0	C
	WB	28.0	C	78.5	E
	NB	128.8	F	126.8	F
	SB	95.5	F	319.6	F
	Overall	31.6	C	73.3	E
SW 8th Street and SW 74th Avenue	EB	17.0	B	12.4	B
	WB	26.7	C	25.4	C
	NB	72.5	E	72.5	E
	SB	71.3	E	80.4	F
	Overall	30.1	C	32.6	C
SW 8th Street and SW 73rd Avenue *(Unsignalized)*	NB	>300	F	>300	F
	SB	>300	F	>300	F
SW 8th Street and SW 72nd Avenue	EB	12.3	B	25.4	C
	WB	8.8	A	21.0	C
	NB	76.8	E	60.3	E
	SB	63.2	E	49.5	D
	Overall	16.6	B	26.4	C

3.7 Safety Analysis

This section presents the crash data and corresponding safety analysis for the intersection at SW 8th Street and SW 76th Avenue. Table No. 11 shows a summary of the number and type of crashes reported at the subject intersection during the last three years of available data (2012-2014). More detailed crash data from the CARS database was included in Appendix I. It is important to note that there were no fatalities reported during this 3-year period.

Table No. 11 – Three Year Crash Summary for the Intersection at SW 8th Street and SW 76th Avenue

SR 90/SW 8th Street at SW 76th Avenue		Number of Crashes			3 Year Total Crashes	Mean Crashes Per Year	%
		Year					
		2012	2013	2014			
CRASH TYPE	Rear End	13	12	12	37	12	49.3%
	Head On	0	0	0	0	0	0.0%
	Angle	4	5	5	14	5	18.7%
	Left Turn	1	0	1	2	1	2.7%
	Right Turn	0	1	0	1	0	1.3%
	Sideswipe	2	5	7	14	5	18.7%
	Backed Into	0	0	0	0	0	0.0%
	Pedestrian	0	0	1	1	0	1.3%
	Bicycle	0	0	1	1	0	1.3%
	Fixed Object	0	0	0	0	0	0.0%
	Other Non-Fixed Object	0	1	0	1	0	1.3%
	Others	1	1	2	4	1	5.3%
	Total Crashes	**21**	**25**	**29**	**75**	**25**	**100.0%**

Figure No. 21 is a graphical representation of the information presented in Table No.11. Based on the crash data it can be concluded that the number of crashes for the intersection at SW 8th Street and SW 76th Avenue have increased in recent years. In fact, there was a 19% increase in the number of crashes between 2012 and 2013 and a 16% increase between 2013 and 2014. The most common crash types are: rear end (49.3%), angle (18.7%) and sideswipe (18.7%). These particular type of crashes are related to the operational deficiencies observed during the field visit and discussed in Section 3.3 of this report. Both the rear end and angle crashes could be related to the insufficient number of adequate gaps that northbound drivers find in order to safely make a left turn onto westbound SW 8th Street. After waiting for an acceptable gap (refer to Figures No. 12 and 13) some of these drivers decide to complete the left turn in an unsafe manner (using shorter gaps), which results in hard decelerations along eastbound traffic causing the rear end crashes or angle crashes when left turners are not able to clear the through lanes on time. The sideswipe crashes could be related to the condition shown in Figure No. 11 where left turn vehicles spillback from the left turn bay to the through lanes. Once the through lanes are blocked, drivers heading east, try to change lanes and may be interfering with drivers on adjacent lanes.

Figure No. 21 – Summary by Crash Type for the Intersection at SW 8th Street and SW 76th Avenue

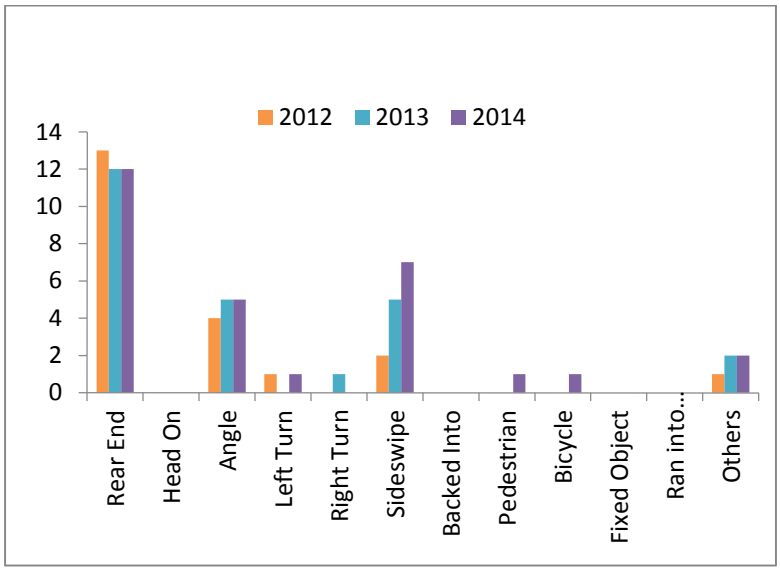


Table No. 12 shows the Safety ratio calculation for the intersection at SW 8th Street and SW 76th Avenue. Since the safety ratio is lower than 1.0 the subject intersection is not considered a high crash location. However, the roadway improvements proposed as part of Alternative 1 would address the growing number of crashes at this intersection and the unsafe maneuvers experienced by drivers on both the northbound and eastbound approaches.

Table No. 12 – Safety Analysis for the Intersection at SW 8th Street and SW 76th Avenue

Year	2012	2013	2014
Number of Crashes	21	25	29
Average Daily Traffic (ADT)	47,000	50,500	44,000
Actual Crash Rate (ACR)	12.241	13.563	18.057
District 6 Average Crash Rate (A)	4.949	5.779	7.155
Average Vehicle Exposure (M)	1.715	1.843	1.606
Critical Crash Rate (CCR)	10.247	11.335	13.790
Safety Ratio	0.483	0.510	0.519
Statistical Significance	4.465	4.549	5.313
Confidence Level	99.9996%	99.9997%	99.9999%

4.0 SUMMARY OF FINDINGS

- The new configuration of the NB approach for the intersection at SW 82nd Avenue results in considerable delay reduction (43%) during the morning peak hour, which is the time of day when long queues were identified. Having (2) exclusive right turn lanes at this intersection approach favors the high demand for right turns (61%) in the morning peak hour.

- The closure of the left turn movement for the NB approach at SW 76th Avenue not only improves the traffic operation of the approach but also eliminates an unsafe maneuver that result in crashes. Drivers will no longer have force their way into the SW 8th Street traffic stream, where adequate gaps are infrequent.

- The additional storage length provided for the left turn movement from EB SW 8th Street to NB Tamiami Canal Road mitigates the spillbacks that block the through lanes affecting eastbound traffic along EB SW 8th Street.

- The additional left turn lane provided on the NB approach at SW 74th Avenue results in a 65% delay reduction under Alternative 1 and a 68% delay reduction under Alternative 2 during the during the AM peak hour and a 40% delay reduction under Alternative 1 and a 51% delay reduction under Alternative 2 during the PM peak hour. On the other hand, the conversion of the SB through lane to a shared through-right lane resulted in relatively small changes in approach delay during the AM peak hour but a 69% delay reduction under Alternative 1 and a 71% delay reduction under Alternative 2 during the PM peak hour. Although Alternative 1 and 2 do not have differences as far as the roadway improvements proposed for the intersection at SW 74th Avenue, the differences in delay reduction are a result on the traffic volume being re-routed. Alternative 1 assumes that left turn vehicles on the NB approach at SW 76th Avenue will go to the NB approach at SW 74th Avenue while Alternative 2 assumes that the left turn vehicles on the NB approach at SW 76th Avenue will go to the NB approach at the new signalized intersection at SW 75th Avenue.
- The new signalized intersection at SW 75th Avenue/Tamiami Canal Road could alleviate problems of congestion experienced by left turn vehicles on the EB approach that are not able to find enough gaps in the oncoming (westbound) traffic under a yield condition. However, due to the large traffic demand experienced for the EBL and SBR movements, as well as for the EB and WB approaches combined with the need to provide split phases for the NB and SB approaches because of the offset between SW 75th Avenue and Tamiami Canal Rd, the new intersection will still experience long delays and an unfavorable LOS for the NB and SB approaches.

Recommendation:

The results of the evaluation for Alternative 1 and 2 indicate that Alternative 1 is the preferred alternative. The proposed roadway improvements contemplated under Alternative 1 for the intersections of SW 8th Street at SW 82nd Avenue, at SW 76th Avenue/Miami Canal Road and at SW 74th Avenue result in considerable reductions of delay for the AM and PM peak hours. The proposed roadway improvements under Alternative 2 on the other hand, are difficult to implement given the historic designation of SW 8th Street, the access management classification and the fact that a new signalized intersection at SW 75th Avenue/Tamiami Canal Road still provides long delays and an unfavorable level of service for the intersection.

5.0 COST ESTIMATES

All costs associated with this cost estimate were obtained from the latest FDOT Historical Cost document for Miami Dade County dated 09-16-2016. All design and cost assumptions were based on FDOT latest design criteria and experience from similar projects. The following cost estimates correspond to the improvements identified as part of Alternative 1, which was selected as the preferred alternative.

5.1 SW 8th Street and SW 82nd Avenue

The improvements for this intersection include the reconfiguration of the existing lanes and roadway widening to accommodate an additional right turn lane. The cost estimate shown in Table No. 13 includes new construction, milling and resurfacing, signing and markings, signalization, drainage, and utility coordination for a total of $51,819.35.

Table No. 13 – Cost Estimates – Improvements at SW 8th Street and SW 82nd Avenue

Description	Quantity	Unit	Unit Cost	Cost
Milling existing asphalt pavement, 1" depth	900	SY	$2.04	$1,836.00
Resurfacing (1" superpave asphalt concrete)	50	TN	$100.00	$5,000.00
Type B stabilization (widening)	250	SY	$0.66	$165.00
Base (Widening)	250	SY	$15.00	$3,750.00
Superpave asphalt concrete (widening)	30	TN	$100.00	$3,000.00
Concrete curb and gutter, Type F	100	LF	$20.00	$2,000.00
Concrete sidewalk and driveways	50	SY	$37.15	$1,857.50
Signing and pavement markings	1	LS	$2,000.00	$2,000.00
Signalization adjustments & modifications	1	LS	$5,000.00	$5,000.00
New inlet curb (Type P-6)	1	EA	$7,000.00	$7,000.00
Relocation of exist. elect. pole and FPL coordination	1	EA	$5,000.00	$5,000.00
Maintenance of traffic	15	DA	$700.00	$10,500.00
Subtotal				$47,108.50
10% Contingency				$4,710.85
Total				**$51,819.35**

5.2 SW 8th Street and SW 76th Avenue

The improvements for this intersection include the closure of the northbound left turn movement as well as modifying the median and the extension of the eastbound left turn lane along SW 8th Street. The cost estimate shown in Table No. 14 includes new construction, milling and resurfacing, and signing and markings for a total of $34,328.80.

Table No. 14 – Cost Estimates – Improvements at SW 8th Street and SW 76th Avenue

Description	Quantity	Unit	Unit Cost	Cost
Milling existing asphalt pavement, 1" depth (76th Ave.)	250	SY	$2.04	$510.00
Resurfacing (1" superpave asphalt concrete) (76th Ave.)	15	TN	$100.00	$1,500.00
Type B stabilization (widening)	300	SY	$0.66	$198.00
Base (widening)	300	SY	$15.00	$4,500.00
Superpave Asphalt Concrete (widening)	30	TN	$100.00	$3,000.00
Concrete curb and gutter, Type F	200	LF	$20.00	$4,000.00
Traffic separator	200	LF	$25.00	$5,000.00
Signing and pavement markings	1	LS	$2,000.00	$2,000.00
Maintenance of traffic	15	DA	$700.00	$10,500.00
Subtotal				$31,208.00
10% Contingency				$3,120.80
Total				**$34,328.80**

5.3 SW 8th Street and SW 74th Avenue

The improvements for this intersection include the widening of SW 74th avenue to provide an additional left turn lane as well as a lane reconfiguration for the southbound approach. The cost estimate shown in Table No. 15 includes new construction, milling and resurfacing, signing and markings, signalization, drainage, and utility coordination for a total of $82,213.45.

Table No. 15 – Cost Estimates – Improvements at SW 8th Street and SW 74th Avenue

Description	Quantity	Unit	Unit Cost	Cost
Milling existing asphalt pavement, 1" depth	820	SY	$2.04	$1,672.80
Resurfacing (1" Superpave asphalt concrete)	45	TN	$100.00	$4,500.00
Type B Stabilization (widening)	200	SY	$0.66	$132.00
Base (widening)	200	SY	$15.00	$3,000.00
Superpave asphalt concrete (widening)	25	TN	$100.00	$2,500.00
Concrete curb and gutter, Type F	100	LF	$20.00	$2,000.00
Concrete sidewalk and driveways	50	SY	$37.15	$1,857.50
Signing and pavement markings	1	LS	$2,000.00	$2,000.00
Signalization adjustments/modifications & new mast arm	1	LS	$40,000.00	$40,000.00
New inlet curb (Type P-6)	1	EA	$7,000.00	$7,000.00
Guardrail	50	LF	$25.00	$1,250.00
Maintenance of traffic	15	DA	$700.00	$10,500.00
Subtotal				$76,412.30
10% Contingency				$7,641.23
Total				**$84,053.53**

The total cost for the improvements considered under Alternative 1 (preferred alternative) amount to $170,201.68.

Appendix A – Turning Movement Counts

TMCs collected in March 2014 for the MPO SW 8th Street Corridor Study

SW 8th Street & SW 82th Avenue

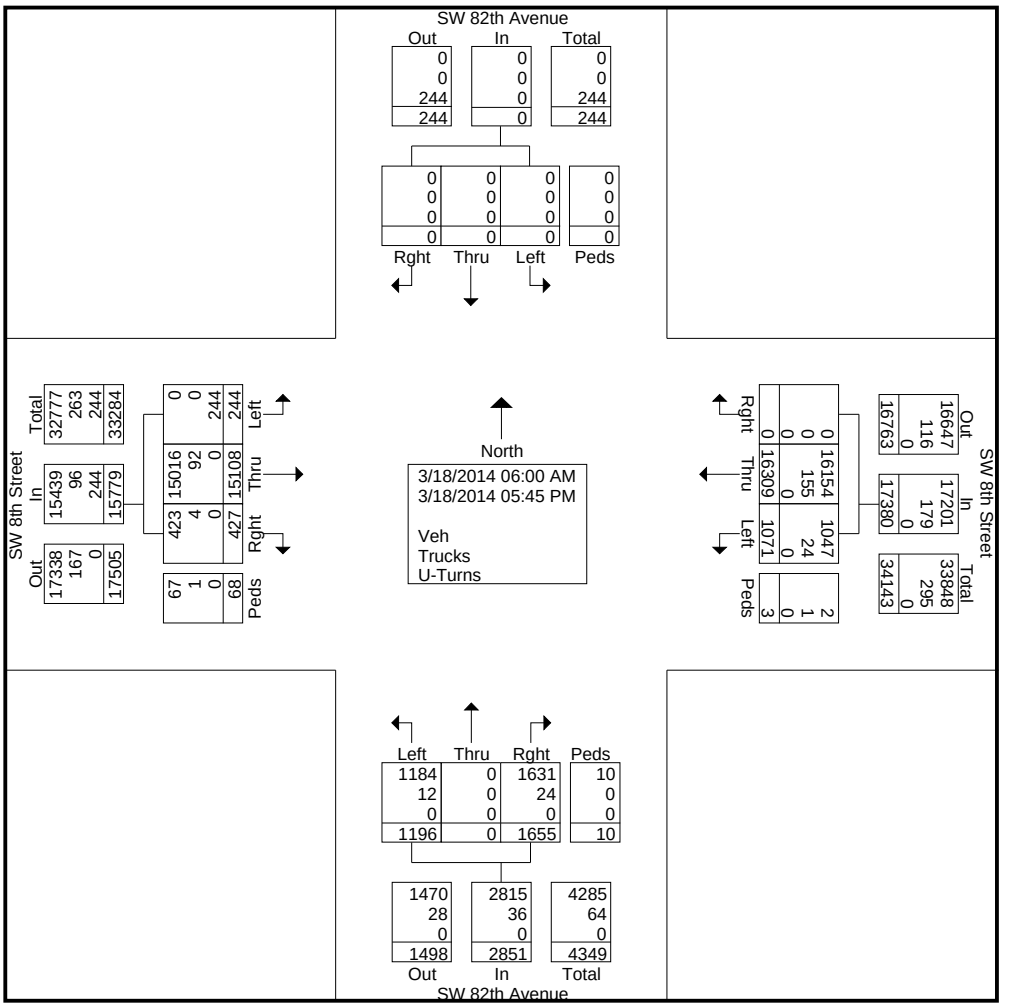
File Name : TMC-14 SW 8th Street & SW 82th Avenue
Site Code : 00000000
Start Date : 3/18/2014
Page No : 1

Groups Printed- Veh - Trucks - Turns

	SW 82th Avenue Southbound					SW 82th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
06:00 AM	0	0	0	0	0	6	0	26	0	32	4	116	0	0	120	0	289	2	0	291	443
06:15 AM	0	0	0	0	0	8	0	24	0	32	4	196	0	0	200	0	346	5	0	351	583
06:30 AM	0	0	0	0	0	18	0	46	3	67	11	260	0	0	271	0	464	10	0	474	812
06:45 AM	0	0	0	0	0	30	0	49	0	79	18	362	0	0	380	0	452	16	6	474	933
Total	0	0	0	0	0	62	0	145	3	210	37	934	0	0	971	0	1551	33	6	1590	2771
07:00 AM	0	0	0	0	0	25	0	82	1	108	27	455	0	0	482	0	739	11	2	752	1342
07:15 AM	0	0	0	0	0	42	0	90	1	133	18	454	0	0	472	0	895	10	8	913	1518
07:30 AM	0	0	0	0	0	51	0	98	0	149	12	353	0	0	365	1	839	10	5	855	1369
07:45 AM	0	0	0	0	0	66	0	90	0	156	35	489	0	0	524	3	702	12	0	717	1397
Total	0	0	0	0	0	184	0	360	2	546	92	1751	0	0	1843	4	3175	43	15	3237	5626
08:00 AM	0	0	0	0	0	58	0	93	0	151	62	510	0	0	572	0	523	7	0	530	1253
08:15 AM	0	0	0	0	0	66	0	96	0	162	35	504	0	0	539	0	643	6	1	650	1351
08:30 AM	0	0	0	0	0	47	0	98	0	145	32	429	0	0	461	2	397	8	3	410	1016
08:45 AM	0	0	0	0	0	60	0	93	2	155	30	485	0	0	515	4	458	11	4	477	1147
Total	0	0	0	0	0	231	0	380	2	613	159	1928	0	0	2087	6	2021	32	8	2067	4767
09:00 AM	0	0	0	0	0	43	0	85	0	128	37	480	0	0	517	10	558	20	4	592	1237
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09:30 AM	0	0	0	0	0	45	0	53	1	99	39	538	0	0	577	5	505	9	2	521	1197
09:45 AM	0	0	0	0	0	30	0	50	0	80	35	515	0	0	550	8	558	17	1	584	1214
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*** BREAK ***																					
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03:15 PM	0	0	0	0	0	53	0	35	1	89	56	806	0	3	865	8	520	24	4	556	1510
03:30 PM	0	0	0	0	0	40	0	56	0	96	46	828	0	0	874	10	592	20	2	624	1594
03:45 PM	0	0	0	0	0	38	0	50	0	88	56	842	0	0	898	10	548	21	7	586	1572
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04:15 PM	0	0	0	0	0	41	0	33	0	74	48	809	0	0	857	22	506	23	0	551	1482
04:30 PM	0	0	0	0	0	41	0	31	0	72	39	826	0	0	865	9	535	22	7	573	1510
04:45 PM	0	0	0	0	0	54	0	41	0	95	55	761	0	0	816	60	457	23	0	540	1451
Total	0	0	0	0	0	175	0	141	0	316	204	3204	0	0	3408	102	2068	91	7	2268	5992
05:00 PM	0	0	0	0	0	47	0	35	1	83	65	760	0	0	825	12	529	19	0	560	1468
05:15 PM	0	0	0	0	0	50	0	34	0	84	77	821	0	0	898	23	596	25	6	650	1632
05:30 PM	0	0	0	0	0	54	0	55	0	109	49	768	0	0	817	11	533	14	1	559	1485
05:45 PM	0	0	0	0	0	35	0	45	0	80	53	794	0	0	847	23	444	25	3	495	1422
Total	0	0	0	0	0	186	0	169	1	356	244	3143	0	0	3387	69	2102	83	10	2264	6007
Grand Total	0	0	0	0	0	1196	0	1655	10	2861	1071	16309	0	3	17383	244	15108	427	68	15847	36091
Apprch %	0	0	0	0		41.8	0	57.8	0.3		6.2	93.8	0	0		1.5	95.3	2.7	0.4		
Total %	0	0	0	0	0	3.3	0	4.6	0	7.9	3	45.2	0	0	48.2	0.7	41.9	1.2	0.2	43.9	
Veh	0	0	0	0	0	1184	0	1631	10	2825	1047	16154	0	2	17203	0	15016	423	67	15506	35534
% Veh	0	0	0	0	0	99	0	98.5	100	98.7	97.8	99	0	66.7	99	0	99.4	99.1	98.5	97.8	98.5
Trucks	0	0	0	0	0	12	0	24	0	36	24	155	0	1	180	0	92	4	1	97	313
% Trucks	0	0	0	0	0	1	0	1.5	0	1.3	2.2	1	0	33.3	1	0	0.6	0.9	1.5	0.6	0.9
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	244	0	0	0	244	244
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	1.5	0.7

SW 8th Street & SW 82th Avenue

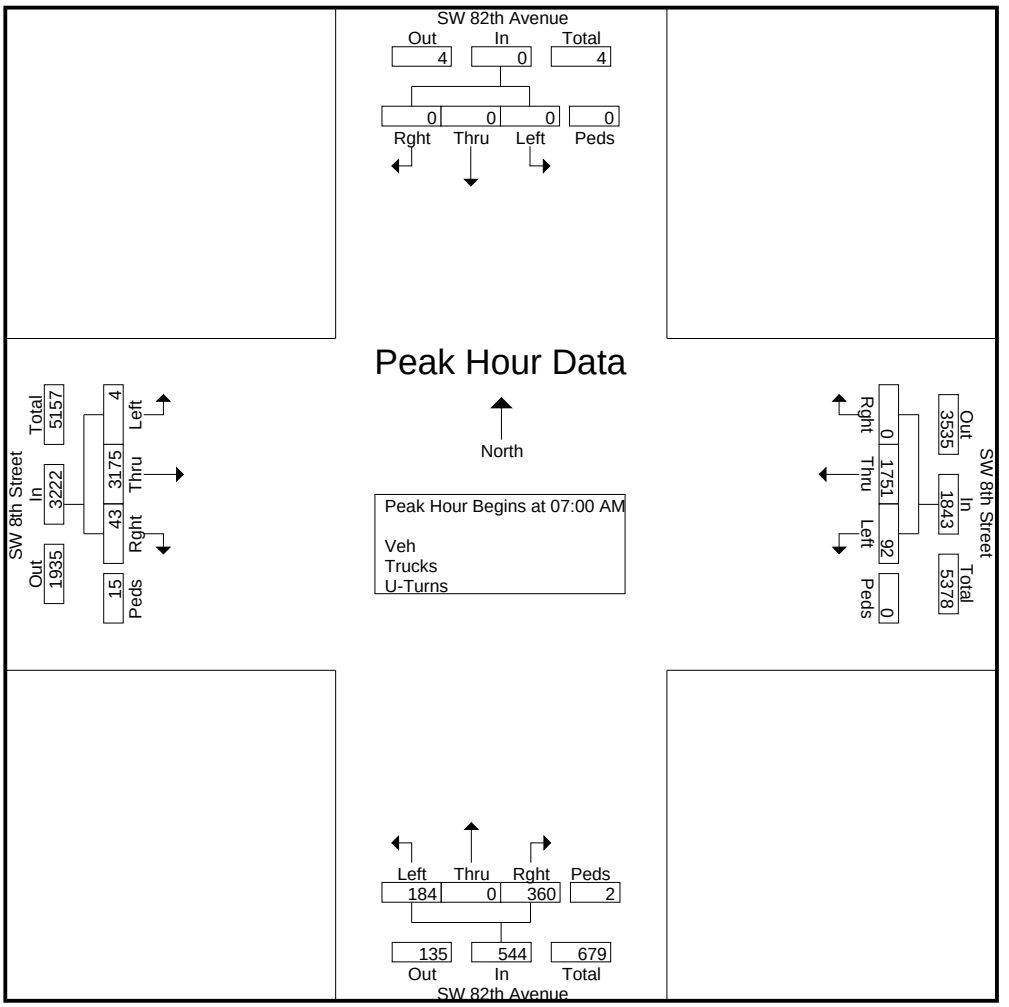
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Start Date : 3/18/2014
Page No : 2



SW 8th Street & SW 82th Avenue

File Name : TMC-14 SW 8th Street & SW 82th Avenue
Site Code : 00000000
Start Date : 3/18/2014
Page No : 3

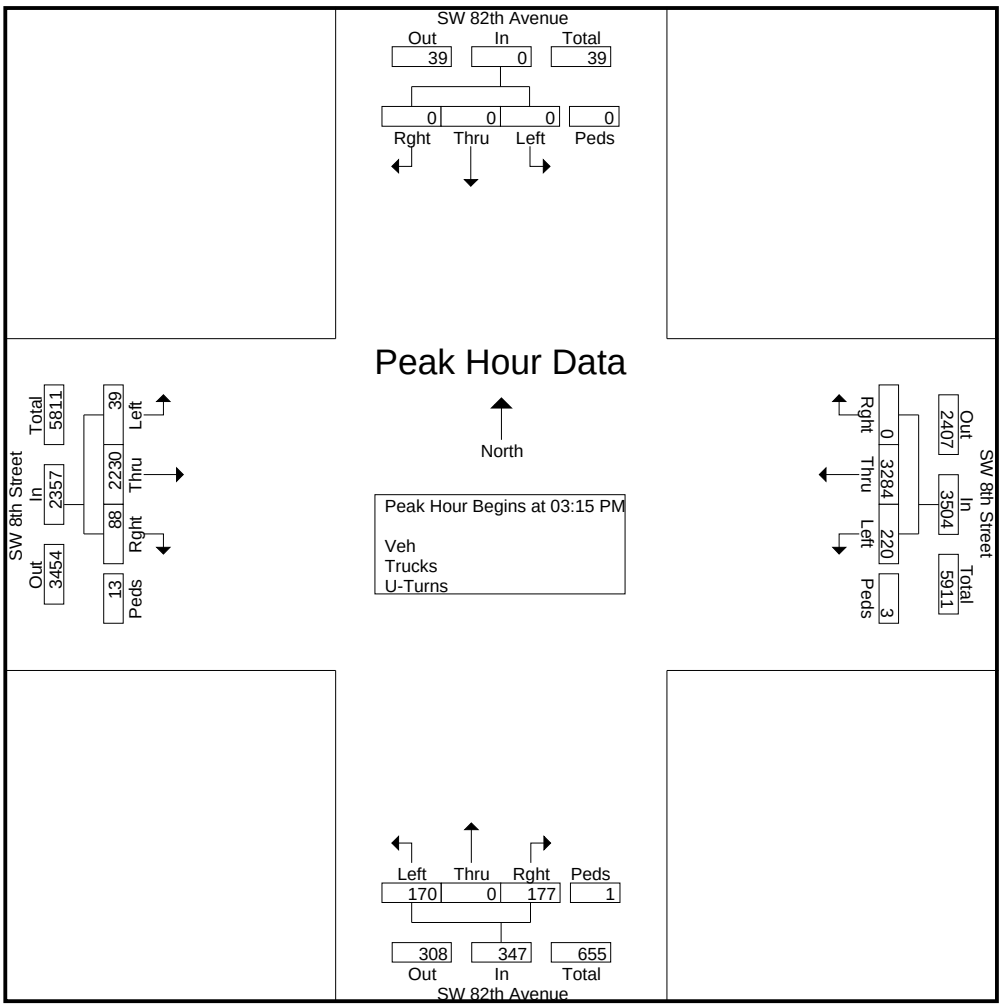
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Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	25	0	82	1	108	27	455	0	0	482	0	739	11	2	752	1342
07:15 AM	0	0	0	0	0	42	0	90	1	133	18	454	0	0	472	0	895	10	8	913	1518
07:30 AM	0	0	0	0	0	51	0	98	0	149	12	353	0	0	365	1	839	10	5	855	1369
07:45 AM	0	0	0	0	0	66	0	90	0	156	35	489	0	0	524	3	702	12	0	717	1397
Total Volume	0	0	0	0	0	184	0	360	2	546	92	1751	0	0	1843	4	3175	43	15	3237	5626
% App. Total	0	0	0	0		33.7	0	65.9	0.4		5	95	0	0		0.1	98.1	1.3	0.5		
PHF	.000	.000	.000	.000	.000	.697	.000	.918	.500	.875	.657	.895	.000	.000	.879	.333	.887	.896	.469	.886	.927



SW 8th Street & SW 82th Avenue

File Name : TMC-14 SW 8th Street & SW 82th Avenue
Site Code : 00000000
Start Date : 3/18/2014
Page No : 4

	SW 82th Avenue Southbound					SW 82th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	0	0	0	0	0	53	0	35	1	89	56	806	0	3	865	8	520	24	4	556	1510
03:30 PM	0	0	0	0	0	40	0	56	0	96	46	828	0	0	874	10	592	20	2	624	1594
03:45 PM	0	0	0	0	0	38	0	50	0	88	56	842	0	0	898	10	548	21	7	586	1572
04:00 PM	0	0	0	0	0	39	0	36	0	75	62	808	0	0	870	11	570	23	0	604	1549
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% App. Total	0	0	0	0		48.9	0	50.9	0.3		6.3	93.6	0	0.1		1.6	94.1	3.7	0.5		
PHF	.000	.000	.000	.000	.000	.802	.000	.790	.250	.906	.887	.975	.000	.250	.976	.886	.942	.917	.464	.950	.976



SW 8th Street & SW 82th Avenue

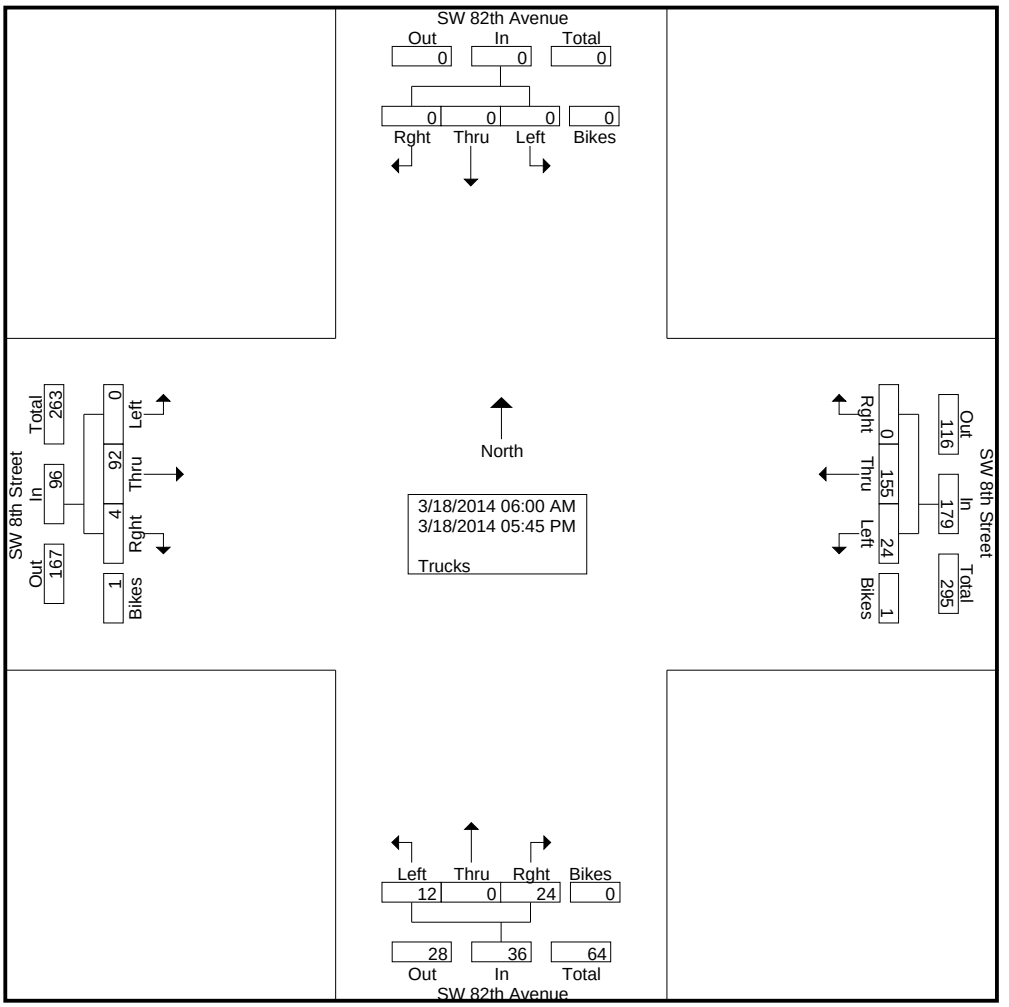
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Site Code : 00000000
Start Date : 3/18/2014
Page No : 1

Groups Printed- Trucks

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Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	1	7	0	0	8	0	3	0	0	3	11
06:15 AM	0	0	0	0	0	0	0	2	0	2	2	3	0	0	5	0	4	0	0	4	11
06:30 AM	0	0	0	0	0	1	0	1	0	2	2	3	0	0	5	0	2	0	0	2	9
06:45 AM	0	0	0	0	0	0	0	2	0	2	0	8	0	0	8	0	7	0	0	7	17
Total	0	0	0	0	0	1	0	5	0	6	5	21	0	0	26	0	16	0	0	16	48
07:00 AM	0	0	0	0	0	0	0	2	0	2	0	8	0	0	8	0	0	1	0	1	11
07:15 AM	0	0	0	0	0	0	0	1	0	1	1	8	0	0	9	0	3	0	0	3	13
07:30 AM	0	0	0	0	0	1	0	2	0	3	2	9	0	0	11	0	5	0	0	5	19
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	7
Total	0	0	0	0	0	1	0	5	0	6	3	28	0	0	31	0	12	1	0	13	50
08:00 AM	0	0	0	0	0	3	0	1	0	4	1	8	0	0	9	0	5	1	0	6	19
08:15 AM	0	0	0	0	0	2	0	0	0	2	1	8	0	0	9	0	2	0	0	2	13
08:30 AM	0	0	0	0	0	0	0	1	0	1	0	7	0	0	7	0	5	0	0	5	13
08:45 AM	0	0	0	0	0	0	0	1	0	1	2	7	0	0	9	0	4	0	0	4	14
Total	0	0	0	0	0	5	0	3	0	8	4	30	0	0	34	0	16	1	0	17	59
09:00 AM	0	0	0	0	0	0	0	1	0	1	2	14	0	0	16	0	5	0	0	5	22
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	6	0	0	7	0	5	2	0	7	14
09:30 AM	0	0	0	0	0	0	0	1	0	1	2	3	0	0	5	0	4	0	1	5	11
09:45 AM	0	0	0	0	0	0	0	1	0	1	0	6	0	0	6	0	4	0	0	4	11
Total	0	0	0	0	0	0	0	3	0	3	5	29	0	0	34	0	18	2	1	21	58
*** BREAK ***																					
03:00 PM	0	0	0	0	0	2	0	1	0	3	1	4	0	0	5	0	4	0	0	4	12
03:15 PM	0	0	0	0	0	1	0	1	0	2	2	3	0	1	6	0	4	0	0	4	12
03:30 PM	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	6
03:45 PM	0	0	0	0	0	0	0	2	0	2	0	7	0	0	7	0	2	0	0	2	11
Total	0	0	0	0	0	4	0	4	0	8	3	19	0	1	23	0	10	0	0	10	41
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	7	0	0	8	0	5	0	0	5	13
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	5
04:30 PM	0	0	0	0	0	0	0	1	0	1	1	5	0	0	6	0	0	0	0	0	7
04:45 PM	0	0	0	0	0	1	0	1	0	2	1	4	0	0	5	0	5	0	0	5	12
Total	0	0	0	0	0	1	0	2	0	3	3	19	0	0	22	0	12	0	0	12	37
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
05:30 PM	0	0	0	0	0	0	0	1	0	1	1	3	0	0	4	0	2	0	0	2	7
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	7
Total	0	0	0	0	0	0	0	2	0	2	1	9	0	0	10	0	8	0	0	8	20
Grand Total	0	0	0	0	0	12	0	24	0	36	24	155	0	1	180	0	92	4	1	97	313
Apprch %	0	0	0	0		33.3	0	66.7	0		13.3	86.1	0	0.6		0	94.8	4.1	1		
Total %	0	0	0	0	0	3.8	0	7.7	0	11.5	7.7	49.5	0	0.3	57.5	0	29.4	1.3	0.3	31	

SW 8th Street & SW 82th Avenue

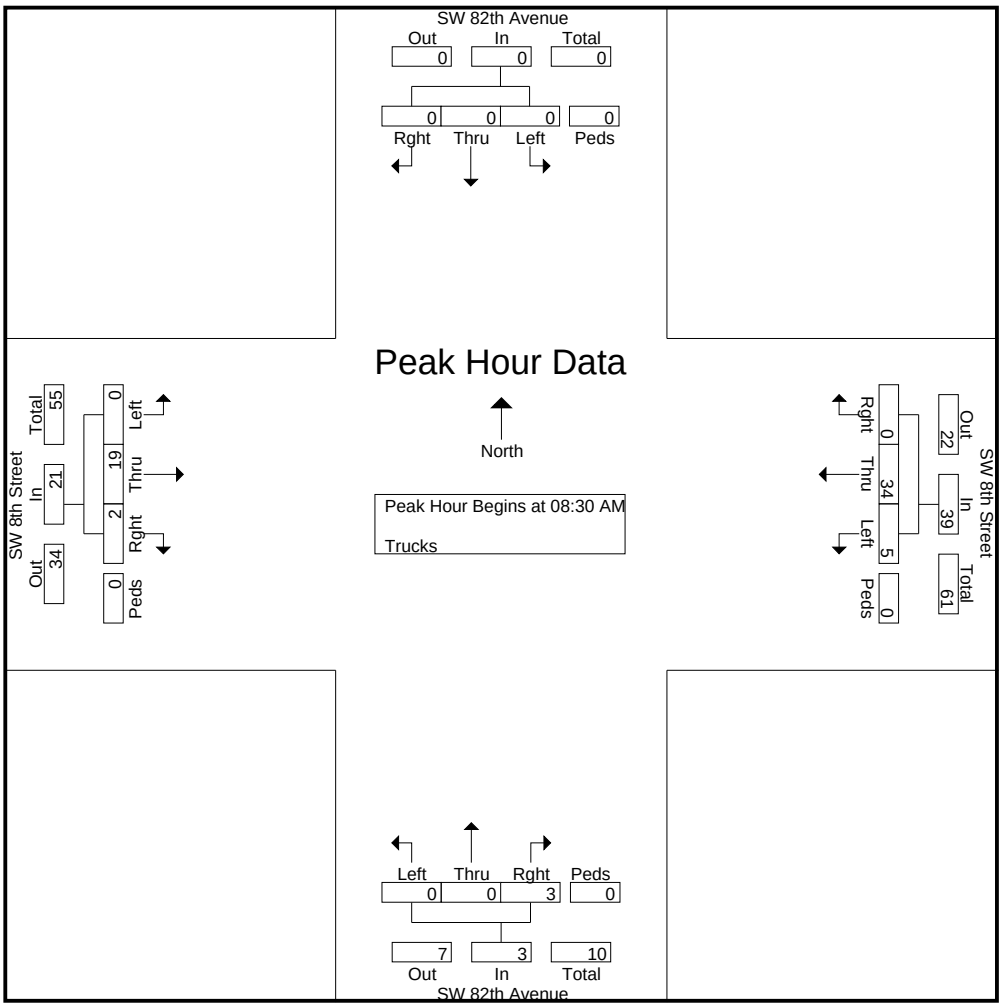
File Name : TMC-14 SW 8th Street & SW 82th Avenue
Site Code : 00000000
Start Date : 3/18/2014
Page No : 2



SW 8th Street & SW 82th Avenue

File Name : TMC-14 SW 8th Street & SW 82th Avenue
Site Code : 00000000
Start Date : 3/18/2014
Page No : 3

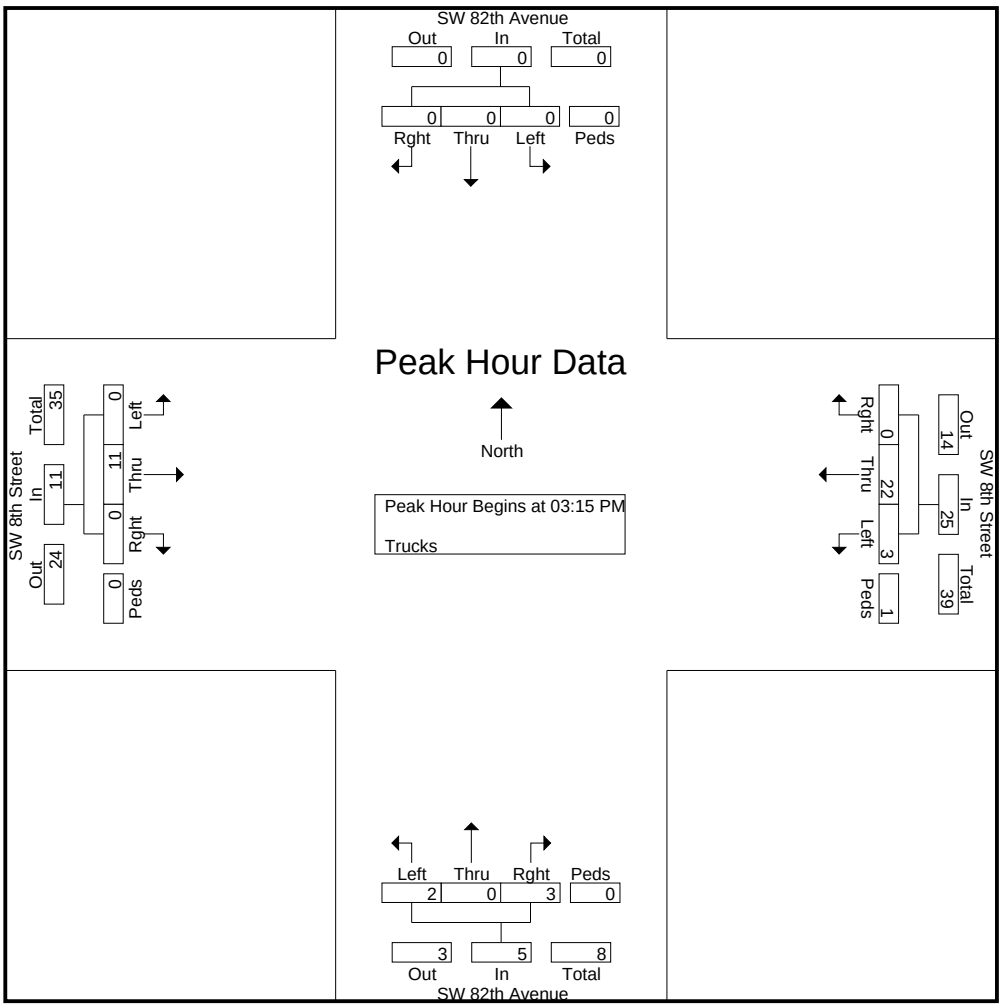
	SW 82th Avenue Southbound					SW 82th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	0	0	0	0	0	0	0	1	0	1	0	7	0	0	7	0	5	0	0	5	13
08:45 AM	0	0	0	0	0	0	0	1	0	1	2	7	0	0	9	0	4	0	0	4	14
09:00 AM	0	0	0	0	0	0	0	1	0	1	2	14	0	0	16	0	5	0	0	5	22
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	6	0	0	7	0	5	2	0	7	14
Total Volume	0	0	0	0	0	0	0	3	0	3	5	34	0	0	39	0	19	2	0	21	63
% App. Total	0	0	0	0		0	0	100	0		12.8	87.2	0	0		0	90.5	9.5	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	.625	.607	.000	.000	.609	.000	.950	.250	.000	.750	.716



SW 8th Street & SW 82th Avenue

File Name : TMC-14 SW 8th Street & SW 82th Avenue
Site Code : 00000000
Start Date : 3/18/2014
Page No : 4

	SW 82th Avenue Southbound					SW 82th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	0	0	0	0	0	1	0	1	0	2	2	3	0	1	6	0	4	0	0	4	12
03:30 PM	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	6
03:45 PM	0	0	0	0	0	0	0	2	0	2	0	7	0	0	7	0	2	0	0	2	11
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	7	0	0	8	0	5	0	0	5	13
Total Volume	0	0	0	0	0	2	0	3	0	5	3	22	0	1	26	0	11	0	0	11	42
% App. Total	0	0	0	0		40	0	60	0		11.5	84.6	0	3.8		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.375	.000	.625	.375	.786	.000	.250	.813	.000	.550	.000	.000	.550	.808



SW 8th Street & SW 82th Avenue

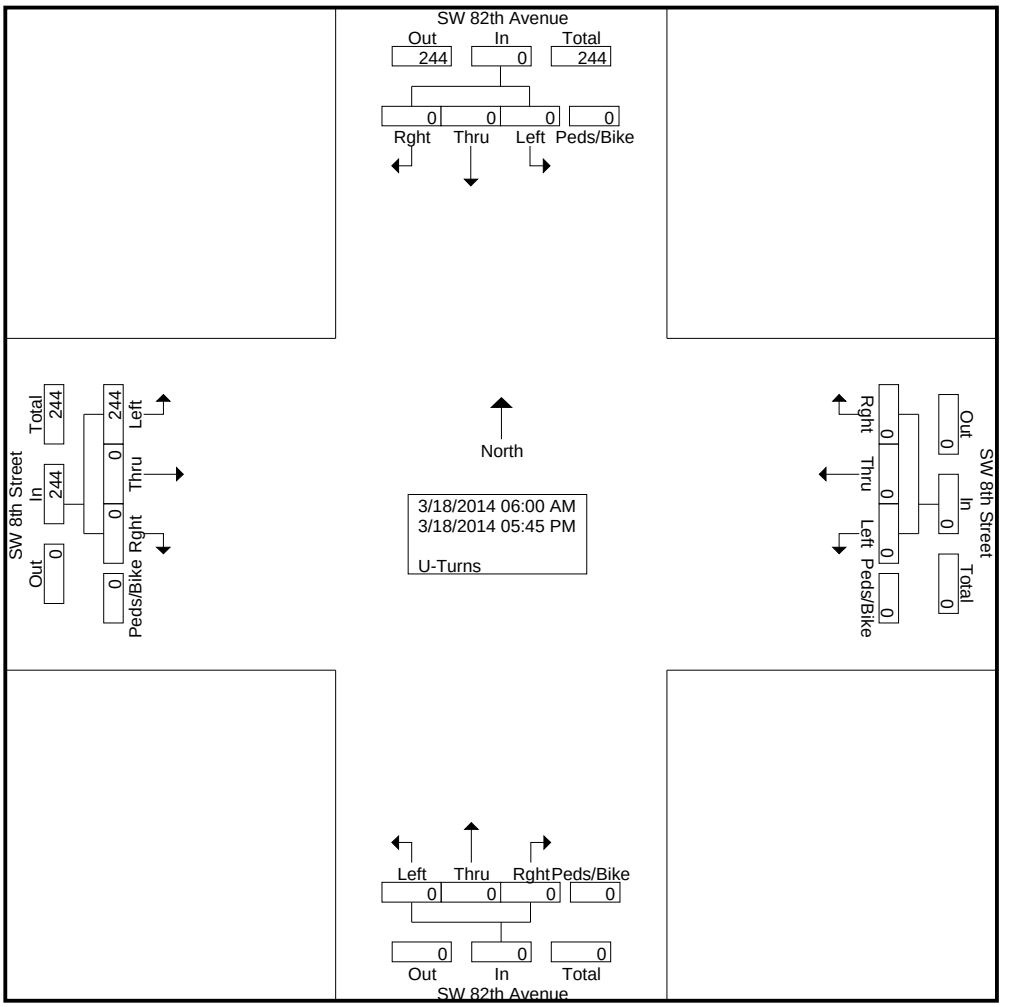
File Name : TMC-14 SW 8th Street & SW 82th Avenue
Site Code : 00000000
Start Date : 3/18/2014
Page No : 1

Groups Printed- Turns

	SW 82th Avenue Southbound					SW 82th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
*** BREAK ***																					
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
*** BREAK ***																					
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	10
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	8
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0	0	0	29	29
*** BREAK ***																					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	8
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	10
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	10
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	0	0	0	34	34
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	11
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	22	22
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	9
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	0	0	0	60	60
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102	0	0	0	102	102
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	12
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	23	23
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	11
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	23	23
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	0	0	0	69	69
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	244	0	0	0	244	244
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	

SW 8th Street & SW 82th Avenue

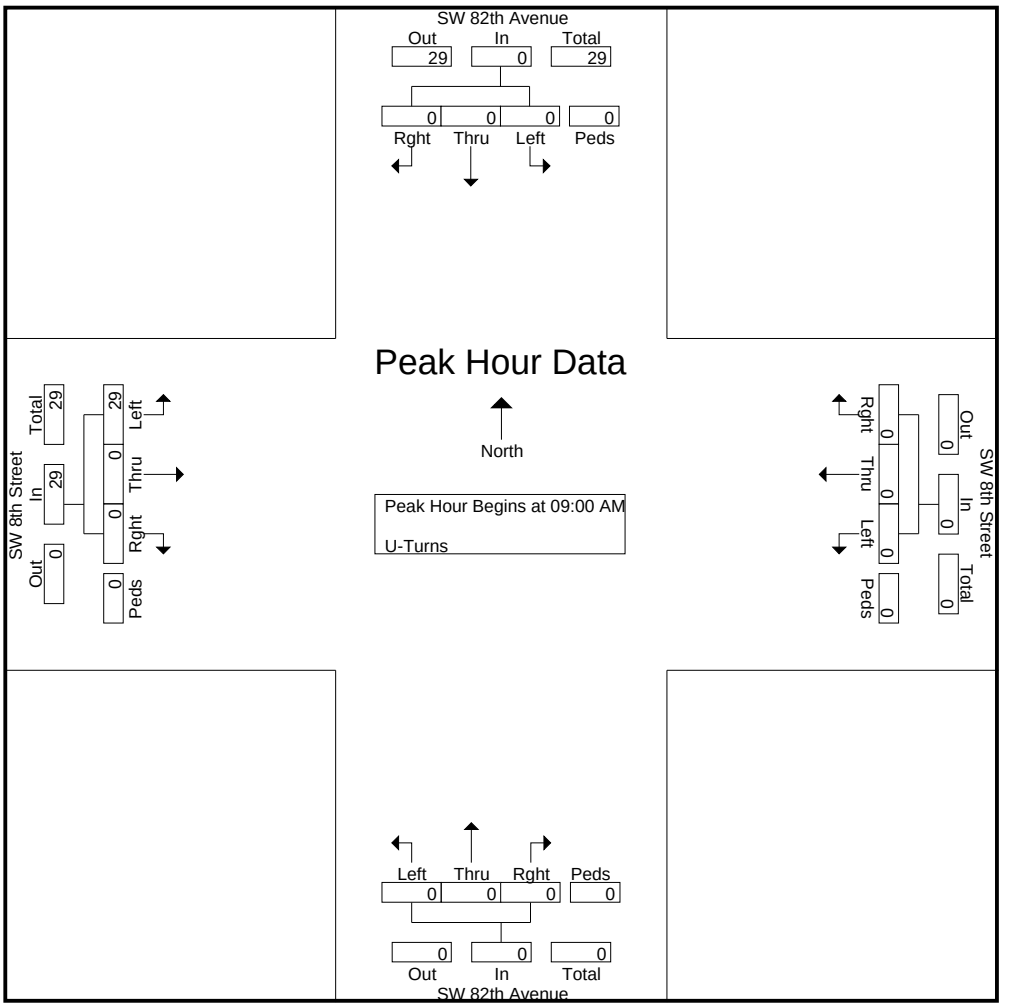
File Name : TMC-14 SW 8th Street & SW 82th Avenue
Site Code : 00000000
Start Date : 3/18/2014
Page No : 2



SW 8th Street & SW 82th Avenue

File Name : TMC-14 SW 8th Street & SW 82th Avenue
Site Code : 00000000
Start Date : 3/18/2014
Page No : 3

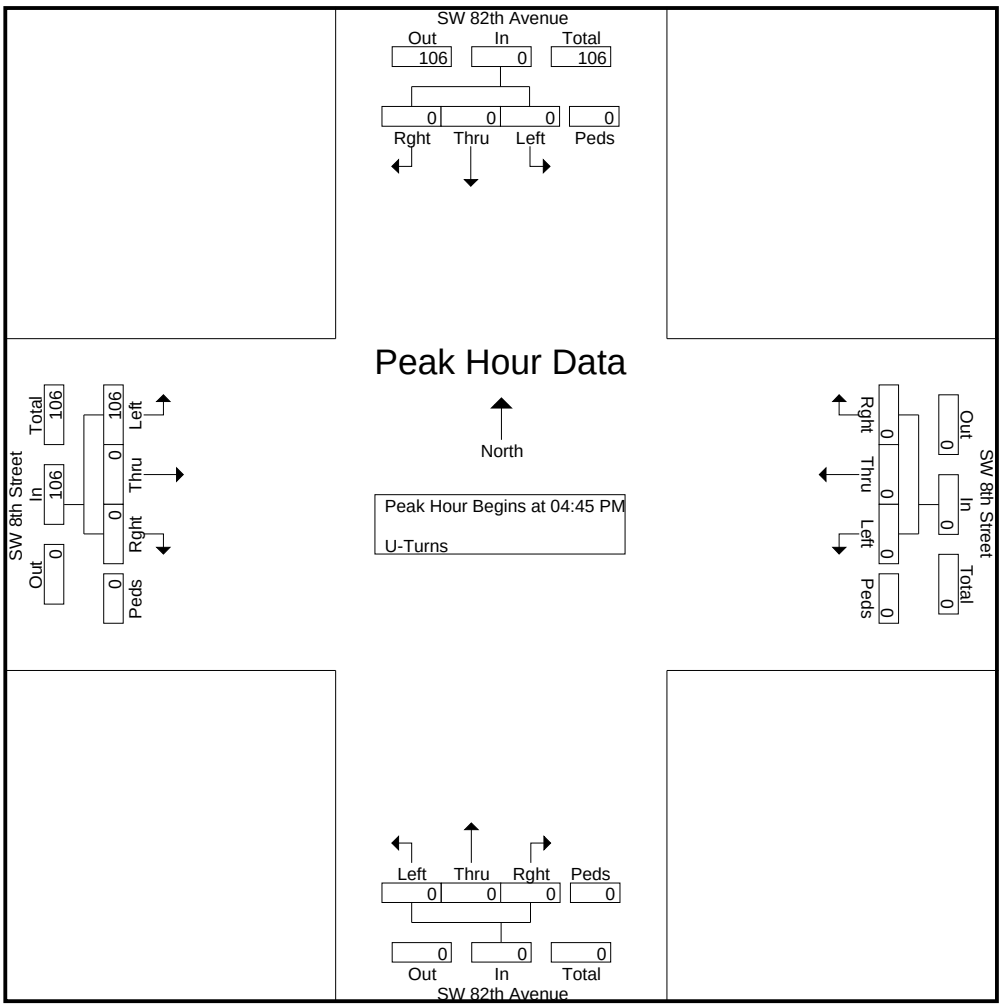
	SW 82th Avenue Southbound					SW 82th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:00 AM																					
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	10
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	8
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0	0	0	29	29
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.725	.000	.000	.000	.725	.725



SW 8th Street & SW 82th Avenue

File Name : TMC-14 SW 8th Street & SW 82th Avenue
Site Code : 00000000
Start Date : 3/18/2014
Page No : 4

	SW 82th Avenue Southbound					SW 82th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	0	0	0	60	60
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	12
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	23	23
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	11
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	106	0	0	0	106	106
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.442	.000	.000	.000	.442	.442



SW 8th Street & SR 826/Palmetto Expressway -Northbound Ramps

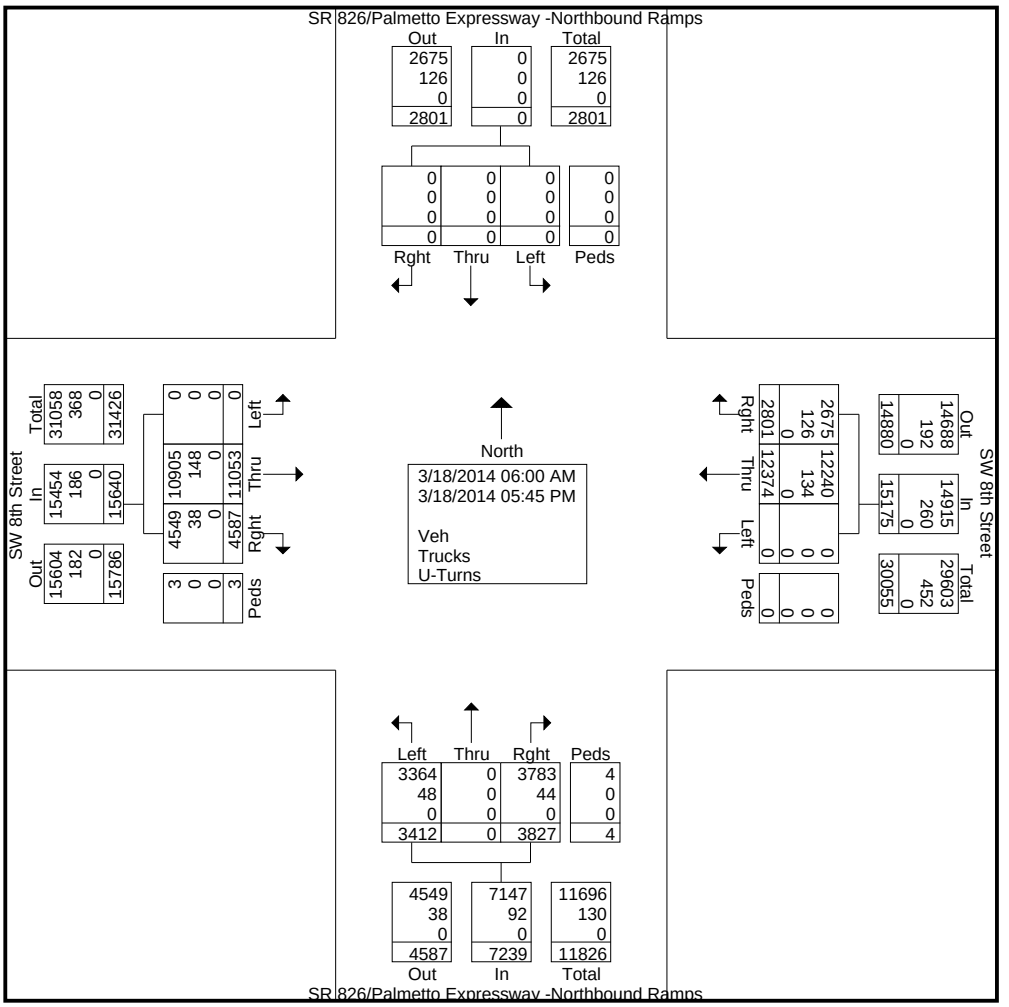
File Name : TMC-16 SW 8th Street & SR 826Palmetto Expressway-Northbound Ramps
Site Code : 00000000
Start Date : 3/18/2014
Page No : 1

Groups Printed- Veh - Trucks - Turns

	SR 826/Palmetto Expressway - Northbound Ramps Southbound					SR 826/Palmetto Expressway - Northbound Ramps Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
06:00 AM	0	0	0	0	0	25	0	10	0	35	0	94	77	0	171	0	168	132	0	300	506
06:15 AM	0	0	0	0	0	54	0	36	0	90	0	152	91	0	243	0	261	200	0	461	794
06:30 AM	0	0	0	0	0	53	0	78	0	131	0	198	117	0	315	0	350	263	0	613	1059
06:45 AM	0	0	0	0	0	94	0	50	0	144	0	258	89	0	347	0	502	253	0	755	1246
Total	0	0	0	0	0	226	0	174	0	400	0	702	374	0	1076	0	1281	848	0	2129	3605
07:00 AM	0	0	0	0	0	130	0	190	0	320	0	248	112	0	360	0	407	235	0	642	1322
07:15 AM	0	0	0	0	0	109	0	216	1	326	0	320	124	0	444	0	495	206	0	701	1471
07:30 AM	0	0	0	0	0	80	0	177	0	257	0	319	135	0	454	0	467	215	0	682	1393
07:45 AM	0	0	0	0	0	76	0	191	0	267	0	347	132	0	479	0	450	177	0	627	1373
Total	0	0	0	0	0	395	0	774	1	1170	0	1234	503	0	1737	0	1819	833	0	2652	5559
08:00 AM	0	0	0	0	0	54	0	193	2	249	0	323	143	0	466	0	454	164	0	618	1333
08:15 AM	0	0	0	0	0	70	0	169	0	239	0	328	118	0	446	0	500	162	1	663	1348
08:30 AM	0	0	0	0	0	83	0	182	1	266	0	317	118	0	435	0	465	138	2	605	1306
08:45 AM	0	0	0	0	0	98	0	299	0	397	0	315	88	0	403	0	486	197	0	683	1483
Total	0	0	0	0	0	305	0	843	3	1151	0	1283	467	0	1750	0	1905	661	3	2569	5470
09:00 AM	0	0	0	0	0	147	0	237	0	384	0	270	87	0	357	0	419	128	0	547	1288
09:15 AM	0	0	0	0	0	116	0	233	0	349	0	297	104	0	401	0	470	144	0	614	1364
09:30 AM	0	0	0	0	0	86	0	194	0	280	0	353	92	0	445	0	429	139	0	568	1293
09:45 AM	0	0	0	0	0	69	0	166	0	235	0	224	85	0	309	0	378	138	0	516	1060
Total	0	0	0	0	0	418	0	830	0	1248	0	1144	368	0	1512	0	1696	549	0	2245	5005
*** BREAK ***																					
03:00 PM	0	0	0	0	0	118	0	120	0	238	0	391	106	0	497	0	343	146	0	489	1224
03:15 PM	0	0	0	0	0	118	0	100	0	218	0	521	102	0	623	0	333	174	0	507	1348
03:30 PM	0	0	0	0	0	162	0	75	0	237	0	556	88	0	644	0	412	172	0	584	1465
03:45 PM	0	0	0	0	0	115	0	106	0	221	0	527	93	0	620	0	391	160	0	551	1392
Total	0	0	0	0	0	513	0	401	0	914	0	1995	389	0	2384	0	1479	652	0	2131	5429
04:00 PM	0	0	0	0	0	167	0	149	0	316	0	540	96	0	636	0	353	146	0	499	1451
04:15 PM	0	0	0	0	0	161	0	111	0	272	0	613	100	0	713	0	364	127	0	491	1476
04:30 PM	0	0	0	0	0	150	0	68	0	218	0	693	99	0	792	0	367	130	0	497	1507
04:45 PM	0	0	0	0	0	184	0	97	0	281	0	783	98	0	881	0	316	114	0	430	1592
Total	0	0	0	0	0	662	0	425	0	1087	0	2629	393	0	3022	0	1400	517	0	1917	6026
05:00 PM	0	0	0	0	0	209	0	119	0	328	0	927	93	0	1020	0	377	140	0	517	1865
05:15 PM	0	0	0	0	0	221	0	86	0	307	0	812	84	0	896	0	408	157	0	565	1768
05:30 PM	0	0	0	0	0	207	0	86	0	293	0	816	70	0	886	0	347	129	0	476	1655
05:45 PM	0	0	0	0	0	256	0	89	0	345	0	832	60	0	892	0	341	101	0	442	1679
Total	0	0	0	0	0	893	0	380	0	1273	0	3387	307	0	3694	0	1473	527	0	2000	6967
Grand Total	0	0	0	0	0	3412	0	3827	4	7243	0	12374	2801	0	15175	0	11053	4587	3	15643	38061
Apprch %	0	0	0	0		47.1	0	52.8	0.1		0	81.5	18.5	0		0	70.7	29.3	0		
Total %	0	0	0	0	0	9	0	10.1	0	19	0	32.5	7.4	0	39.9	0	29	12.1	0	41.1	
Veh	0	0	0	0	0	3364	0	3783	4	7151	0	12240	2675	0	14915	0	10905	4549	3	15457	37523
% Veh	0	0	0	0	0	98.6	0	98.9	100	98.7	0	98.9	95.5	0	98.3	0	98.7	99.2	100	98.8	98.6
Trucks	0	0	0	0	0	48	0	44	0	92	0	134	126	0	260	0	148	38	0	186	538
% Trucks	0	0	0	0	0	1.4	0	1.1	0	1.3	0	1.1	4.5	0	1.7	0	1.3	0.8	0	1.2	1.4
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SW 8th Street & SR 826/Palmetto Expressway -Northbound Ramps

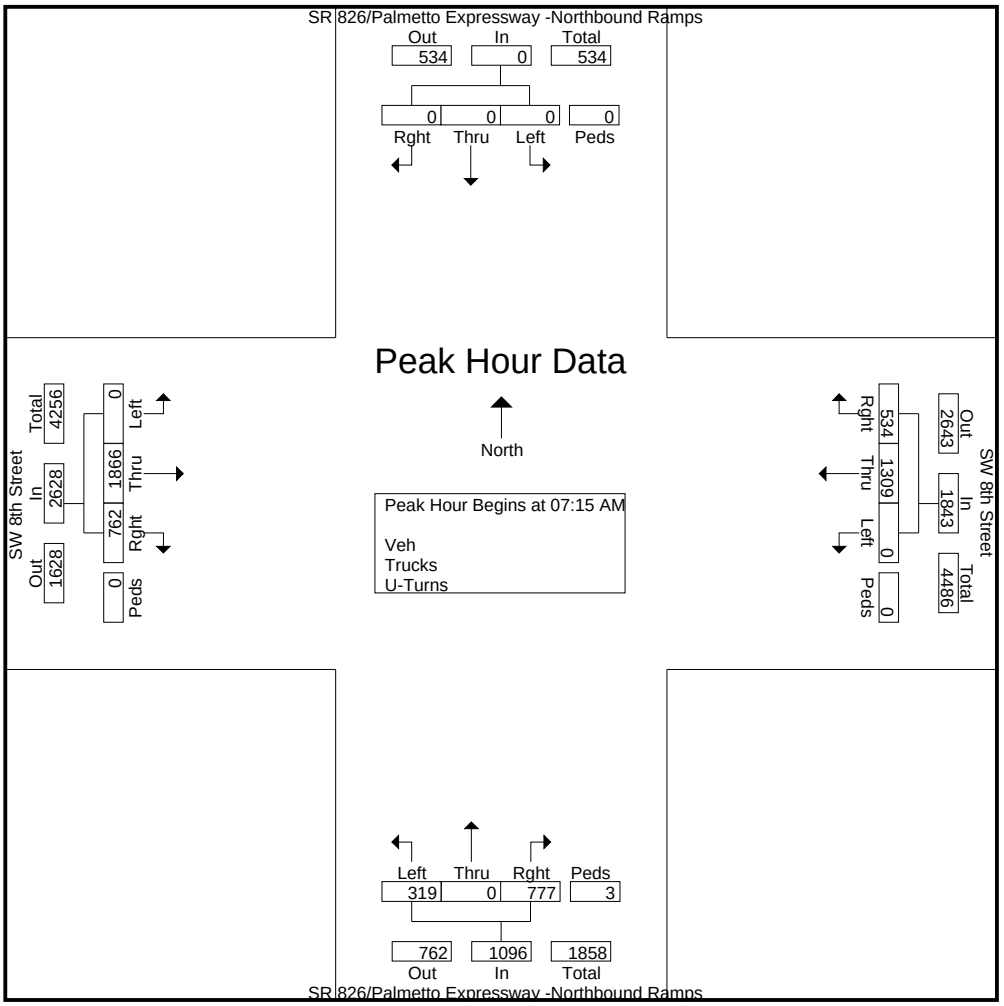
File Name : TMC-16 SW 8th Street & SR 826Palmetto Expressway-Northbound Ramps
Site Code : 00000000
Start Date : 3/18/2014
Page No : 2



SW 8th Street & SR 826/Palmetto Expressway -Northbound Ramps

File Name : TMC-16 SW 8th Street & SR 826Palmetto Expressway-Northbound Ramps
Site Code : 00000000
Start Date : 3/18/2014
Page No : 3

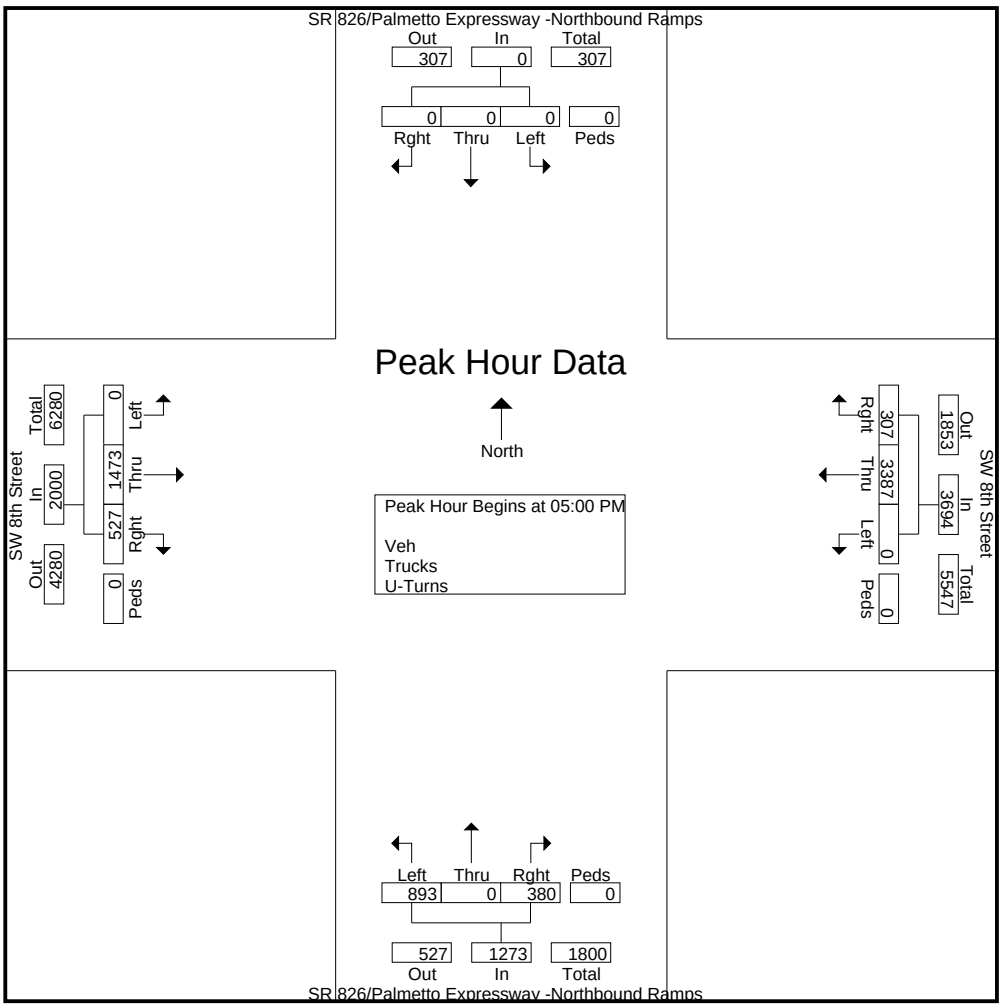
	SR 826/Palmetto Expressway - Northbound Ramps Southbound					SR 826/Palmetto Expressway - Northbound Ramps Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	109	0	216	1	326	0	320	124	0	444	0	495	206	0	701	1471
07:30 AM	0	0	0	0	0	80	0	177	0	257	0	319	135	0	454	0	467	215	0	682	1393
07:45 AM	0	0	0	0	0	76	0	191	0	267	0	347	132	0	479	0	450	177	0	627	1373
08:00 AM	0	0	0	0	0	54	0	193	2	249	0	323	143	0	466	0	454	164	0	618	1333
Total Volume	0	0	0	0	0	319	0	777	3	1099	0	1309	534	0	1843	0	1866	762	0	2628	5570
% App. Total	0	0	0	0		29	0	70.7	0.3		0	71	29	0		0	71	29	0		
PHF	.000	.000	.000	.000	.000	.732	.000	.899	.375	.843	.000	.943	.934	.000	.962	.000	.942	.886	.000	.937	.947



SW 8th Street & SR 826/Palmetto Expressway -Northbound Ramps

File Name : TMC-16 SW 8th Street & SR 826Palmetto Expressway-Northbound Ramps
Site Code : 00000000
Start Date : 3/18/2014
Page No : 4

	SR 826/Palmetto Expressway - Northbound Ramps Southbound					SR 826/Palmetto Expressway - Northbound Ramps Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	209	0	119	0	328	0	927	93	0	1020	0	377	140	0	517	1865
05:15 PM	0	0	0	0	0	221	0	86	0	307	0	812	84	0	896	0	408	157	0	565	1768
05:30 PM	0	0	0	0	0	207	0	86	0	293	0	816	70	0	886	0	347	129	0	476	1655
05:45 PM	0	0	0	0	0	256	0	89	0	345	0	832	60	0	892	0	341	101	0	442	1679
Total Volume	0	0	0	0		893	0	380	0	1273	0	3387	307	0	3694	0	1473	527	0	2000	6967
% App. Total	0	0	0	0		70.1	0	29.9	0		0	91.7	8.3	0		0	73.7	26.4	0		
PHF	.000	.000	.000	.000	.000	.872	.000	.798	.000	.922	.000	.913	.825	.000	.905	.000	.903	.839	.000	.885	.934



SW 8th Street & SR 826/Palmetto Expressway -Northbound Ramps

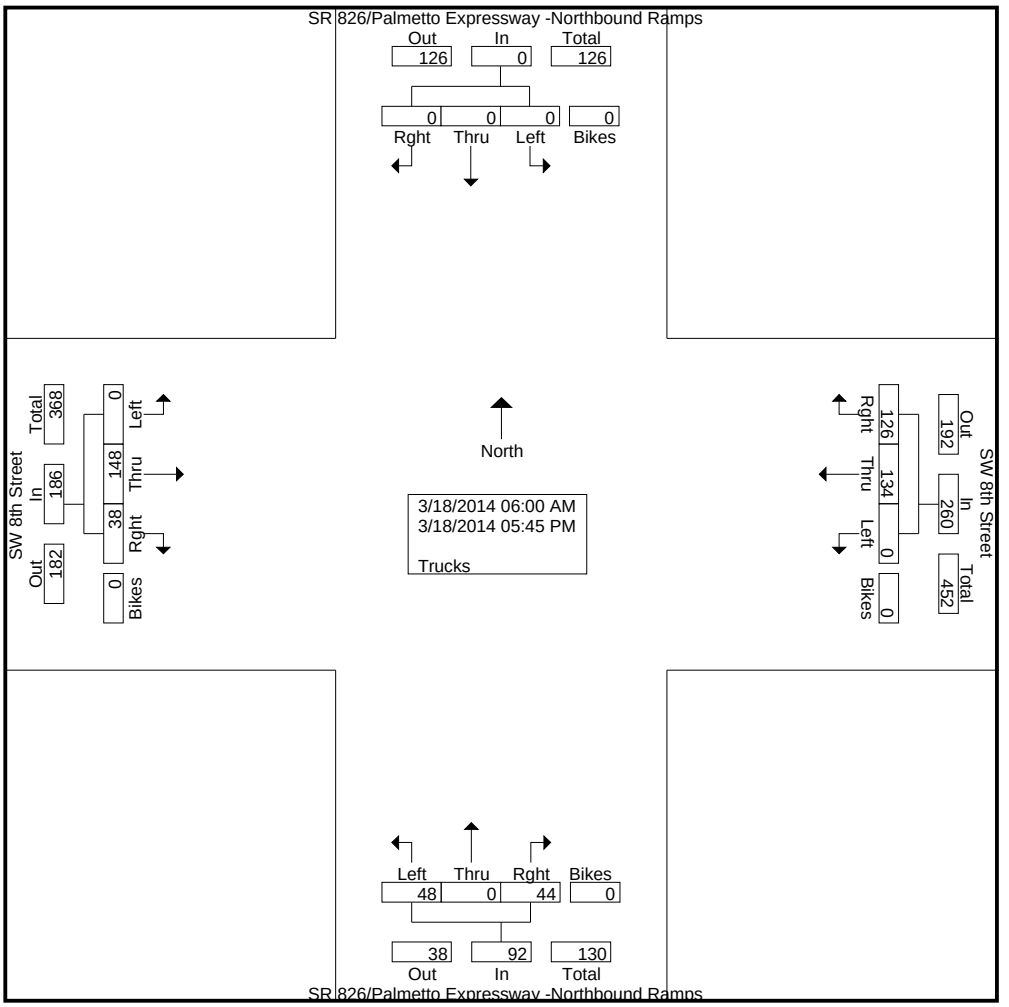
File Name : TMC-16 SW 8th Street & SR 826Palmetto Expressway-Northbound Ramps
Site Code : 00000000
Start Date : 3/18/2014
Page No : 1

Groups Printed- Trucks

	SR 826/Palmetto Expressway - Northbound Ramps Southbound					SR 826/Palmetto Expressway - Northbound Ramps Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
06:00 AM	0	0	0	0	0	1	0	0	0	1	0	4	1	0	5	0	4	1	0	5	11
06:15 AM	0	0	0	0	0	3	0	0	0	3	0	1	1	0	2	0	11	0	0	11	16
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	4	4	0	8	0	4	2	0	6	14
06:45 AM	0	0	0	0	0	1	0	0	0	1	0	5	3	0	8	0	7	1	0	8	17
Total	0	0	0	0	0	5	0	0	0	5	0	14	9	0	23	0	26	4	0	30	58
07:00 AM	0	0	0	0	0	4	0	2	0	6	0	4	2	0	6	0	6	1	0	7	19
07:15 AM	0	0	0	0	0	3	0	2	0	5	0	3	6	0	9	0	7	1	0	8	22
07:30 AM	0	0	0	0	0	0	0	1	0	1	0	2	2	0	4	0	4	2	0	6	11
07:45 AM	0	0	0	0	0	0	0	2	0	2	0	7	8	0	15	0	8	1	0	9	26
Total	0	0	0	0	0	7	0	7	0	14	0	16	18	0	34	0	25	5	0	30	78
08:00 AM	0	0	0	0	0	1	0	5	0	6	0	1	5	0	6	0	2	2	0	4	16
08:15 AM	0	0	0	0	0	0	0	2	0	2	0	6	7	0	13	0	5	2	0	7	22
08:30 AM	0	0	0	0	0	2	0	3	0	5	0	4	5	0	9	0	7	2	0	9	23
08:45 AM	0	0	0	0	0	1	0	1	0	2	0	5	6	0	11	0	5	3	0	8	21
Total	0	0	0	0	0	4	0	11	0	15	0	16	23	0	39	0	19	9	0	28	82
09:00 AM	0	0	0	0	0	1	0	3	0	4	0	11	2	0	13	0	13	2	0	15	32
09:15 AM	0	0	0	0	0	1	0	4	0	5	0	4	5	0	9	0	8	1	0	9	23
09:30 AM	0	0	0	0	0	3	0	3	0	6	0	8	4	0	12	0	8	1	0	9	27
09:45 AM	0	0	0	0	0	1	0	1	0	2	0	6	2	0	8	0	9	1	0	10	20
Total	0	0	0	0	0	6	0	11	0	17	0	29	13	0	42	0	38	5	0	43	102
*** BREAK ***																					
03:00 PM	0	0	0	0	0	4	0	2	0	6	0	0	7	0	7	0	3	1	0	4	17
03:15 PM	0	0	0	0	0	1	0	1	0	2	0	3	8	0	11	0	5	0	0	5	18
03:30 PM	0	0	0	0	0	3	0	1	0	4	0	6	6	0	12	0	5	2	0	7	23
03:45 PM	0	0	0	0	0	0	0	2	0	2	0	13	8	0	21	0	7	2	0	9	32
Total	0	0	0	0	0	8	0	6	0	14	0	22	29	0	51	0	20	5	0	25	90
04:00 PM	0	0	0	0	0	0	0	1	0	1	0	11	5	0	16	0	3	1	0	4	21
04:15 PM	0	0	0	0	0	2	0	2	0	4	0	8	7	0	15	0	3	2	0	5	24
04:30 PM	0	0	0	0	0	1	0	1	0	2	0	3	7	0	10	0	1	1	0	2	14
04:45 PM	0	0	0	0	0	6	0	3	0	9	0	7	3	0	10	0	3	1	0	4	23
Total	0	0	0	0	0	9	0	7	0	16	0	29	22	0	51	0	10	5	0	15	82
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	4	0	0	4	7
05:15 PM	0	0	0	0	0	2	0	0	0	2	0	1	2	0	3	0	1	2	0	3	8
05:30 PM	0	0	0	0	0	4	0	2	0	6	0	3	5	0	8	0	3	2	0	5	19
05:45 PM	0	0	0	0	0	3	0	0	0	3	0	3	3	0	6	0	2	1	0	3	12
Total	0	0	0	0	0	9	0	2	0	11	0	8	12	0	20	0	10	5	0	15	46
Grand Total	0	0	0	0	0	48	0	44	0	92	0	134	126	0	260	0	148	38	0	186	538
Apprch %	0	0	0	0		52.2	0	47.8	0		0	51.5	48.5	0		0	79.6	20.4	0		
Total %	0	0	0	0	0	8.9	0	8.2	0	17.1	0	24.9	23.4	0	48.3	0	27.5	7.1	0	34.6	

SW 8th Street & SR 826/Palmetto Expressway -Northbound Ramps

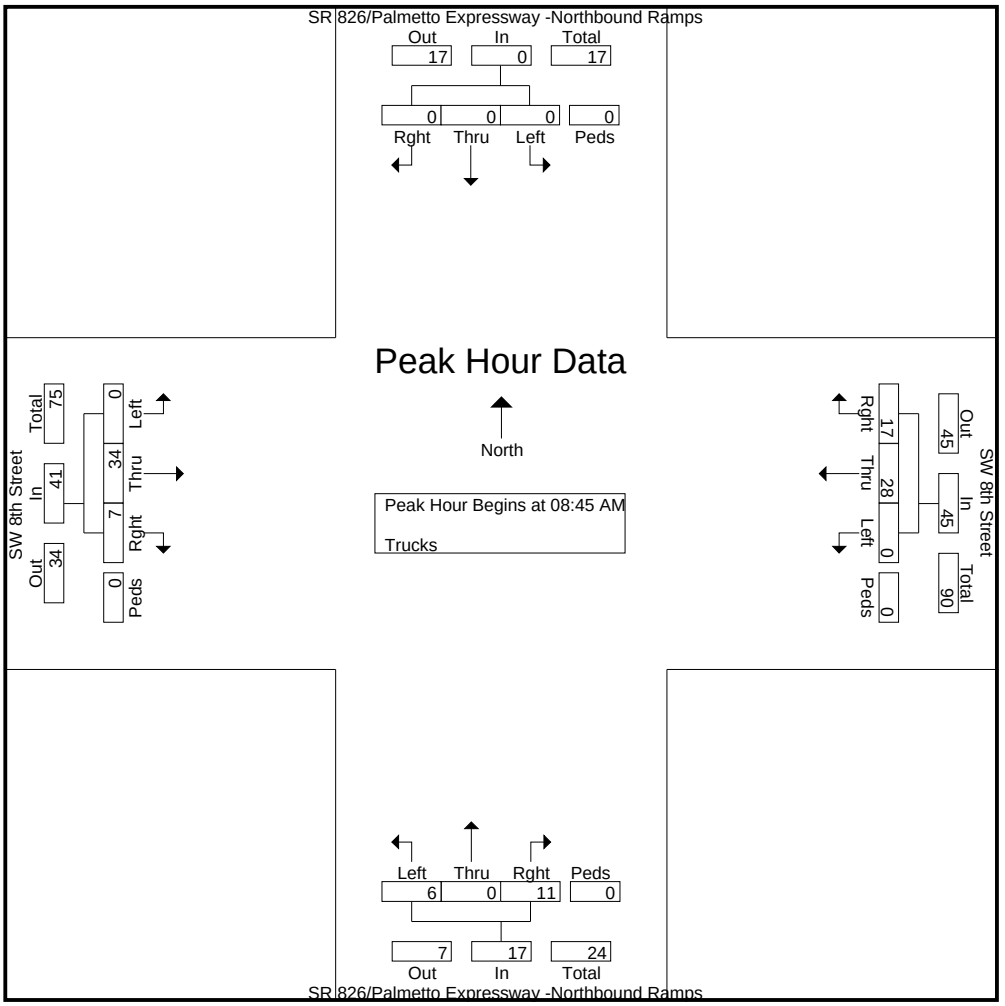
File Name : TMC-16 SW 8th Street & SR 826Palmetto Expressway-Northbound Ramps
Site Code : 00000000
Start Date : 3/18/2014
Page No : 2



SW 8th Street & SR 826/Palmetto Expressway -Northbound Ramps

File Name : TMC-16 SW 8th Street & SR 826Palmetto Expressway-Northbound Ramps
Site Code : 00000000
Start Date : 3/18/2014
Page No : 3

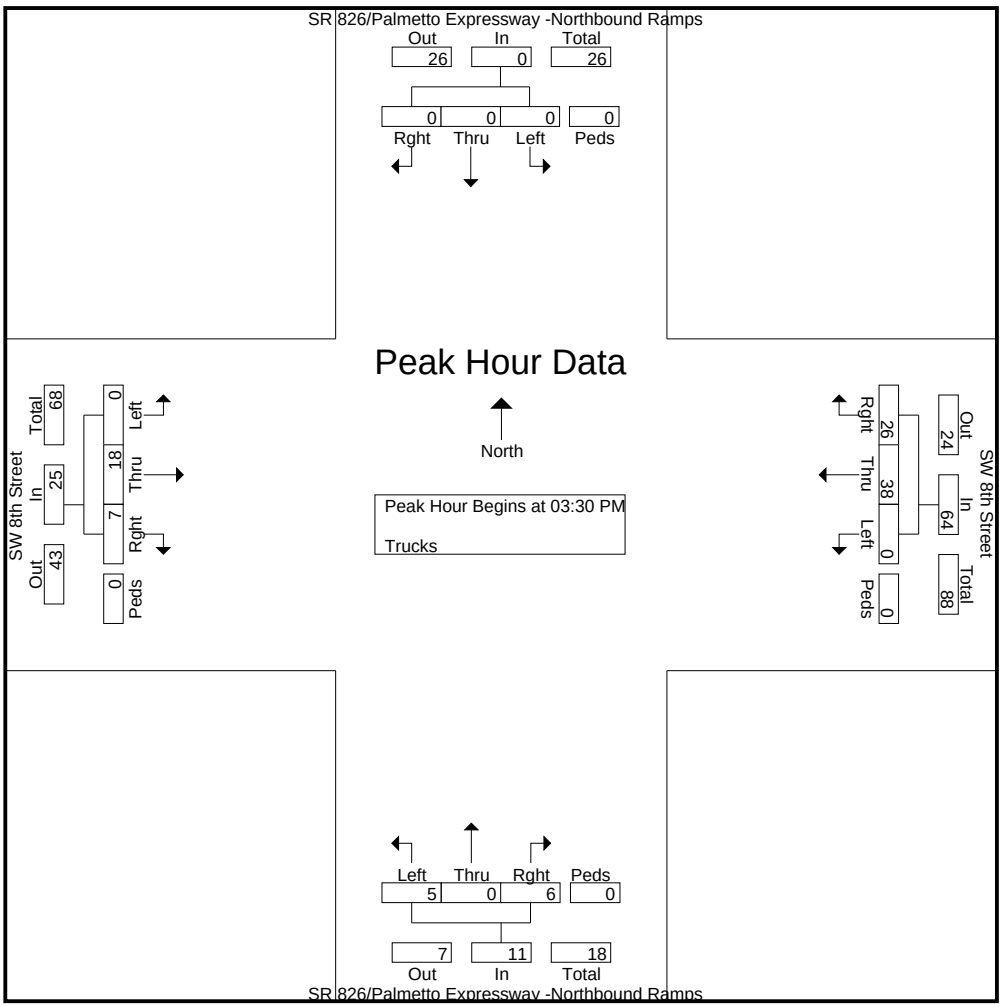
	SR 826/Palmetto Expressway - Northbound Ramps Southbound					SR 826/Palmetto Expressway - Northbound Ramps Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:45 AM																					
08:45 AM	0	0	0	0	0	1	0	1	0	2	0	5	6	0	11	0	5	3	0	8	21
09:00 AM	0	0	0	0	0	1	0	3	0	4	0	11	2	0	13	0	13	2	0	15	32
09:15 AM	0	0	0	0	0	1	0	4	0	5	0	4	5	0	9	0	8	1	0	9	23
09:30 AM	0	0	0	0	0	3	0	3	0	6	0	8	4	0	12	0	8	1	0	9	27
Total Volume	0	0	0	0	0	6	0	11	0	17	0	28	17	0	45	0	34	7	0	41	103
% App. Total	0	0	0	0		35.3	0	64.7	0		0	62.2	37.8	0		0	82.9	17.1	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.688	.000	.708	.000	.636	.708	.000	.865	.000	.654	.583	.000	.683	.805



SW 8th Street & SR 826/Palmetto Expressway -Northbound Ramps

File Name : TMC-16 SW 8th Street & SR 826Palmetto Expressway-Northbound Ramps
Site Code : 00000000
Start Date : 3/18/2014
Page No : 4

	SR 826/Palmetto Expressway - Northbound Ramps Southbound					SR 826/Palmetto Expressway - Northbound Ramps Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	0	0	0	0	3	0	1	0	4	0	6	6	0	12	0	5	2	0	7	23
03:45 PM	0	0	0	0	0	0	0	2	0	2	0	13	8	0	21	0	7	2	0	9	32
04:00 PM	0	0	0	0	0	0	0	1	0	1	0	11	5	0	16	0	3	1	0	4	21
04:15 PM	0	0	0	0	0	2	0	2	0	4	0	8	7	0	15	0	3	2	0	5	24
Total Volume	0	0	0	0	0	5	0	6	0	11	0	38	26	0	64	0	18	7	0	25	100
% App. Total	0	0	0	0		45.5	0	54.5	0		0	59.4	40.6	0		0	72	28	0		
PHF	.000	.000	.000	.000	.000	.417	.000	.750	.000	.688	.000	.731	.813	.000	.762	.000	.643	.875	.000	.694	.781



SW 8th Street & SR 826/Palmetto Expressway -Southbound Ramps

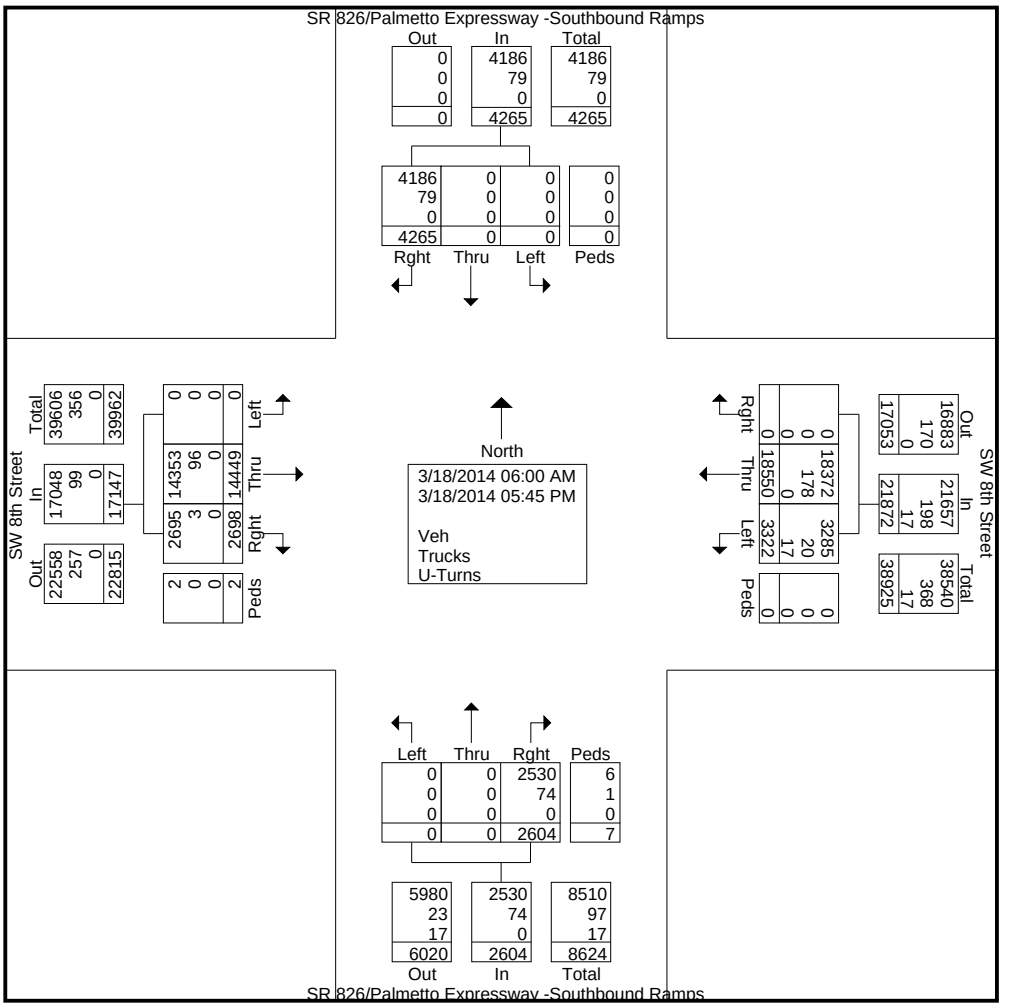
File Name : TMC-15 SW 8th Street & SR 826Palmetto Expressway-Southbound Ramps
Site Code : 00000000
Start Date : 3/18/2014
Page No : 1

Groups Printed- Veh - Trucks - Turns

	SR 826/Palmetto Expressway - Southbound Ramps Southbound					SR 826/Palmetto Expressway - Southbound Ramps Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
06:00 AM	0	0	25	0	25	0	0	43	0	43	30	112	0	0	142	0	289	44	0	333	543
06:15 AM	0	0	44	0	44	0	0	94	0	94	43	198	0	0	241	0	360	59	0	419	798
06:30 AM	0	0	55	0	55	0	0	124	0	124	57	251	0	0	308	0	497	85	0	582	1069
06:45 AM	0	0	49	0	49	0	0	93	0	93	76	348	0	0	424	0	569	113	0	682	1248
Total	0	0	173	0	173	0	0	354	0	354	206	909	0	0	1115	0	1715	301	0	2016	3658
07:00 AM	0	0	116	0	116	0	0	48	0	48	57	428	0	0	485	0	732	102	0	834	1483
07:15 AM	0	0	84	0	84	0	0	66	0	66	90	476	0	0	566	0	768	74	1	843	1559
07:30 AM	0	0	101	0	101	0	0	81	0	81	98	505	0	0	603	0	719	109	0	828	1613
07:45 AM	0	0	108	0	108	0	0	101	0	101	110	494	0	0	604	0	691	114	0	805	1618
Total	0	0	409	0	409	0	0	296	0	296	355	1903	0	0	2258	0	2910	399	1	3310	6273
08:00 AM	0	0	154	0	154	0	0	128	1	129	90	487	0	0	577	0	656	82	0	738	1598
08:15 AM	0	0	129	0	129	0	0	132	1	133	70	534	0	0	604	0	673	128	0	801	1667
08:30 AM	0	0	115	0	115	0	0	129	0	129	110	464	0	0	574	0	544	67	0	611	1429
08:45 AM	0	0	153	0	153	0	0	102	1	103	91	572	0	0	663	0	622	84	0	706	1625
Total	0	0	551	0	551	0	0	491	3	494	361	2057	0	0	2418	0	2495	361	0	2856	6319
09:00 AM	0	0	171	0	171	0	0	106	0	106	78	527	0	0	605	0	578	100	0	678	1560
09:15 AM	0	0	187	0	187	0	0	104	0	104	62	535	0	0	597	0	567	101	0	668	1556
09:30 AM	0	0	183	0	183	0	0	98	0	98	100	536	0	0	636	0	444	72	1	517	1434
09:45 AM	0	0	181	0	181	0	0	89	1	90	71	582	0	0	653	0	491	92	0	583	1507
Total	0	0	722	0	722	0	0	397	1	398	311	2180	0	0	2491	0	2080	365	1	2446	6057
*** BREAK ***																					
03:00 PM	0	0	181	0	181	0	0	82	0	82	106	935	0	0	1041	0	408	78	0	486	1790
03:15 PM	0	0	170	0	170	0	0	93	1	94	153	913	0	0	1066	0	444	102	0	546	1876
03:30 PM	0	0	202	0	202	0	0	83	1	84	143	737	0	0	880	0	402	90	0	492	1658
03:45 PM	0	0	222	0	222	0	0	73	0	73	148	818	0	0	966	0	475	101	0	576	1837
Total	0	0	775	0	775	0	0	331	2	333	550	3403	0	0	3953	0	1729	371	0	2100	7161
04:00 PM	0	0	184	0	184	0	0	91	0	91	184	1074	0	0	1258	0	451	110	0	561	2094
04:15 PM	0	0	189	0	189	0	0	73	0	73	169	1008	0	0	1177	0	448	94	0	542	1981
04:30 PM	0	0	189	0	189	0	0	109	0	109	224	990	0	0	1214	0	431	84	0	515	2027
04:45 PM	0	0	252	0	252	0	0	97	0	97	163	980	0	0	1143	0	415	89	0	504	1996
Total	0	0	814	0	814	0	0	370	0	370	740	4052	0	0	4792	0	1745	377	0	2122	8098
05:00 PM	0	0	229	0	229	0	0	102	0	102	195	1036	0	0	1231	0	442	127	0	569	2131
05:15 PM	0	0	245	0	245	0	0	106	0	106	174	1071	0	0	1245	0	451	129	0	580	2176
05:30 PM	0	0	198	0	198	0	0	83	1	84	215	1110	0	0	1325	0	462	130	0	592	2199
05:45 PM	0	0	149	0	149	0	0	74	0	74	215	829	0	0	1044	0	420	138	0	558	1825
Total	0	0	821	0	821	0	0	365	1	366	799	4046	0	0	4845	0	1775	524	0	2299	8331
Grand Total	0	0	4265	0	4265	0	0	2604	7	2611	3322	18550	0	0	21872	0	14449	2698	2	17149	45897
Apprch %	0	0	100	0		0	0	99.7	0.3		15.2	84.8	0	0		0	84.3	15.7	0		
Total %	0	0	9.3	0	9.3	0	0	5.7	0	5.7	7.2	40.4	0	0	47.7	0	31.5	5.9	0	37.4	
Veh	0	0	4186	0	4186	0	0	2530	6	2536	3285	18372	0	0	21657	0	14353	2695	2	17050	45429
% Veh	0	0	98.1	0	98.1	0	0	97.2	85.7	97.1	98.9	99	0	0	99	0	99.3	99.9	100	99.4	99
Trucks	0	0	79	0	79	0	0	74	1	75	20	178	0	0	198	0	96	3	0	99	451
% Trucks	0	0	1.9	0	1.9	0	0	2.8	14.3	2.9	0.6	1	0	0	0.9	0	0.7	0.1	0	0.6	1
U-Turns	0	0	0	0	0	0	0	0	0	0	17	0	0	0	17	0	0	0	0	0	17
% U-Turns	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0	0.1	0	0	0	0	0	0

SW 8th Street & SR 826/Palmetto Expressway -Southbound Ramps

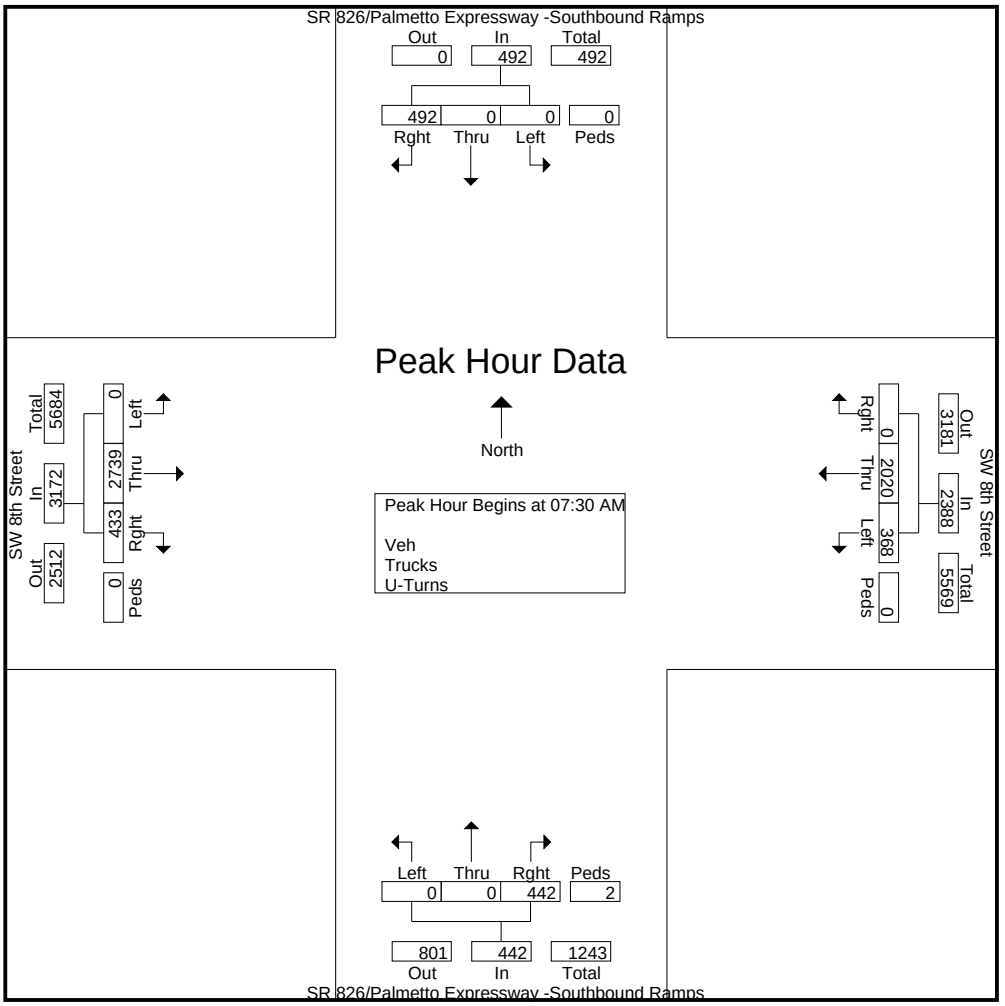
File Name : TMC-15 SW 8th Street & SR 826Palmetto Expressway-Southbound Ramps
Site Code : 00000000
Start Date : 3/18/2014
Page No : 2



SW 8th Street & SR 826/Palmetto Expressway -Southbound Ramps

File Name : TMC-15 SW 8th Street & SR 826Palmetto Expressway-Southbound Ramps
Site Code : 00000000
Start Date : 3/18/2014
Page No : 3

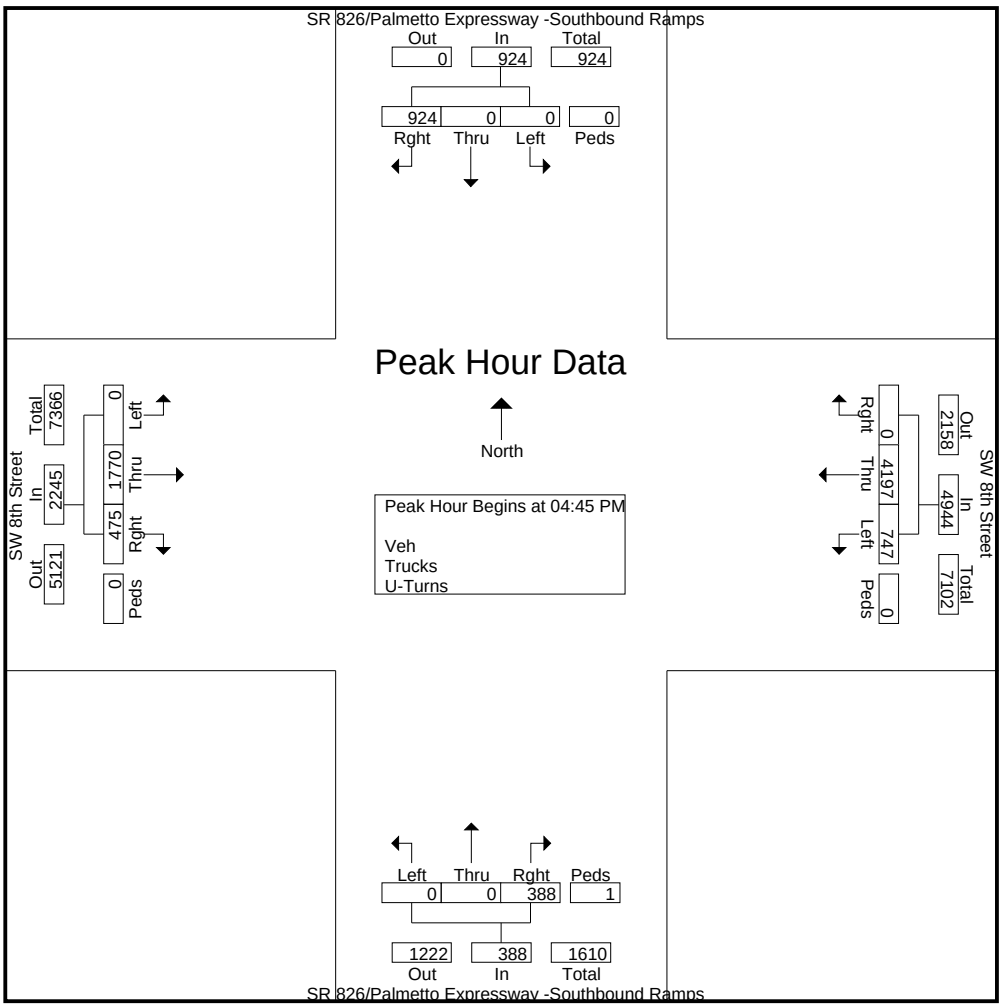
	SR 826/Palmetto Expressway - Southbound Ramps Southbound					SR 826/Palmetto Expressway - Southbound Ramps Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	101	0	101	0	0	81	0	81	98	505	0	0	603	0	719	109	0	828	1613
07:45 AM	0	0	108	0	108	0	0	101	0	101	110	494	0	0	604	0	691	114	0	805	1618
08:00 AM	0	0	154	0	154	0	0	128	1	129	90	487	0	0	577	0	656	82	0	738	1598
08:15 AM	0	0	129	0	129	0	0	132	1	133	70	534	0	0	604	0	673	128	0	801	1667
Total Volume	0	0	492	0	492	0	0	442	2	444	368	2020	0	0	2388	0	2739	433	0	3172	6496
% App. Total	0	0	100	0		0	0	99.5	0.5		15.4	84.6	0	0		0	86.3	13.7	0		
PHF	.000	.000	.799	.000	.799	.000	.000	.837	.500	.835	.836	.946	.000	.000	.988	.000	.952	.846	.000	.958	.974



SW 8th Street & SR 826/Palmetto Expressway -Southbound Ramps

File Name : TMC-15 SW 8th Street & SR 826Palmetto Expressway-Southbound Ramps
Site Code : 00000000
Start Date : 3/18/2014
Page No : 4

	SR 826/Palmetto Expressway - Southbound Ramps Southbound					SR 826/Palmetto Expressway - Southbound Ramps Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	252	0	252	0	0	97	0	97	163	980	0	0	1143	0	415	89	0	504	1996
05:00 PM	0	0	229	0	229	0	0	102	0	102	195	1036	0	0	1231	0	442	127	0	569	2131
05:15 PM	0	0	245	0	245	0	0	106	0	106	174	1071	0	0	1245	0	451	129	0	580	2176
05:30 PM	0	0	198	0	198	0	0	83	1	84	215	1110	0	0	1325	0	462	130	0	592	2199
Total Volume	0	0	924	0	924	0	0	388	1	389	747	4197	0	0	4944	0	1770	475	0	2245	8502
% App. Total	0	0	100	0		0	0	99.7	0.3		15.1	84.9	0	0		0	78.8	21.2	0		
PHF	.000	.000	.917	.000	.917	.000	.000	.915	.250	.917	.869	.945	.000	.000	.933	.000	.958	.913	.000	.948	.967



SW 8th Street & SR 826/Palmetto Expressway -Southbound Ramps

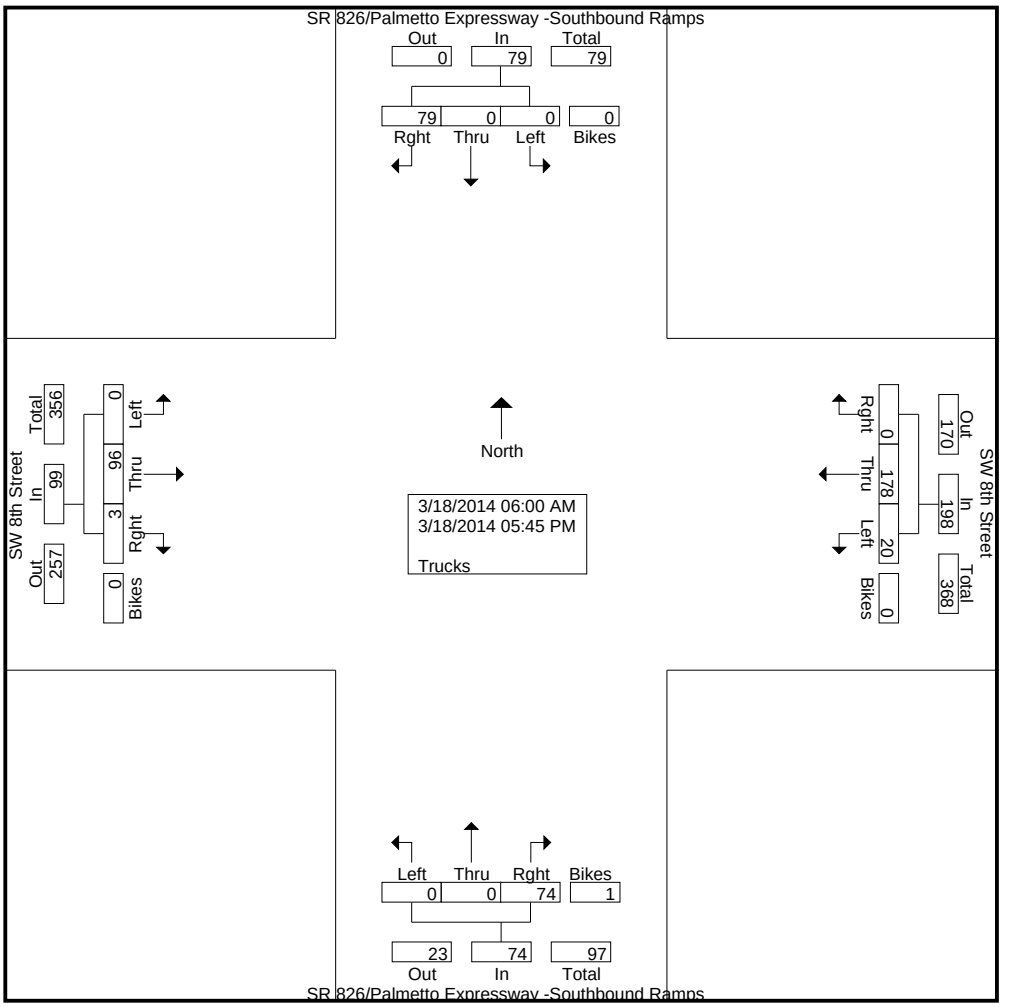
File Name : TMC-15 SW 8th Street & SR 826Palmetto Expressway-Southbound Ramps
Site Code : 00000000
Start Date : 3/18/2014
Page No : 1

Groups Printed- Trucks

	SR 826/Palmetto Expressway - Southbound Ramps Southbound					SR 826/Palmetto Expressway - Southbound Ramps Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
06:00 AM	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4
06:15 AM	0	0	4	0	4	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	6
06:30 AM	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
06:45 AM	0	0	4	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	12	0	12	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	19
07:00 AM	0	0	3	0	3	0	0	3	0	3	0	7	0	0	7	0	3	0	0	3	16
07:15 AM	0	0	0	0	0	0	0	4	0	4	2	12	0	0	14	0	5	0	0	5	23
07:30 AM	0	0	6	0	6	0	0	0	0	0	0	10	0	0	10	0	3	0	0	3	19
07:45 AM	0	0	2	0	2	0	0	5	0	5	2	6	0	0	8	0	4	0	0	4	19
Total	0	0	11	0	11	0	0	12	0	12	4	35	0	0	39	0	15	0	0	15	77
08:00 AM	0	0	5	0	5	0	0	2	0	2	2	10	0	0	12	0	3	0	0	3	22
08:15 AM	0	0	5	0	5	0	0	6	1	7	0	9	0	0	9	0	6	0	0	6	27
08:30 AM	0	0	0	0	0	0	0	9	0	9	1	7	0	0	8	0	5	0	0	5	22
08:45 AM	0	0	2	0	2	0	0	0	0	0	1	11	0	0	12	0	6	0	0	6	20
Total	0	0	12	0	12	0	0	17	1	18	4	37	0	0	41	0	20	0	0	20	91
09:00 AM	0	0	6	0	6	0	0	7	0	7	0	20	0	0	20	0	6	0	0	6	39
09:15 AM	0	0	0	0	0	0	0	5	0	5	0	10	0	0	10	0	2	0	0	2	17
09:30 AM	0	0	6	0	6	0	0	5	0	5	1	6	0	0	7	0	3	0	0	3	21
09:45 AM	0	0	5	0	5	0	0	3	0	3	3	11	0	0	14	0	2	0	0	2	24
Total	0	0	17	0	17	0	0	20	0	20	4	47	0	0	51	0	13	0	0	13	101
*** BREAK ***																					
03:00 PM	0	0	5	0	5	0	0	1	0	1	0	7	0	0	7	0	4	0	0	4	17
03:15 PM	0	0	0	0	0	0	0	3	0	3	2	6	0	0	8	0	5	0	0	5	16
03:30 PM	0	0	0	0	0	0	0	2	0	2	0	8	0	0	8	0	6	0	0	6	16
03:45 PM	0	0	3	0	3	0	0	5	0	5	0	9	0	0	9	0	2	1	0	3	20
Total	0	0	8	0	8	0	0	11	0	11	2	30	0	0	32	0	17	1	0	18	69
04:00 PM	0	0	1	0	1	0	0	1	0	1	1	5	0	0	6	0	3	1	0	4	12
04:15 PM	0	0	5	0	5	0	0	2	0	2	1	5	0	0	6	0	3	0	0	3	16
04:30 PM	0	0	4	0	4	0	0	2	0	2	0	5	0	0	5	0	4	0	0	4	15
04:45 PM	0	0	3	0	3	0	0	0	0	0	2	4	0	0	6	0	6	0	0	6	15
Total	0	0	13	0	13	0	0	5	0	5	4	19	0	0	23	0	16	1	0	17	58
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	5
05:15 PM	0	0	2	0	2	0	0	2	0	2	1	5	0	0	6	0	6	0	0	6	16
05:30 PM	0	0	2	0	2	0	0	0	0	0	1	1	0	0	2	0	1	1	0	2	6
05:45 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	9
Total	0	0	6	0	6	0	0	2	0	2	2	10	0	0	12	0	15	1	0	16	36
Grand Total	0	0	79	0	79	0	0	74	1	75	20	178	0	0	198	0	96	3	0	99	451
Apprch %	0	0	100	0		0	0	98.7	1.3		10.1	89.9	0	0		0	97	3	0		
Total %	0	0	17.5	0	17.5	0	0	16.4	0.2	16.6	4.4	39.5	0	0	43.9	0	21.3	0.7	0	22	

SW 8th Street & SR 826/Palmetto Expressway -Southbound Ramps

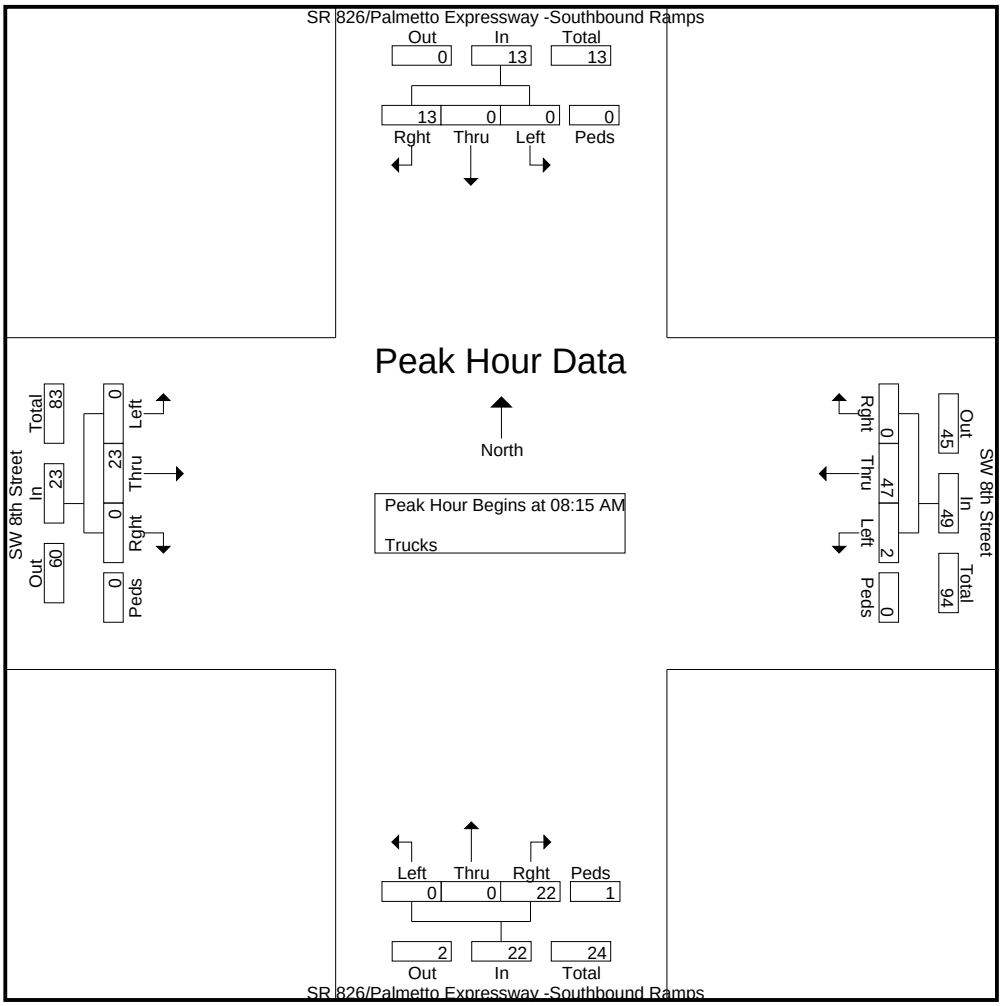
File Name : TMC-15 SW 8th Street & SR 826Palmetto Expressway-Southbound Ramps
Site Code : 00000000
Start Date : 3/18/2014
Page No : 2



SW 8th Street & SR 826/Palmetto Expressway -Southbound Ramps

File Name : TMC-15 SW 8th Street & SR 826Palmetto Expressway-Southbound Ramps
Site Code : 00000000
Start Date : 3/18/2014
Page No : 3

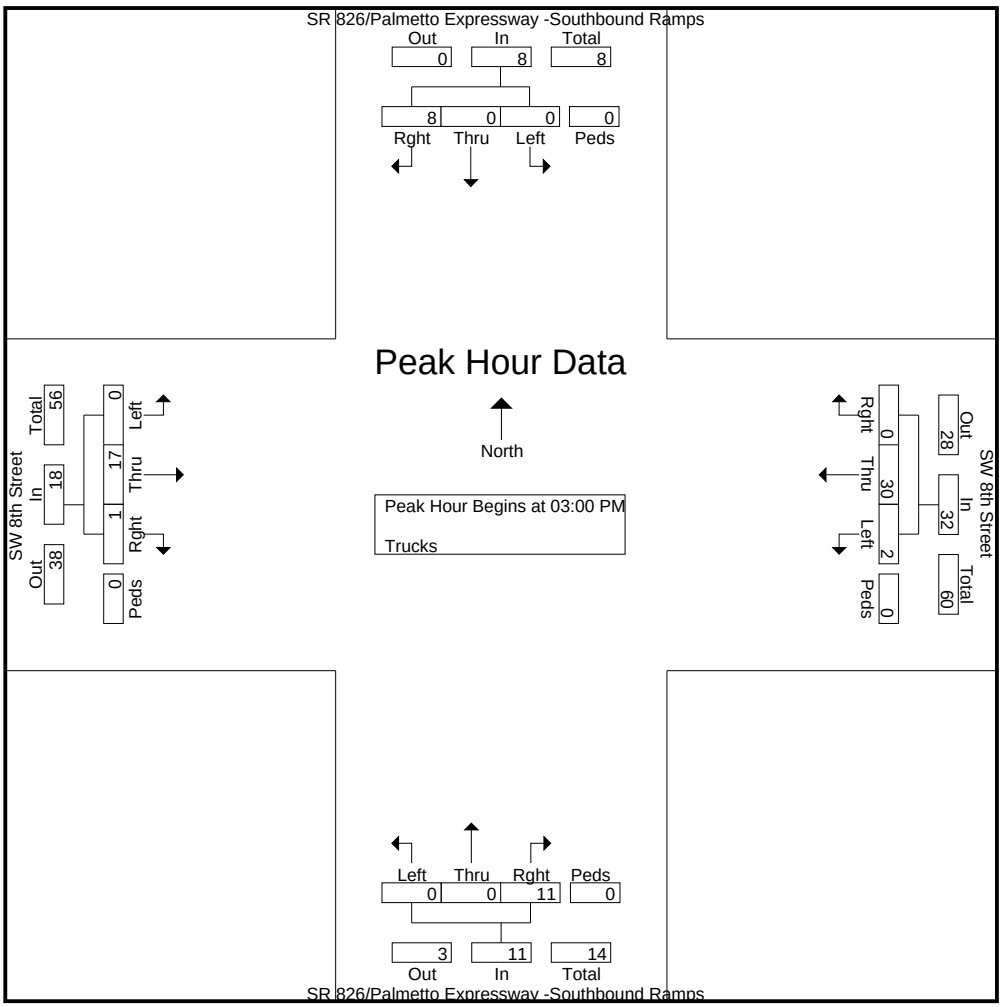
	SR 826/Palmetto Expressway - Southbound Ramps Southbound					SR 826/Palmetto Expressway - Southbound Ramps Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	0	0	5	0	5	0	0	6	1	7	0	9	0	0	9	0	6	0	0	6	27
08:30 AM	0	0	0	0	0	0	0	9	0	9	1	7	0	0	8	0	5	0	0	5	22
08:45 AM	0	0	2	0	2	0	0	0	0	0	1	11	0	0	12	0	6	0	0	6	20
09:00 AM	0	0	6	0	6	0	0	7	0	7	0	20	0	0	20	0	6	0	0	6	39
Total Volume	0	0	13	0	13	0	0	22	1	23	2	47	0	0	49	0	23	0	0	23	108
% App. Total	0	0	100	0		0	0	95.7	4.3		4.1	95.9	0	0		0	100	0	0		
PHF	.000	.000	.542	.000	.542	.000	.000	.611	.250	.639	.500	.588	.000	.000	.613	.000	.958	.000	.000	.958	.692



SW 8th Street & SR 826/Palmetto Expressway -Southbound Ramps

File Name : TMC-15 SW 8th Street & SR 826Palmetto Expressway-Southbound Ramps
Site Code : 00000000
Start Date : 3/18/2014
Page No : 4

	SR 826/Palmetto Expressway - Southbound Ramps Southbound					SR 826/Palmetto Expressway - Southbound Ramps Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	5	0	5	0	0	1	0	1	0	7	0	0	7	0	4	0	0	4	17
03:15 PM	0	0	0	0	0	0	0	3	0	3	2	6	0	0	8	0	5	0	0	5	16
03:30 PM	0	0	0	0	0	0	0	2	0	2	0	8	0	0	8	0	6	0	0	6	16
03:45 PM	0	0	3	0	3	0	0	5	0	5	0	9	0	0	9	0	2	1	0	3	20
Total Volume	0	0	8	0	8	0	0	11	0	11	2	30	0	0	32	0	17	1	0	18	69
% App. Total	0	0	100	0		0	0	100	0		6.2	93.8	0	0		0	94.4	5.6	0		
PHF	.000	.000	.400	.000	.400	.000	.000	.550	.000	.550	.250	.833	.000	.000	.889	.000	.708	.250	.000	.750	.863



SW 8th Street & SR 826/Palmetto Expressway -Southbound Ramps

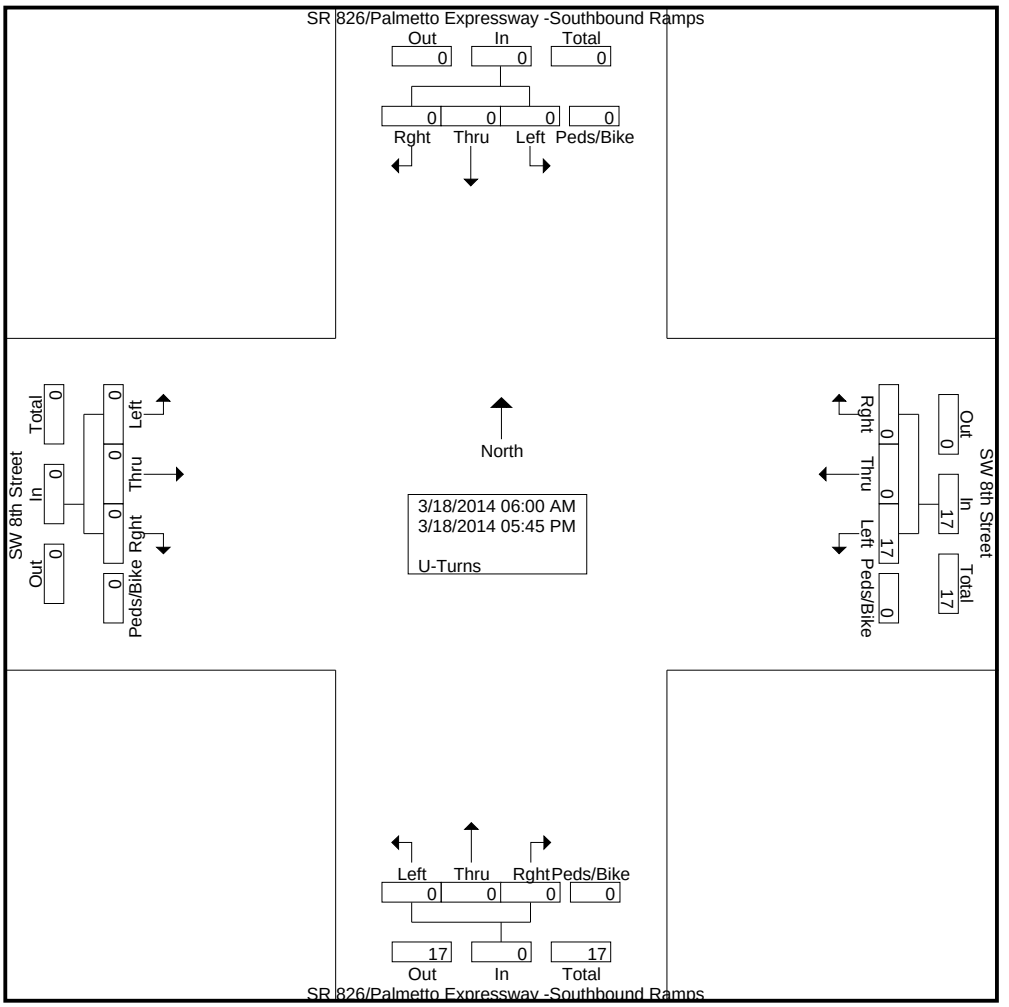
File Name : TMC-15 SW 8th Street & SR 826Palmetto Expressway-Southbound Ramps
Site Code : 00000000
Start Date : 3/18/2014
Page No : 1

Groups Printed- Turns

	SR 826/Palmetto Expressway - Southbound Ramps Southbound					SR 826/Palmetto Expressway - Southbound Ramps Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
*** BREAK ***																					
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
03:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5
04:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5
Grand Total	0	0	0	0	0	0	0	0	0	0	17	0	0	0	17	0	0	0	0	0	17
Apprch %	0	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	

SW 8th Street & SR 826/Palmetto Expressway -Southbound Ramps

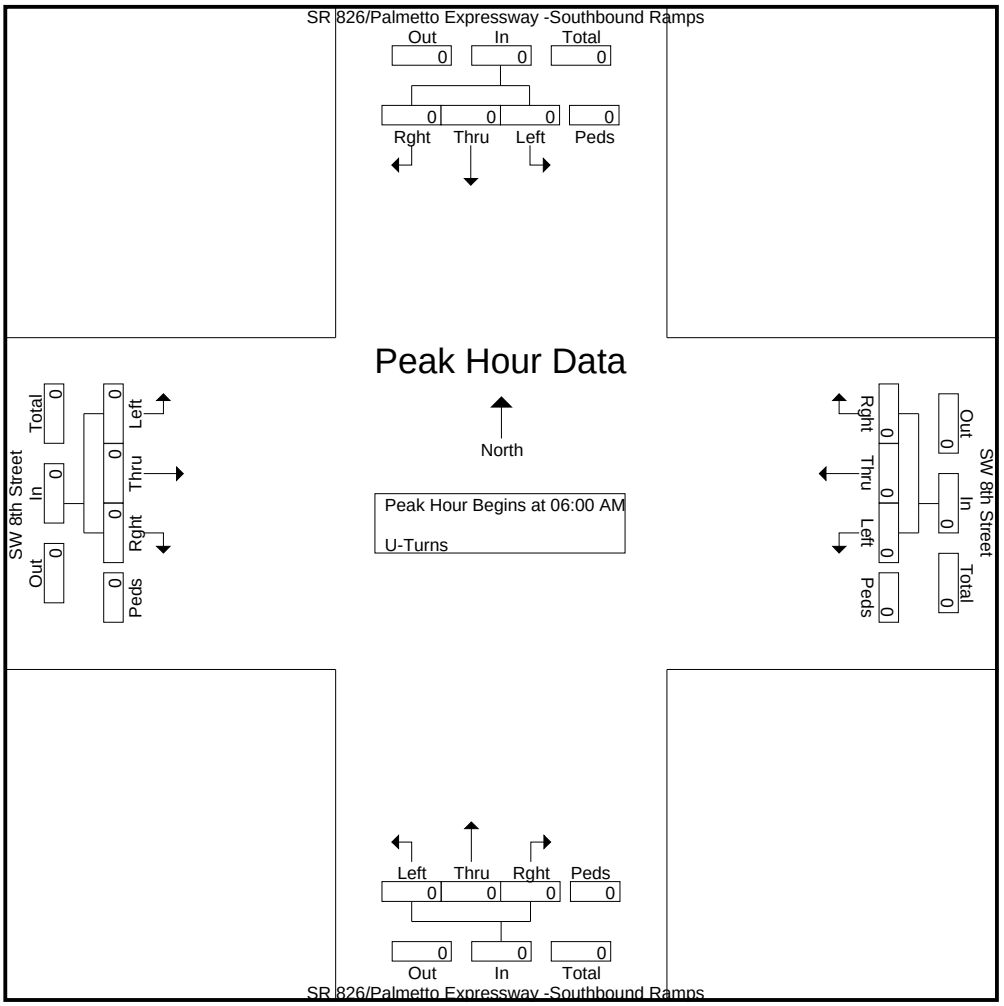
File Name : TMC-15 SW 8th Street & SR 826Palmetto Expressway-Southbound Ramps
Site Code : 00000000
Start Date : 3/18/2014
Page No : 2



SW 8th Street & SR 826/Palmetto Expressway -Southbound Ramps

File Name : TMC-15 SW 8th Street & SR 826Palmetto Expressway-Southbound Ramps
Site Code : 00000000
Start Date : 3/18/2014
Page No : 3

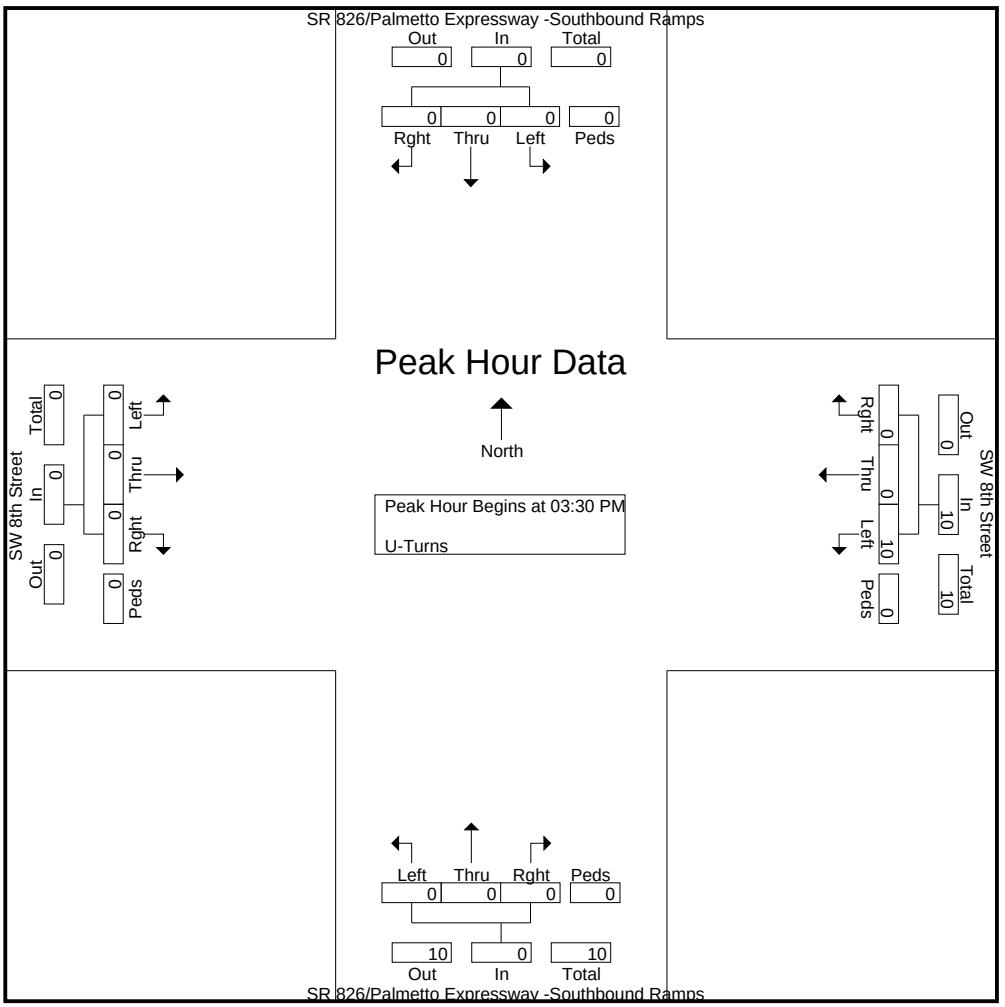
	SR 826/Palmetto Expressway - Southbound Ramps Southbound					SR 826/Palmetto Expressway - Southbound Ramps Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:00 AM																					
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



SW 8th Street & SR 826/Palmetto Expressway -Southbound Ramps

File Name : TMC-15 SW 8th Street & SR 826Palmetto Expressway-Southbound Ramps
Site Code : 00000000
Start Date : 3/18/2014
Page No : 4

	SR 826/Palmetto Expressway - Southbound Ramps Southbound					SR 826/Palmetto Expressway - Southbound Ramps Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	10
% App. Total	0	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.000	.000	.000	.000	.000	.625



SW 8th Street & SW 74th Avenue

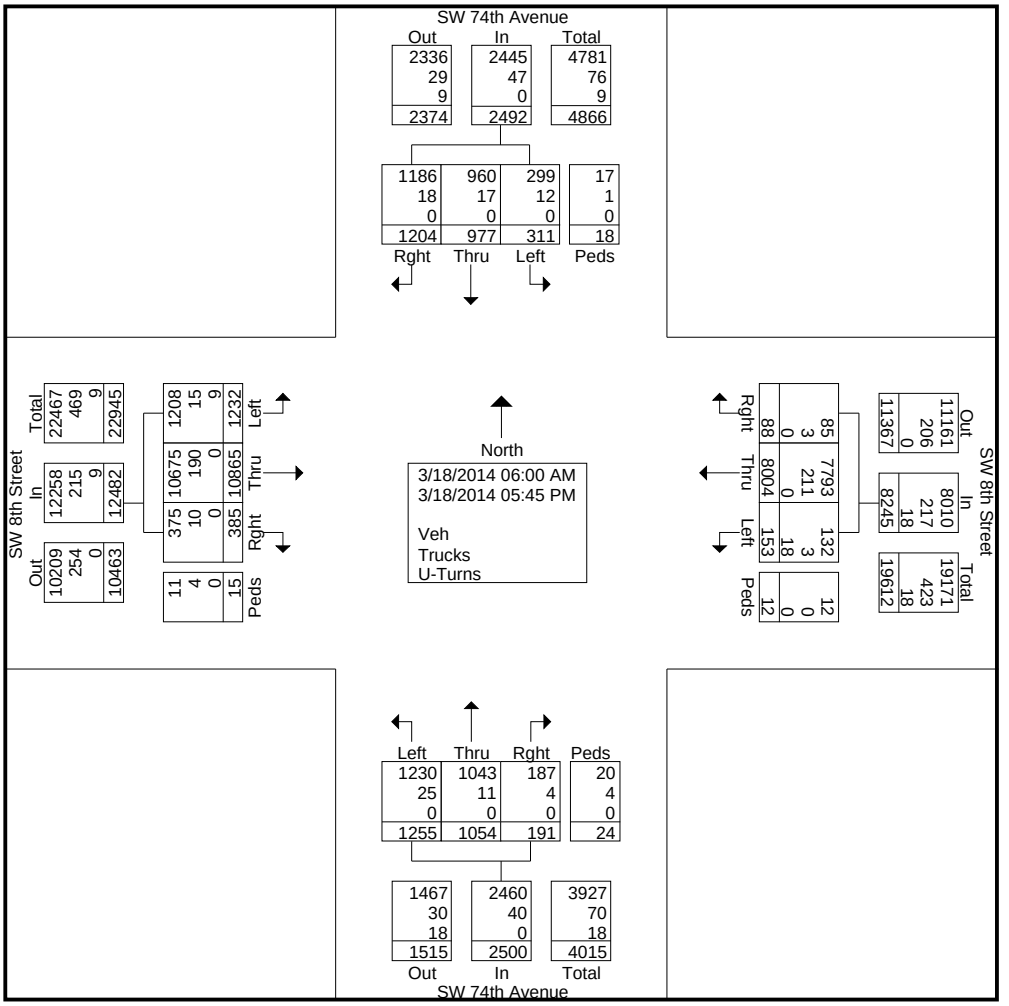
File Name : TMC-19 SW 8th Street & SW 74th Avenue
Site Code : 00000000
Start Date : 3/18/2014
Page No : 1

Groups Printed- Veh - Trucks - Turns

	SW 74th Avenue Southbound					SW 74th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
06:00 AM	9	14	12	0	35	35	16	8	0	59	4	84	7	1	96	12	200	4	0	216	406
06:15 AM	3	26	18	0	47	38	16	6	0	60	4	111	11	1	127	34	302	3	0	339	573
06:30 AM	7	22	34	0	63	46	26	1	2	75	8	120	8	0	136	49	391	8	1	449	723
06:45 AM	6	25	26	0	57	44	32	6	0	82	6	140	9	0	155	61	460	3	0	524	818
Total	25	87	90	0	202	163	90	21	2	276	22	455	35	2	514	156	1353	18	1	1528	2520
07:00 AM	7	16	10	0	33	57	31	5	0	93	2	197	1	0	200	60	442	10	0	512	838
07:15 AM	6	30	23	0	59	52	52	7	0	111	5	236	2	2	245	67	481	13	0	561	976
07:30 AM	6	30	17	0	53	54	62	6	0	122	1	297	5	0	303	64	458	23	1	546	1024
07:45 AM	6	36	23	1	66	54	52	7	0	113	0	294	2	2	298	65	553	15	0	633	1110
Total	25	112	73	1	211	217	197	25	0	439	8	1024	10	4	1046	256	1934	61	1	2252	3948
08:00 AM	18	45	39	0	102	59	61	7	1	128	2	302	1	0	305	45	533	11	1	590	1125
08:15 AM	6	30	12	2	50	68	68	4	0	140	3	287	3	0	293	66	547	7	0	620	1103
08:30 AM	10	37	23	4	74	64	52	6	0	122	9	270	0	4	283	58	515	14	1	588	1067
08:45 AM	11	32	21	2	66	55	52	4	1	112	3	282	3	0	288	72	482	10	0	564	1030
Total	45	144	95	8	292	246	233	21	2	502	17	1141	7	4	1169	241	2077	42	2	2362	4325
09:00 AM	12	29	23	1	65	50	69	13	0	132	2	229	2	0	233	80	455	13	2	550	980
09:15 AM	14	18	10	0	42	44	34	8	2	88	3	272	7	1	283	41	476	6	0	523	936
09:30 AM	15	16	15	0	46	46	29	11	0	86	7	312	7	0	326	46	408	15	0	469	927
09:45 AM	8	17	19	0	44	49	31	17	0	97	2	291	5	0	298	34	357	8	0	399	838
Total	49	80	67	1	197	189	163	49	2	403	14	1104	21	1	1140	201	1696	42	2	1941	3681
*** BREAK ***																					
03:00 PM	10	42	39	0	91	44	40	8	0	92	10	327	3	0	340	23	339	19	0	381	904
03:15 PM	13	42	47	0	102	48	27	8	1	84	2	351	5	0	358	23	283	17	0	323	867
03:30 PM	11	28	36	0	75	35	26	9	2	72	7	334	0	0	341	25	313	13	0	351	839
03:45 PM	18	51	38	0	107	26	46	12	2	86	13	371	0	0	384	27	350	15	0	392	969
Total	52	163	160	0	375	153	139	37	5	334	32	1383	8	0	1423	98	1285	64	0	1447	3579
04:00 PM	14	48	58	0	120	38	35	6	1	80	9	339	2	0	350	28	311	16	0	355	905
04:15 PM	11	56	60	0	127	41	26	8	1	76	6	368	0	0	374	21	327	17	0	365	942
04:30 PM	10	49	61	2	122	33	26	7	1	67	7	393	1	0	401	37	293	14	4	348	938
04:45 PM	15	34	136	0	185	34	31	4	0	69	8	361	1	0	370	32	327	18	0	377	1001
Total	50	187	315	2	554	146	118	25	3	292	30	1461	4	0	1495	118	1258	65	4	1445	3786
05:00 PM	20	59	98	0	177	39	29	4	3	75	6	400	0	0	406	48	355	20	1	424	1082
05:15 PM	15	42	117	5	179	29	32	6	4	71	10	336	0	1	347	36	320	27	1	384	981
05:30 PM	13	44	95	1	153	31	33	1	0	65	2	361	0	0	363	47	305	24	2	378	959
05:45 PM	17	59	94	0	170	42	20	2	3	67	12	339	3	0	354	31	282	22	1	336	927
Total	65	204	404	6	679	141	114	13	10	278	30	1436	3	1	1470	162	1262	93	5	1522	3949
Grand Total	311	977	1204	18	2510	1255	1054	191	24	2524	153	8004	88	12	8257	1232	10865	385	15	12497	25788
Apprch %	12.4	38.9	48	0.7		49.7	41.8	7.6	1		1.9	96.9	1.1	0.1		9.9	86.9	3.1	0.1		
Total %	1.2	3.8	4.7	0.1	9.7	4.9	4.1	0.7	0.1	9.8	0.6	31	0.3	0	32	4.8	42.1	1.5	0.1	48.5	
Veh	299	960	1186	17	2462	1230	1043	187	20	2480	132	7793	85	12	8022	1208	10675	375	11	12269	25233
% Veh	96.1	98.3	98.5	94.4	98.1	98	99	97.9	83.3	98.3	86.3	97.4	96.6	100	97.2	98.1	98.3	97.4	73.3	98.2	97.8
Trucks	12	17	18	1	48	25	11	4	4	44	3	211	3	0	217	15	190	10	4	219	528
% Trucks	3.9	1.7	1.5	5.6	1.9	2	1	2.1	16.7	1.7	2	2.6	3.4	0	2.6	1.2	1.7	2.6	26.7	1.8	2
U-Turns	0	0	0	0	0	0	0	0	0	0	18	0	0	0	18	9	0	0	0	9	27
% U-Turns	0	0	0	0	0	0	0	0	0	0	11.8	0	0	0	0.2	0.7	0	0	0	0.1	0.1

SW 8th Street & SW 74th Avenue

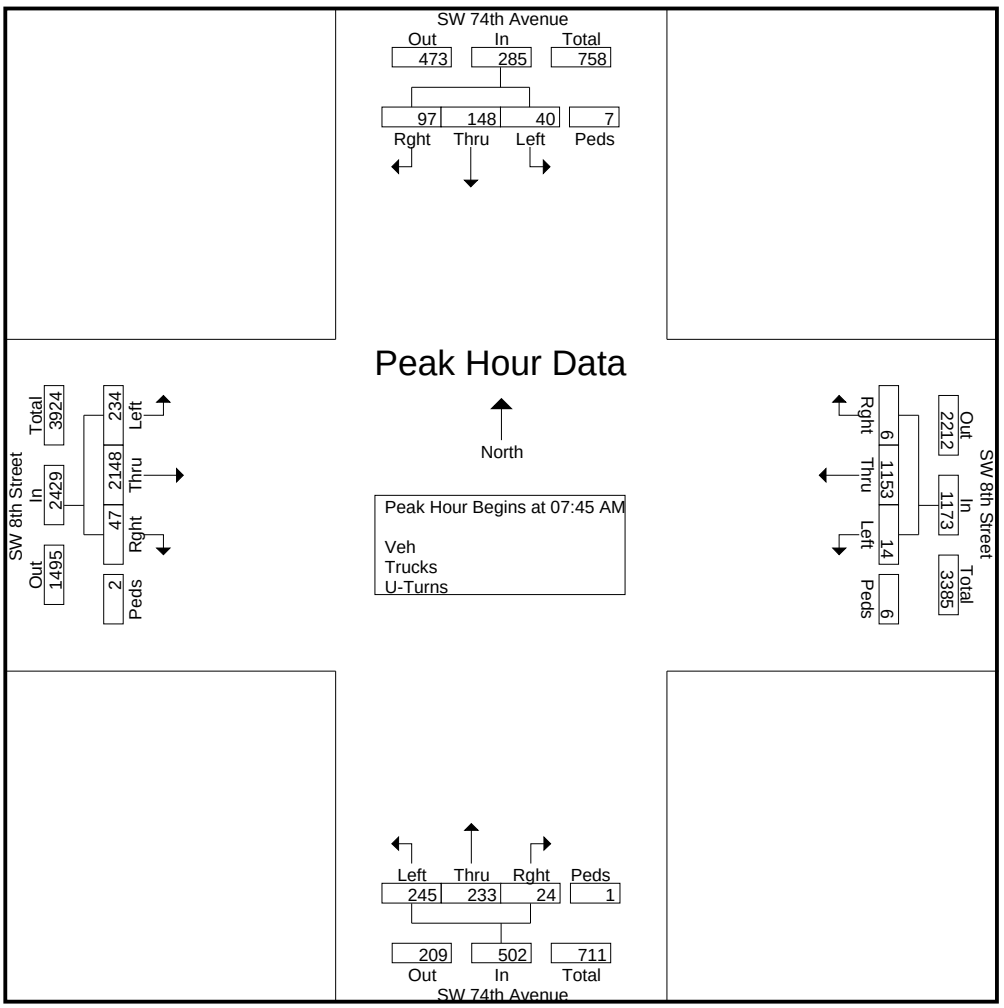
File Name : TMC-19 SW 8th Street & SW 74th Avenue
Site Code : 00000000
Start Date : 3/18/2014
Page No : 2



SW 8th Street & SW 74th Avenue

File Name : TMC-19 SW 8th Street & SW 74th Avenue
Site Code : 00000000
Start Date : 3/18/2014
Page No : 3

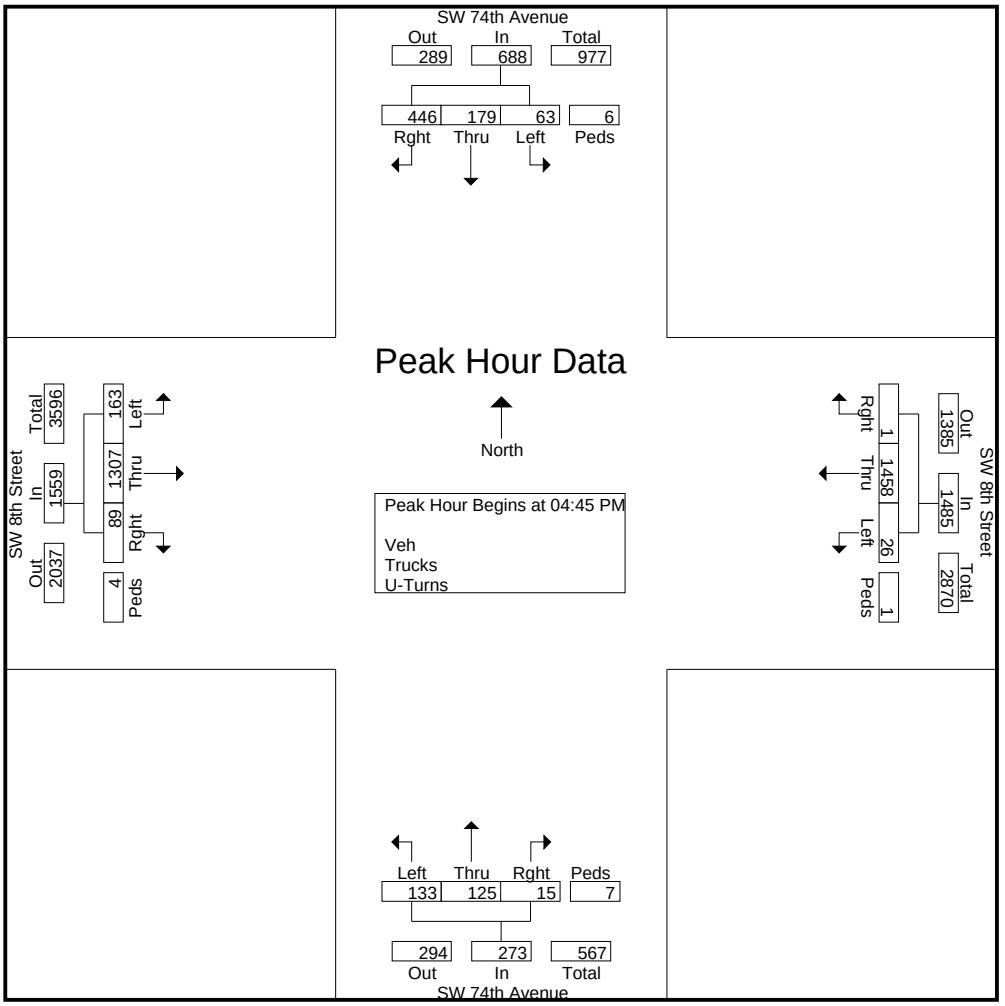
	SW 74th Avenue Southbound					SW 74th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	6	36	23	1	66	54	52	7	0	113	0	294	2	2	298	65	553	15	0	633	1110
08:00 AM	18	45	39	0	102	59	61	7	1	128	2	302	1	0	305	45	533	11	1	590	1125
08:15 AM	6	30	12	2	50	68	68	4	0	140	3	287	3	0	293	66	547	7	0	620	1103
08:30 AM	10	37	23	4	74	64	52	6	0	122	9	270	0	4	283	58	515	14	1	588	1067
Total Volume	40	148	97	7	292	245	233	24	1	503	14	1153	6	6	1179	234	2148	47	2	2431	4405
% App. Total	13.7	50.7	33.2	2.4		48.7	46.3	4.8	0.2		1.2	97.8	0.5	0.5		9.6	88.4	1.9	0.1		
PHF	.556	.822	.622	.438	.716	.901	.857	.857	.250	.898	.389	.954	.500	.375	.966	.886	.971	.783	.500	.960	.979



SW 8th Street & SW 74th Avenue

File Name : TMC-19 SW 8th Street & SW 74th Avenue
Site Code : 00000000
Start Date : 3/18/2014
Page No : 4

	SW 74th Avenue Southbound					SW 74th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	15	34	136	0	185	34	31	4	0	69	8	361	1	0	370	32	327	18	0	377	1001
05:00 PM	20	59	98	0	177	39	29	4	3	75	6	400	0	0	406	48	355	20	1	424	1082
05:15 PM	15	42	117	5	179	29	32	6	4	71	10	336	0	1	347	36	320	27	1	384	981
05:30 PM	13	44	95	1	153	31	33	1	0	65	2	361	0	0	363	47	305	24	2	378	959
Total Volume	63	179	446	6	694	133	125	15	7	280	26	1458	1	1	1486	163	1307	89	4	1563	4023
% App. Total	9.1	25.8	64.3	0.9		47.5	44.6	5.4	2.5		1.7	98.1	0.1	0.1		10.4	83.6	5.7	0.3		
PHF	.788	.758	.820	.300	.938	.853	.947	.625	.438	.933	.650	.911	.250	.250	.915	.849	.920	.824	.500	.922	.930



SW 8th Street & SW 74th Avenue

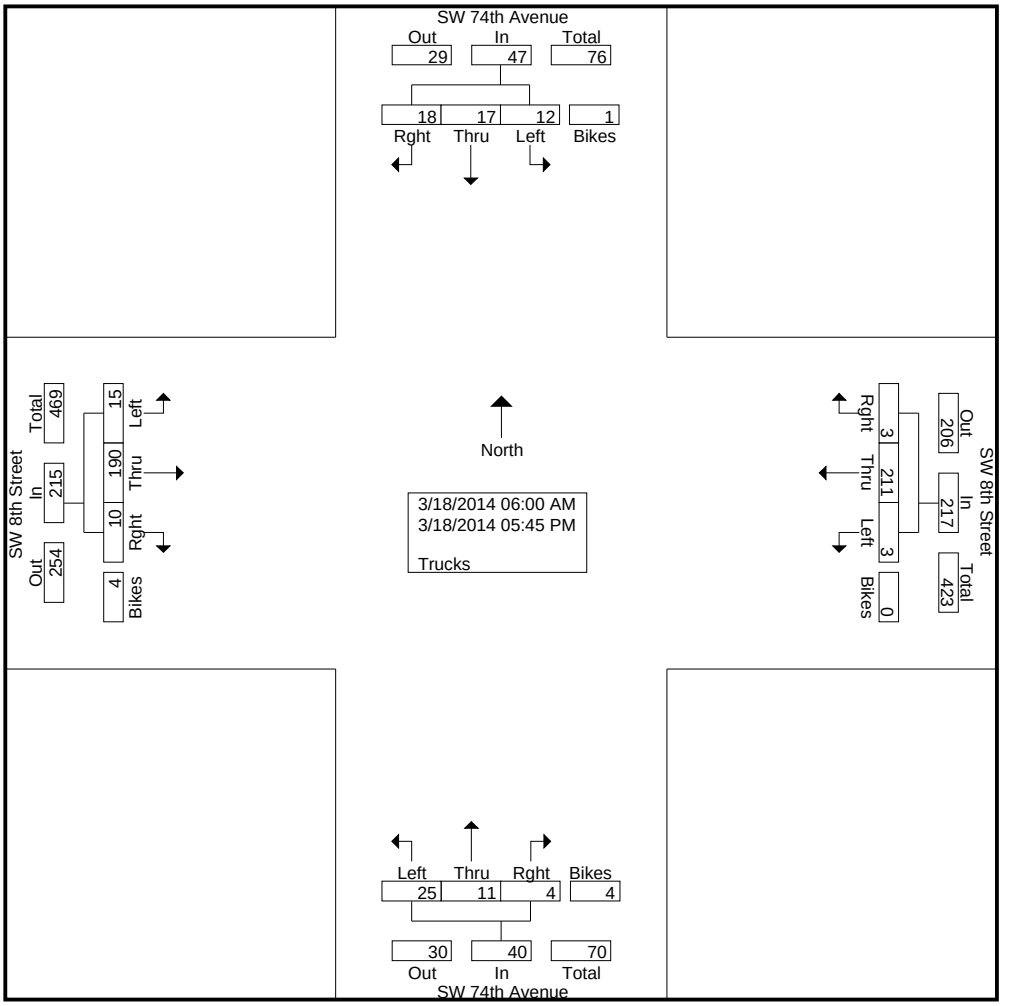
File Name : TMC-19 SW 8th Street & SW 74th Avenue
Site Code : 00000000
Start Date : 3/18/2014
Page No : 1

Groups Printed- Trucks

	SW 74th Avenue Southbound					SW 74th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
06:00 AM	0	1	0	0	1	1	1	0	0	2	0	7	0	0	7	0	4	0	0	4	14
06:15 AM	0	3	0	0	3	0	0	0	0	0	2	8	0	0	10	2	11	0	0	13	26
06:30 AM	1	1	2	0	4	3	1	0	2	6	0	6	0	0	6	1	6	0	1	8	24
06:45 AM	1	1	1	0	3	0	0	0	0	0	0	11	3	0	14	0	12	1	0	13	30
Total	2	6	3	0	11	4	2	0	2	8	2	32	3	0	37	3	33	1	1	38	94
07:00 AM	1	0	1	0	2	1	0	0	0	1	0	4	0	0	4	0	7	0	0	7	14
07:15 AM	0	0	0	0	0	1	0	1	0	2	0	9	0	0	9	0	10	0	0	10	21
07:30 AM	0	0	0	0	0	1	3	0	0	4	0	4	0	0	4	0	6	0	0	6	14
07:45 AM	0	0	2	0	2	6	0	0	0	6	0	7	0	0	7	0	7	2	0	9	24
Total	1	0	3	0	4	9	3	1	0	13	0	24	0	0	24	0	30	2	0	32	73
08:00 AM	0	1	1	0	2	1	0	0	0	1	0	9	0	0	9	2	5	2	1	10	22
08:15 AM	1	1	0	0	2	2	1	0	0	3	0	9	0	0	9	0	7	0	0	7	21
08:30 AM	1	1	4	0	6	1	1	1	0	3	0	6	0	0	6	0	12	0	0	12	27
08:45 AM	1	0	0	0	1	1	0	0	1	2	0	10	0	0	10	1	6	0	0	7	20
Total	3	3	5	0	11	5	2	1	1	9	0	34	0	0	34	3	30	2	1	36	90
09:00 AM	0	1	0	1	2	1	0	0	0	1	0	18	0	0	18	1	14	0	2	17	38
09:15 AM	0	0	0	0	0	1	0	0	1	2	0	10	0	0	10	1	22	0	0	23	35
09:30 AM	0	1	1	0	2	0	1	0	0	1	0	8	0	0	8	0	10	0	0	10	21
09:45 AM	0	1	1	0	2	1	0	1	0	2	0	10	0	0	10	1	13	2	0	16	30
Total	0	3	2	1	6	3	1	1	1	6	0	46	0	0	46	3	59	2	2	66	124
*** BREAK ***																					
03:00 PM	0	0	0	0	0	1	1	0	0	2	0	3	0	0	3	0	1	0	0	1	6
03:15 PM	0	0	0	0	0	1	0	0	0	1	0	7	0	0	7	0	6	2	0	8	16
03:30 PM	3	1	3	0	7	1	1	0	0	2	0	10	0	0	10	3	4	0	0	7	26
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	18	0	0	18	0	3	0	0	3	22
Total	3	2	3	0	8	3	2	0	0	5	0	38	0	0	38	3	14	2	0	19	70
04:00 PM	0	0	1	0	1	0	0	1	0	1	0	5	0	0	5	2	9	0	0	11	18
04:15 PM	1	1	1	0	3	1	0	0	0	1	1	8	0	0	9	0	4	0	0	4	17
04:30 PM	2	2	0	0	4	0	0	0	0	0	0	6	0	0	6	0	2	0	0	2	12
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	2	0	0	2	6
Total	3	3	2	0	8	1	1	1	0	3	1	22	0	0	23	2	17	0	0	19	53
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	1	4	0	0	5	9
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	7
Total	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	1	7	1	0	9	24
Grand Total	12	17	18	1	48	25	11	4	4	44	3	211	3	0	217	15	190	10	4	219	528
Apprch %	25	35.4	37.5	2.1		56.8	25	9.1	9.1		1.4	97.2	1.4	0		6.8	86.8	4.6	1.8		
Total %	2.3	3.2	3.4	0.2	9.1	4.7	2.1	0.8	0.8	8.3	0.6	40	0.6	0	41.1	2.8	36	1.9	0.8	41.5	

SW 8th Street & SW 74th Avenue

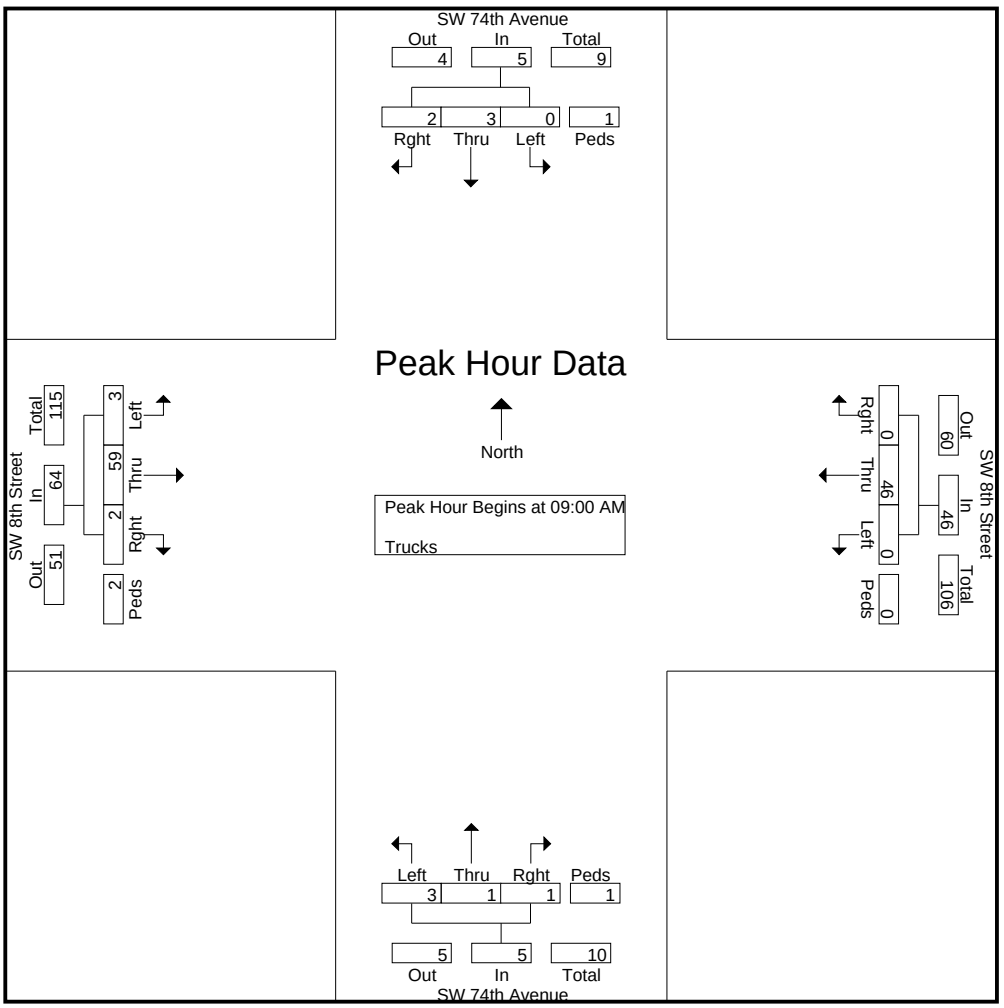
File Name : TMC-19 SW 8th Street & SW 74th Avenue
Site Code : 00000000
Start Date : 3/18/2014
Page No : 2



SW 8th Street & SW 74th Avenue

File Name : TMC-19 SW 8th Street & SW 74th Avenue
Site Code : 00000000
Start Date : 3/18/2014
Page No : 3

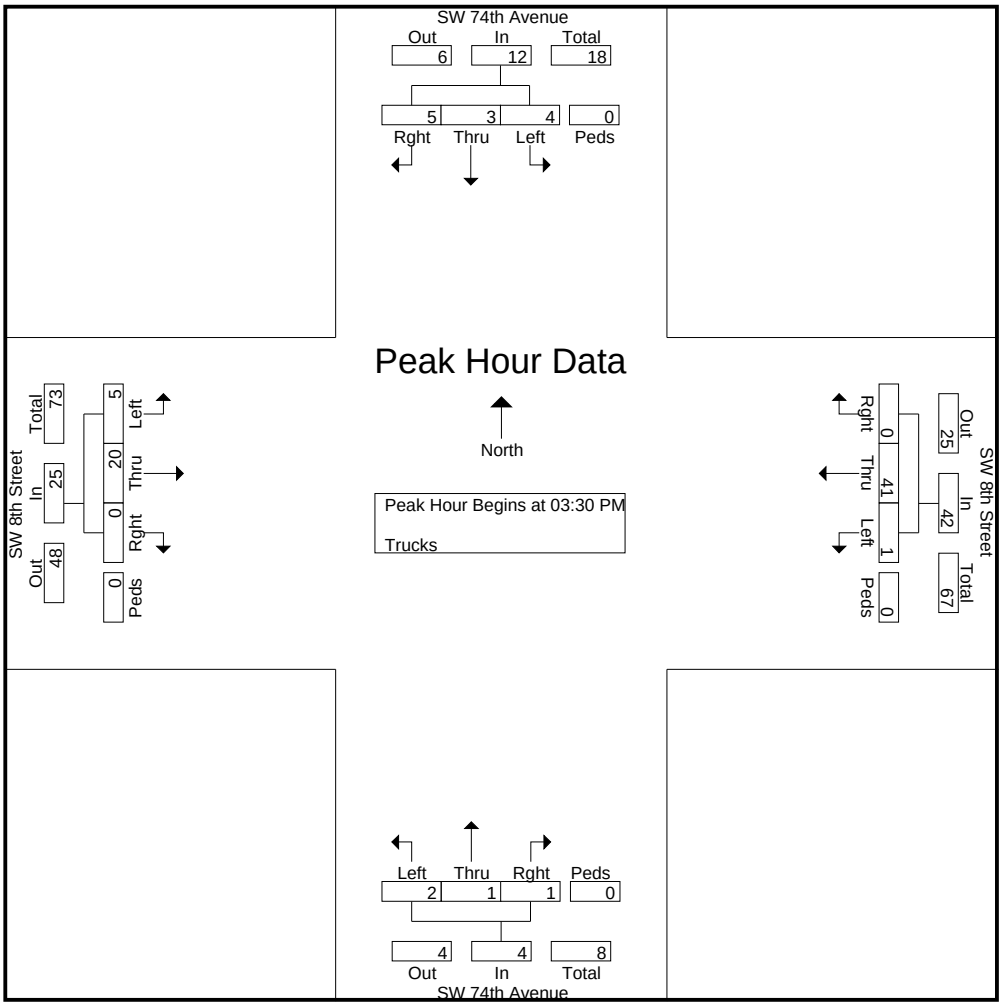
	SW 74th Avenue Southbound					SW 74th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:00 AM																					
09:00 AM	0	1	0	1	2	1	0	0	0	1	0	18	0	0	18	1	14	0	2	17	38
09:15 AM	0	0	0	0	0	1	0	0	1	2	0	10	0	0	10	1	22	0	0	23	35
09:30 AM	0	1	1	0	2	0	1	0	0	1	0	8	0	0	8	0	10	0	0	10	21
09:45 AM	0	1	1	0	2	1	0	1	0	2	0	10	0	0	10	1	13	2	0	16	30
Total Volume	0	3	2	1	6	3	1	1	1	6	0	46	0	0	46	3	59	2	2	66	124
% App. Total	0	50	33.3	16.7		50	16.7	16.7	16.7		0	100	0	0		4.5	89.4	3	3		
PHF	.000	.750	.500	.250	.750	.750	.250	.250	.250	.750	.000	.639	.000	.000	.639	.750	.670	.250	.250	.717	.816



SW 8th Street & SW 74th Avenue

File Name : TMC-19 SW 8th Street & SW 74th Avenue
Site Code : 00000000
Start Date : 3/18/2014
Page No : 4

	SW 74th Avenue Southbound					SW 74th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	3	1	3	0	7	1	1	0	0	2	0	10	0	0	10	3	4	0	0	7	26
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	18	0	0	18	0	3	0	0	3	22
04:00 PM	0	0	1	0	1	0	0	1	0	1	0	5	0	0	5	2	9	0	0	11	18
04:15 PM	1	1	1	0	3	1	0	0	0	1	1	8	0	0	9	0	4	0	0	4	17
Total Volume	4	3	5	0	12	2	1	1	0	4	1	41	0	0	42	5	20	0	0	25	83
% App. Total	33.3	25	41.7	0		50	25	25	0		2.4	97.6	0	0		20	80	0	0		
PHF	.333	.750	.417	.000	.429	.500	.250	.250	.000	.500	.250	.569	.000	.000	.583	.417	.556	.000	.000	.568	.798



SW 8th Street & SW 74th Avenue

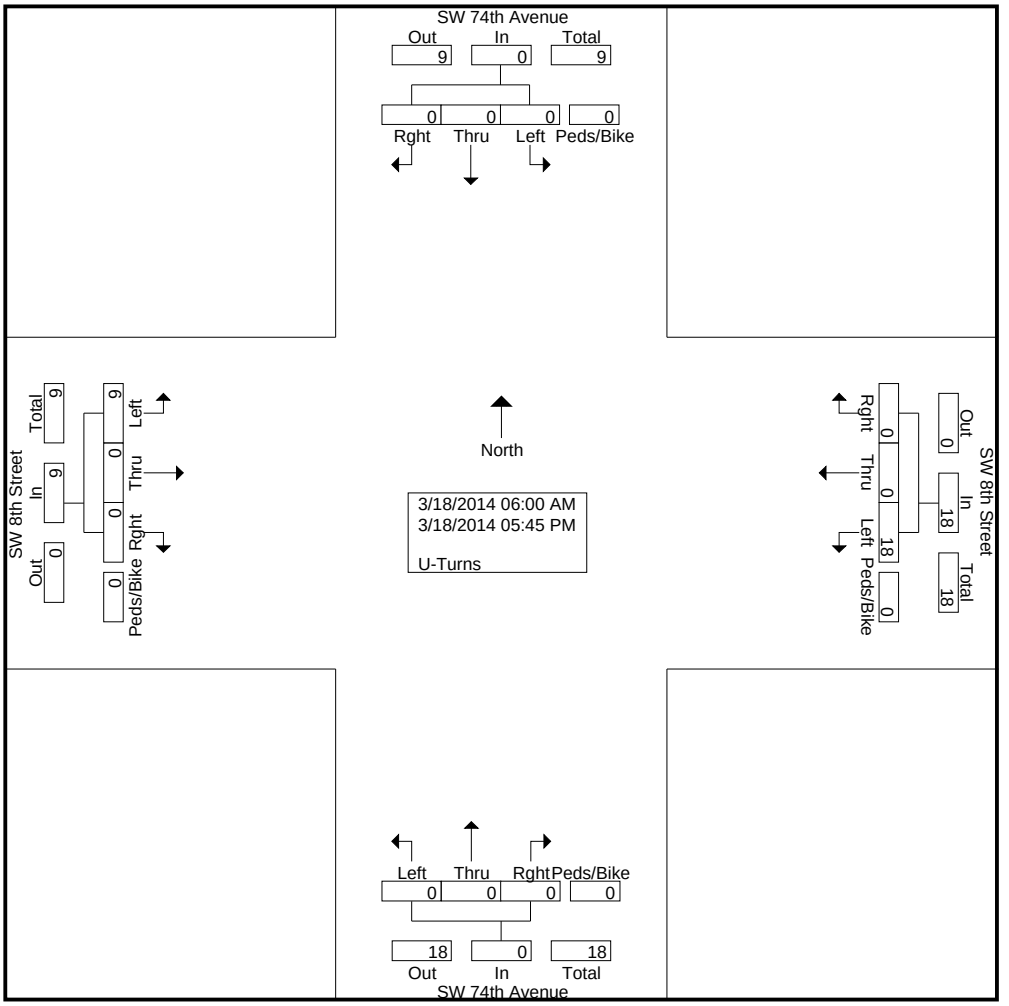
File Name : TMC-19 SW 8th Street & SW 74th Avenue
Site Code : 00000000
Start Date : 3/18/2014
Page No : 1

Groups Printed- Turns

	SW 74th Avenue Southbound					SW 74th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
*** BREAK ***																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
*** BREAK ***																					
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	2	0	0	0	2	6
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
09:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	1	0	0	0	1	6
*** BREAK ***																					
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
03:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	4
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	2	0	0	0	2	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	3
Grand Total	0	0	0	0	0	0	0	0	0	0	18	0	0	0	18	9	0	0	0	9	27
Apprch %	0	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	66.7	0	0	0	66.7	33.3	0	0	0	33.3	

SW 8th Street & SW 74th Avenue

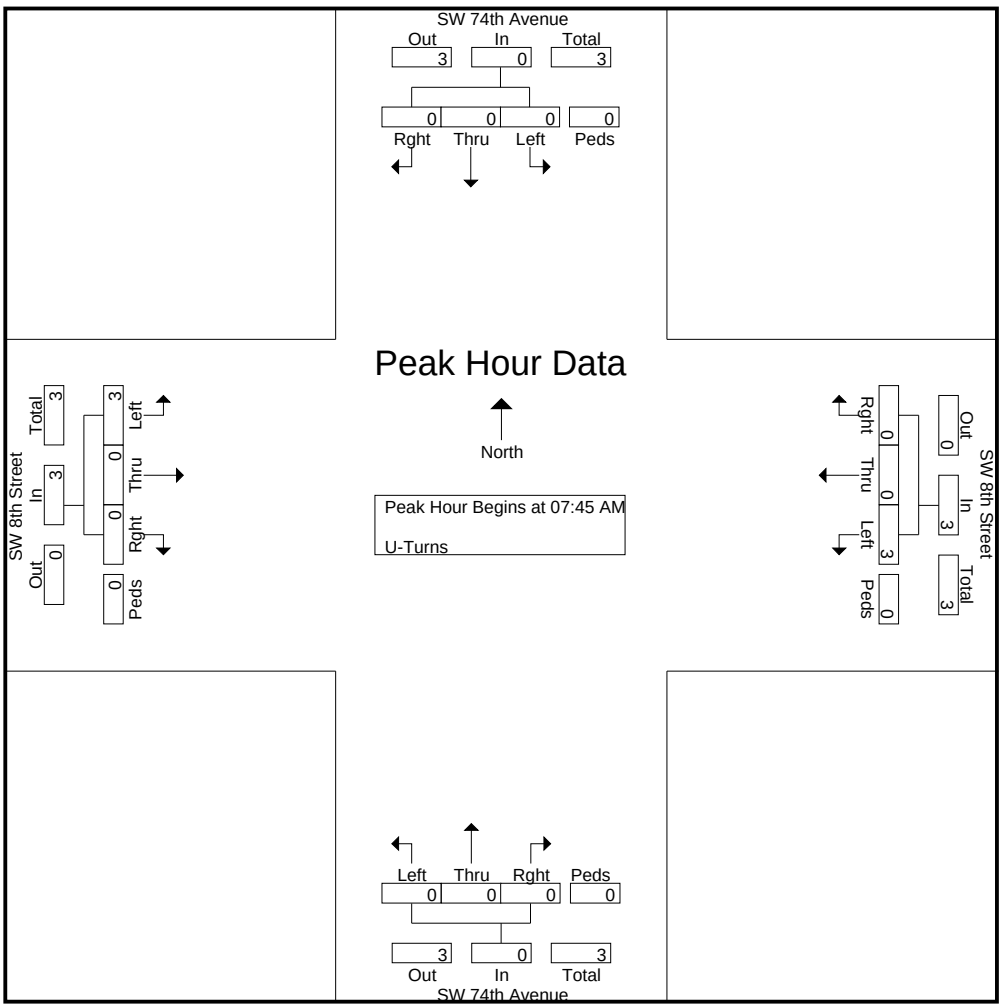
File Name : TMC-19 SW 8th Street & SW 74th Avenue
Site Code : 00000000
Start Date : 3/18/2014
Page No : 2



SW 8th Street & SW 74th Avenue

File Name : TMC-19 SW 8th Street & SW 74th Avenue
Site Code : 00000000
Start Date : 3/18/2014
Page No : 3

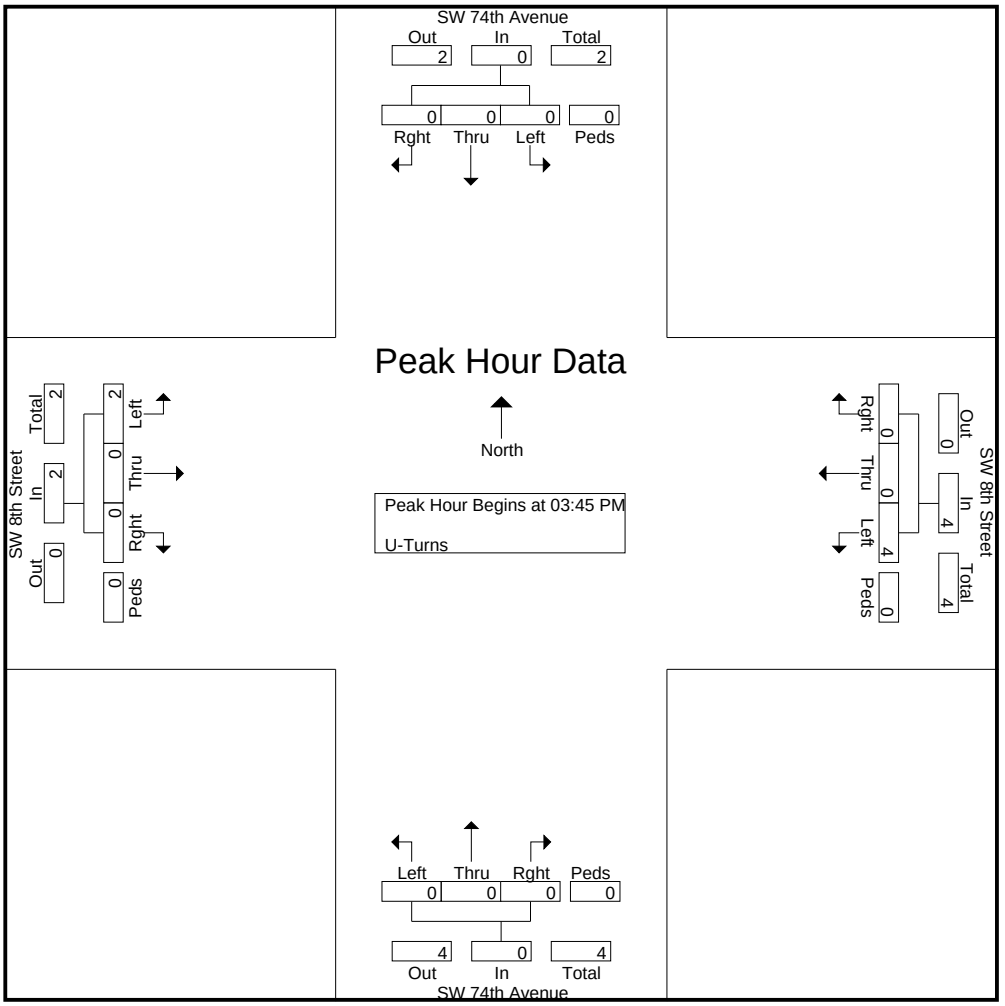
	SW 74th Avenue Southbound					SW 74th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	0	3	6
% App. Total	0	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375	.750	.000	.000	.000	.750	.500



SW 8th Street & SW 74th Avenue

File Name : TMC-19 SW 8th Street & SW 74th Avenue
Site Code : 00000000
Start Date : 3/18/2014
Page No : 4

	SW 74th Avenue Southbound					SW 74th Avenue Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	2	0	0	0	2	6
% App. Total	0	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.500	.000	.000	.000	.500	.750



SW 8th Street & Flagami Boulevard/SW 74th Court

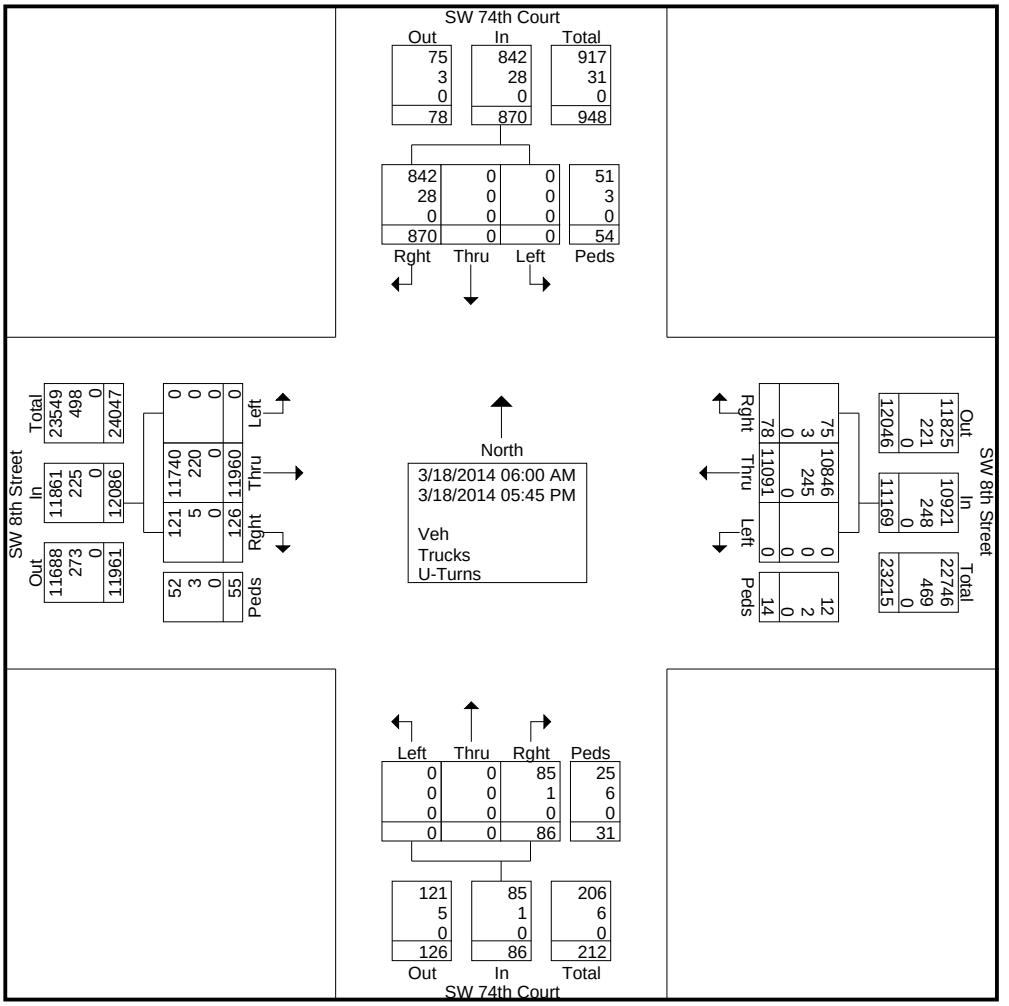
File Name : TMC-18 SW 8th Street & Flagami Boulevard-SW 74th Court
Site Code : 00000000
Start Date : 3/18/2014
Page No : 1

Groups Printed- Veh - Trucks - Turns

	SW 74th Court Southbound					SW 74th Court Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
06:00 AM	0	0	5	0	5	0	0	0	0	0	0	123	0	0	123	0	265	2	1	268	396
06:15 AM	0	0	8	1	9	0	0	0	0	0	0	225	1	0	226	0	369	3	0	372	607
06:30 AM	0	0	14	1	15	0	0	1	2	3	0	292	3	0	295	0	393	1	2	396	709
06:45 AM	0	0	7	1	8	0	0	1	0	1	0	318	0	2	320	0	464	1	2	467	796
Total	0	0	34	3	37	0	0	2	2	4	0	958	4	2	964	0	1491	7	5	1503	2508
07:00 AM	0	0	13	0	13	0	0	5	0	5	0	324	1	0	325	0	526	3	6	535	878
07:15 AM	0	0	22	0	22	0	0	2	1	3	0	340	4	0	344	0	513	2	2	517	886
07:30 AM	0	0	29	2	31	0	0	3	0	3	0	370	0	0	370	0	526	3	5	534	938
07:45 AM	0	0	40	6	46	0	0	2	1	3	0	377	2	0	379	0	512	1	1	514	942
Total	0	0	104	8	112	0	0	12	2	14	0	1411	7	0	1418	0	2077	9	14	2100	3644
08:00 AM	0	0	52	1	53	0	0	8	1	9	0	424	3	0	427	0	501	1	2	504	993
08:15 AM	0	0	20	3	23	0	0	7	1	8	0	429	0	0	429	0	478	4	5	487	947
08:30 AM	0	0	24	8	32	0	0	4	0	4	0	408	2	0	410	0	497	1	3	501	947
08:45 AM	0	0	32	1	33	0	0	3	3	6	0	364	1	0	365	0	514	3	0	517	921
Total	0	0	128	13	141	0	0	22	5	27	0	1625	6	0	1631	0	1990	9	10	2009	3808
09:00 AM	0	0	19	9	28	0	0	1	1	2	0	292	1	0	293	0	492	3	2	497	820
09:15 AM	0	0	17	1	18	0	0	2	4	6	0	328	3	0	331	0	456	3	0	459	814
09:30 AM	0	0	30	3	33	0	0	2	0	2	0	325	5	0	330	0	452	4	4	460	825
09:45 AM	0	0	14	1	15	0	0	3	0	3	0	326	3	0	329	0	401	2	2	405	752
Total	0	0	80	14	94	0	0	8	5	13	0	1271	12	0	1283	0	1801	12	8	1821	3211
*** BREAK ***																					
03:00 PM	0	0	25	0	25	0	0	2	1	3	0	420	2	0	422	0	407	7	1	415	865
03:15 PM	0	0	39	1	40	0	0	5	0	5	0	456	8	2	466	0	367	7	1	375	886
03:30 PM	0	0	21	0	21	0	0	6	2	8	0	471	4	0	475	0	365	3	2	370	874
03:45 PM	0	0	36	4	40	0	0	4	1	5	0	459	6	0	465	0	380	8	0	388	898
Total	0	0	121	5	126	0	0	17	4	21	0	1806	20	2	1828	0	1519	25	4	1548	3523
04:00 PM	0	0	38	3	41	0	0	2	0	2	0	447	2	0	449	0	379	3	2	384	876
04:15 PM	0	0	4	2	6	0	0	3	2	5	0	509	3	1	513	0	386	10	1	397	921
04:30 PM	0	0	43	3	46	0	0	5	0	5	0	553	1	0	554	0	389	7	0	396	1001
04:45 PM	0	0	77	2	79	0	0	2	0	2	0	529	19	2	550	0	368	11	6	385	1016
Total	0	0	162	10	172	0	0	12	2	14	0	2038	25	3	2066	0	1522	31	9	1562	3814
05:00 PM	0	0	63	0	63	0	0	2	4	6	0	531	0	4	535	0	389	9	1	399	1003
05:15 PM	0	0	43	1	44	0	0	2	2	4	0	525	1	0	526	0	396	9	2	407	981
05:30 PM	0	0	72	0	72	0	0	4	3	7	0	487	1	0	488	0	389	7	0	396	963
05:45 PM	0	0	63	0	63	0	0	5	2	7	0	439	2	3	444	0	386	8	2	396	910
Total	0	0	241	1	242	0	0	13	11	24	0	1982	4	7	1993	0	1560	33	5	1598	3857
Grand Total	0	0	870	54	924	0	0	86	31	117	0	11091	78	14	11183	0	11960	126	55	12141	24365
Apprch %	0	0	94.2	5.8		0	0	73.5	26.5		0	99.2	0.7	0.1		0	98.5	1	0.5		
Total %	0	0	3.6	0.2	3.8	0	0	0.4	0.1	0.5	0	45.5	0.3	0.1	45.9	0	49.1	0.5	0.2	49.8	
Veh	0	0	842	51	893	0	0	85	25	110	0	10846	75	12	10933	0	11740	121	52	11913	23849
% Veh	0	0	96.8	94.4	96.6	0	0	98.8	80.6	94	0	97.8	96.2	85.7	97.8	0	98.2	96	94.5	98.1	97.9
Trucks	0	0	28	3	31	0	0	1	6	7	0	245	3	2	250	0	220	5	3	228	516
% Trucks	0	0	3.2	5.6	3.4	0	0	1.2	19.4	6	0	2.2	3.8	14.3	2.2	0	1.8	4	5.5	1.9	2.1
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SW 8th Street & Flagami Boulevard/SW 74th Court

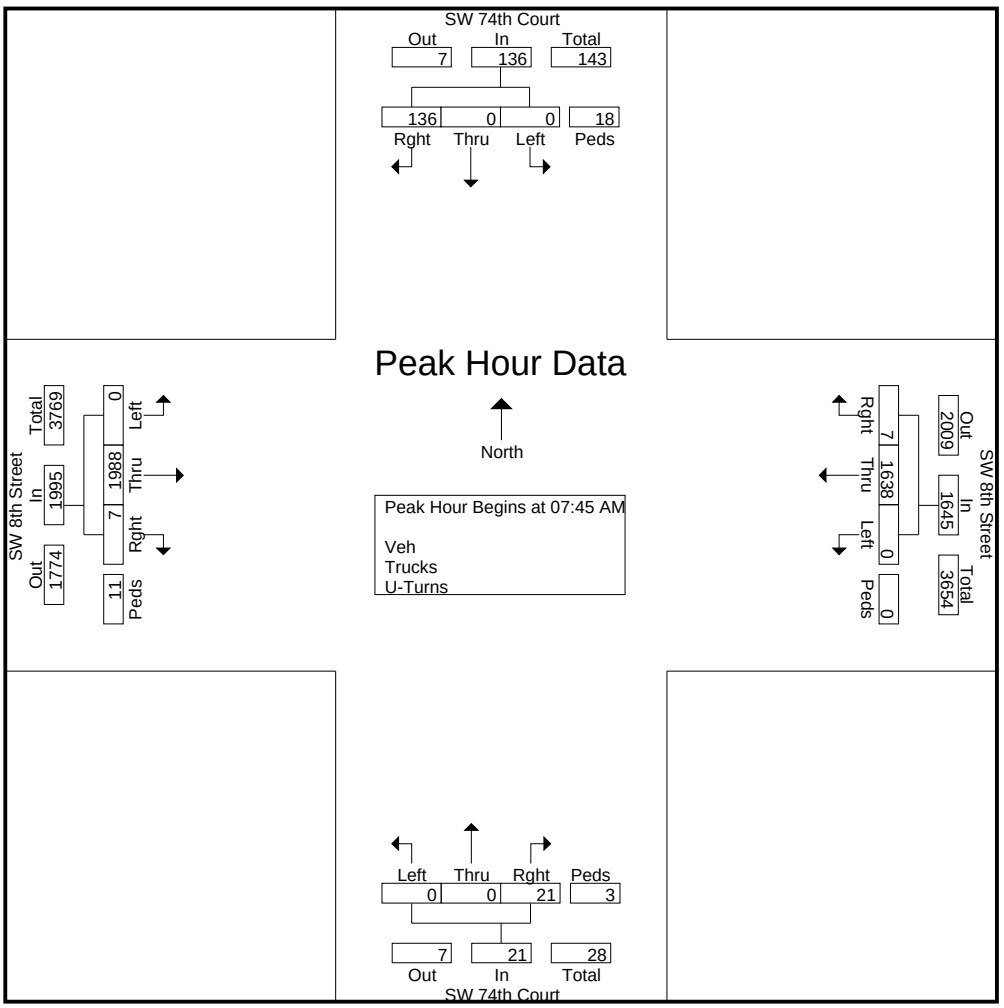
File Name : TMC-18 SW 8th Street & Flagami Boulevard-SW 74th Court
Site Code : 00000000
Start Date : 3/18/2014
Page No : 2



SW 8th Street & Flagami Boulevard/SW 74th Court

File Name : TMC-18 SW 8th Street & Flagami Boulevard-SW 74th Court
Site Code : 00000000
Start Date : 3/18/2014
Page No : 3

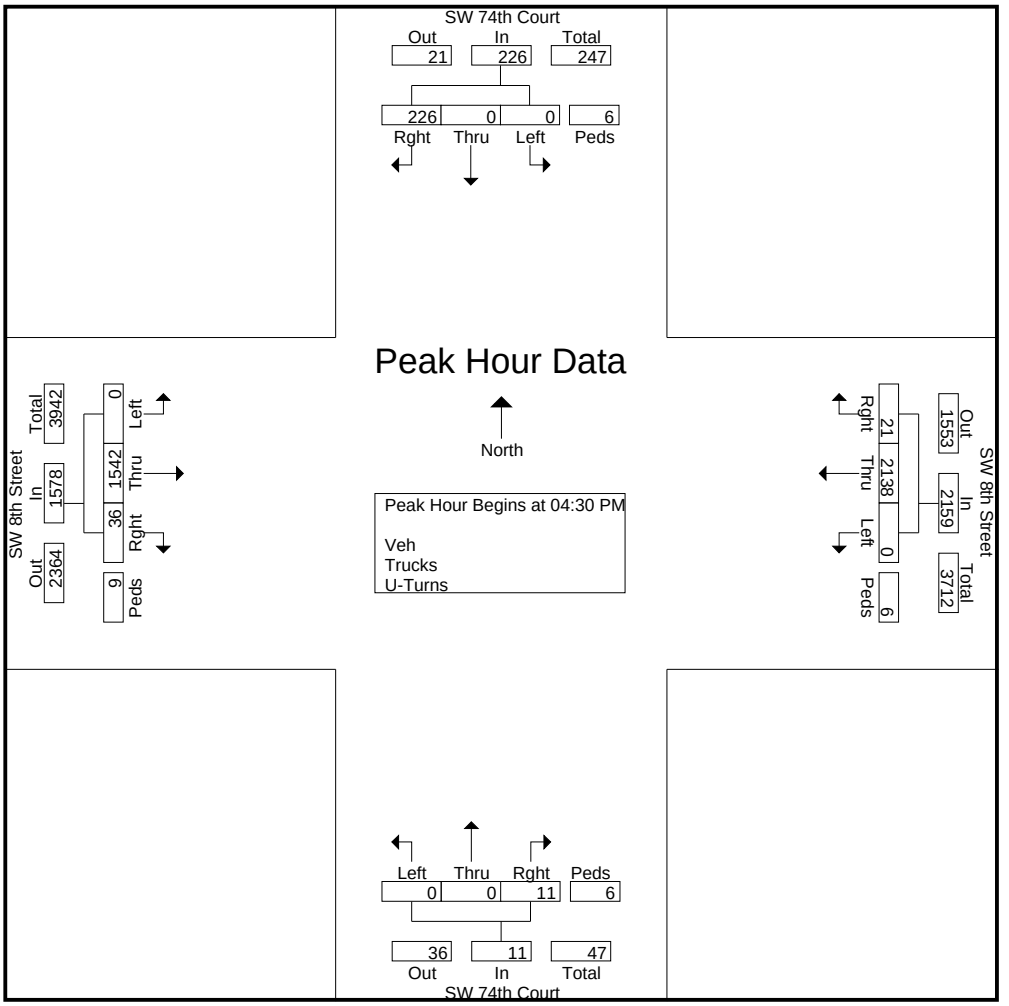
	SW 74th Court Southbound					SW 74th Court Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	40	6	46	0	0	2	1	3	0	377	2	0	379	0	512	1	1	514	942
08:00 AM	0	0	52	1	53	0	0	8	1	9	0	424	3	0	427	0	501	1	2	504	993
08:15 AM	0	0	20	3	23	0	0	7	1	8	0	429	0	0	429	0	478	4	5	487	947
08:30 AM	0	0	24	8	32	0	0	4	0	4	0	408	2	0	410	0	497	1	3	501	947
Total Volume	0	0	136	18	154	0	0	21	3	24	0	1638	7	0	1645	0	1988	7	11	2006	3829
% App. Total	0	0	88.3	11.7		0	0	87.5	12.5		0	99.6	0.4	0		0	99.1	0.3	0.5		
PHF	.000	.000	.654	.563	.726	.000	.000	.656	.750	.667	.000	.955	.583	.000	.959	.000	.971	.438	.550	.976	.964



SW 8th Street & Flagami Boulevard/SW 74th Court

File Name : TMC-18 SW 8th Street & Flagami Boulevard-SW 74th Court
Site Code : 00000000
Start Date : 3/18/2014
Page No : 4

	SW 74th Court Southbound					SW 74th Court Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	43	3	46	0	0	5	0	5	0	553	1	0	554	0	389	7	0	396	1001
04:45 PM	0	0	77	2	79	0	0	2	0	2	0	529	19	2	550	0	368	11	6	385	1016
05:00 PM	0	0	63	0	63	0	0	2	4	6	0	531	0	4	535	0	389	9	1	399	1003
05:15 PM	0	0	43	1	44	0	0	2	2	4	0	525	1	0	526	0	396	9	2	407	981
Total Volume	0	0	226	6	232	0	0	11	6	17	0	2138	21	6	2165	0	1542	36	9	1587	4001
% App. Total	0	0	97.4	2.6		0	0	64.7	35.3		0	98.8	1	0.3		0	97.2	2.3	0.6		
PHF	.000	.000	.734	.500	.734	.000	.000	.550	.375	.708	.000	.967	.276	.375	.977	.000	.973	.818	.375	.975	.984



SW 8th Street & Flagami Boulevard/SW 74th Court

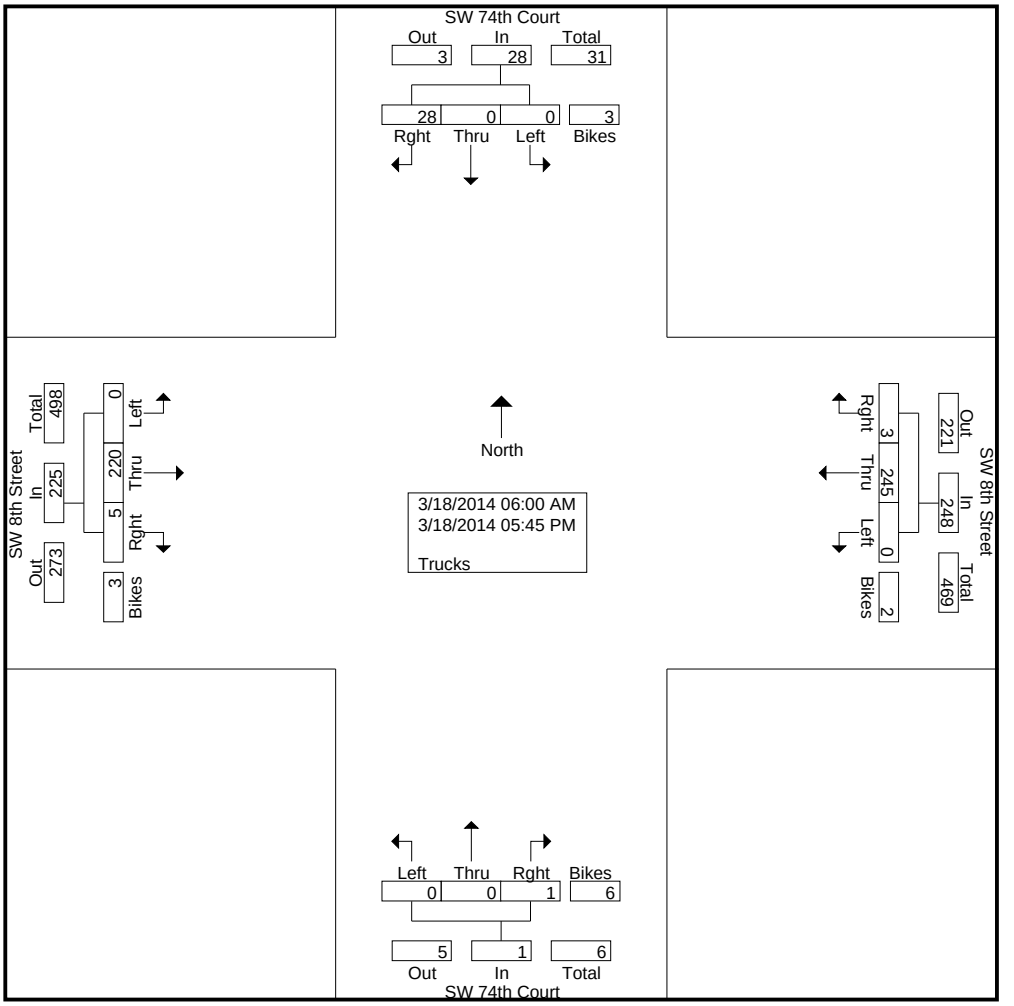
File Name : TMC-18 SW 8th Street & Flagami Boulevard-SW 74th Court
Site Code : 00000000
Start Date : 3/18/2014
Page No : 1

Groups Printed- Trucks

	SW 74th Court Southbound					SW 74th Court Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	9	0	0	9	18
06:15 AM	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	9	2	0	11	16
06:30 AM	0	0	1	0	1	0	0	0	2	2	0	11	1	0	12	0	10	0	0	10	25
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	13	0	1	14	0	6	0	2	8	22
Total	0	0	2	0	2	0	0	0	2	2	0	37	1	1	39	0	34	2	2	38	81
07:00 AM	0	0	1	0	1	0	0	0	0	0	0	8	0	0	8	0	6	0	0	6	15
07:15 AM	0	0	1	0	1	0	0	0	1	1	0	10	0	0	10	0	8	0	0	8	20
07:30 AM	0	0	5	0	5	0	0	0	0	0	0	2	0	0	2	0	5	0	0	5	12
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	8	0	0	8	0	13	0	0	13	22
Total	0	0	8	0	8	0	0	0	1	1	0	28	0	0	28	0	32	0	0	32	69
08:00 AM	0	0	2	0	2	0	0	0	1	1	0	13	0	0	13	0	6	0	0	6	22
08:15 AM	0	0	1	1	2	0	0	0	1	1	0	14	0	0	14	0	8	0	0	8	25
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	11	0	0	11	26
08:45 AM	0	0	1	0	1	0	0	0	1	1	0	9	0	0	9	0	11	0	0	11	22
Total	0	0	4	1	5	0	0	0	3	3	0	51	0	0	51	0	36	0	0	36	95
09:00 AM	0	0	1	1	2	0	0	0	0	0	0	18	0	0	18	0	11	0	0	11	31
09:15 AM	0	0	0	1	1	0	0	0	0	0	0	10	0	0	10	0	11	0	0	11	22
09:30 AM	0	0	4	0	4	0	0	0	0	0	0	6	0	0	6	0	17	0	1	18	28
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	16	0	0	16	28
Total	0	0	5	2	7	0	0	0	0	0	0	46	0	0	46	0	55	0	1	56	109
*** BREAK ***																					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	9	9
03:15 PM	0	0	1	0	1	0	0	0	0	0	0	2	1	1	4	0	6	1	0	7	12
03:30 PM	0	0	1	0	1	0	0	0	0	0	0	10	0	0	10	0	8	0	0	8	19
03:45 PM	0	0	1	0	1	0	0	0	0	0	0	17	0	0	17	0	6	0	0	6	24
Total	0	0	3	0	3	0	0	0	0	0	0	29	1	1	31	0	28	2	0	30	64
04:00 PM	0	0	3	0	3	0	0	0	0	0	0	16	0	0	16	0	8	0	0	8	27
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	4	0	0	4	11
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	5	0	0	5	13
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	7	1	0	8	0	2	0	0	2	10
Total	0	0	3	0	3	0	0	0	0	0	0	38	1	0	39	0	19	0	0	19	61
05:00 PM	0	0	2	0	2	0	0	1	0	1	0	4	0	0	4	0	5	0	0	5	12
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	7
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	9
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	1	0	5	9
Total	0	0	3	0	3	0	0	1	0	1	0	16	0	0	16	0	16	1	0	17	37
Grand Total	0	0	28	3	31	0	0	1	6	7	0	245	3	2	250	0	220	5	3	228	516
Apprch %	0	0	90.3	9.7		0	0	14.3	85.7		0	98	1.2	0.8		0	96.5	2.2	1.3		
Total %	0	0	5.4	0.6	6	0	0	0.2	1.2	1.4	0	47.5	0.6	0.4	48.4	0	42.6	1	0.6	44.2	

SW 8th Street & Flagami Boulevard/SW 74th Court

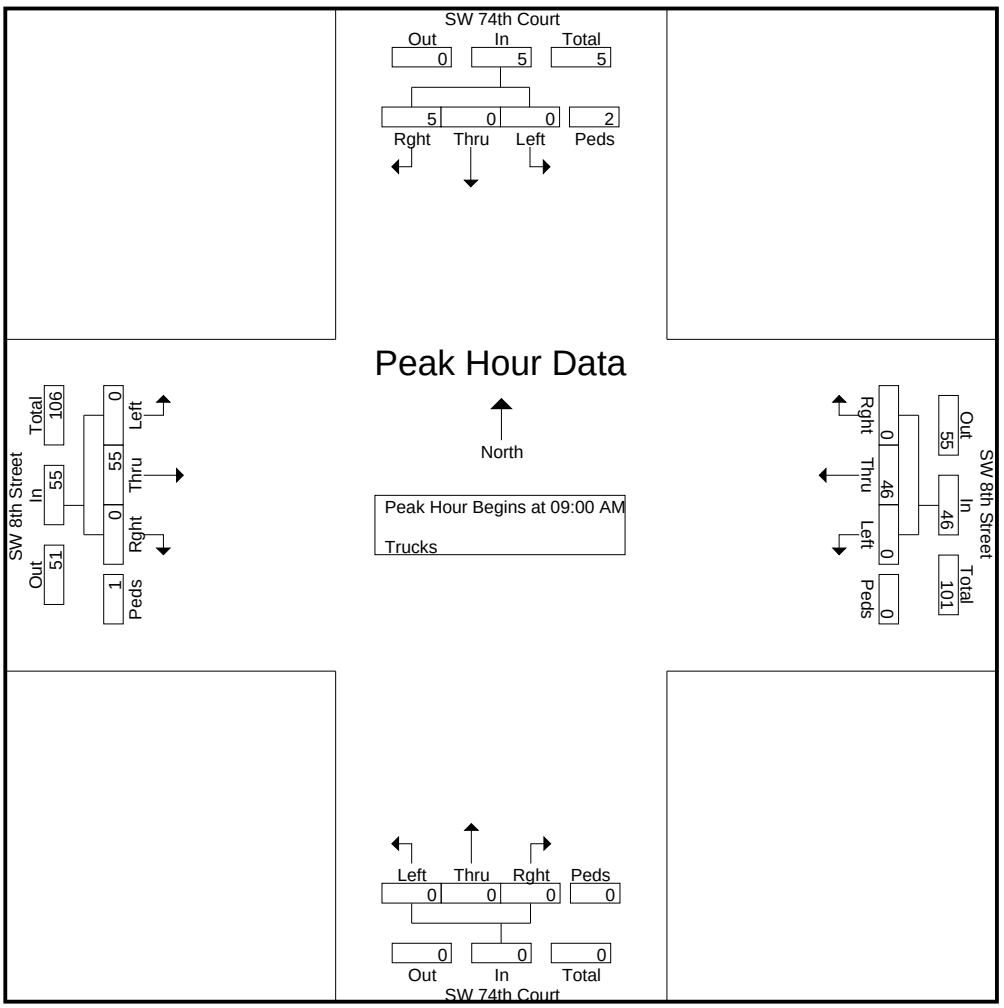
File Name : TMC-18 SW 8th Street & Flagami Boulevard-SW 74th Court
Site Code : 00000000
Start Date : 3/18/2014
Page No : 2



SW 8th Street & Flagami Boulevard/SW 74th Court

File Name : TMC-18 SW 8th Street & Flagami Boulevard-SW 74th Court
Site Code : 00000000
Start Date : 3/18/2014
Page No : 3

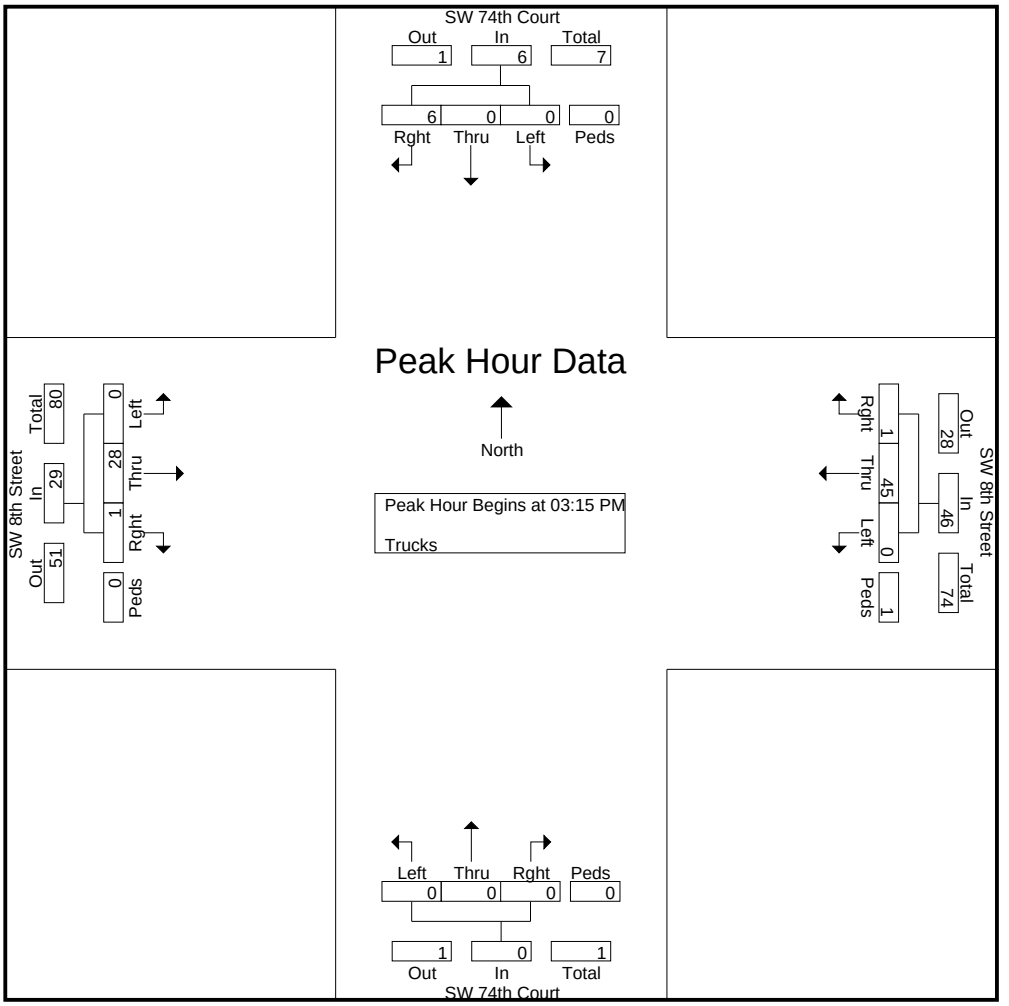
	SW 74th Court Southbound					SW 74th Court Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:00 AM																					
09:00 AM	0	0	1	1	2	0	0	0	0	0	0	18	0	0	18	0	11	0	0	11	31
09:15 AM	0	0	0	1	1	0	0	0	0	0	0	10	0	0	10	0	11	0	0	11	22
09:30 AM	0	0	4	0	4	0	0	0	0	0	0	6	0	0	6	0	17	0	1	18	28
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	16	0	0	16	28
Total Volume	0	0	5	2	7	0	0	0	0	0	0	46	0	0	46	0	55	0	1	56	109
% App. Total	0	0	71.4	28.6		0	0	0	0		0	100	0	0		0	98.2	0	1.8		
PHF	.000	.000	.313	.500	.438	.000	.000	.000	.000	.000	.000	.639	.000	.000	.639	.000	.809	.000	.250	.778	.879



SW 8th Street & Flagami Boulevard/SW 74th Court

File Name : TMC-18 SW 8th Street & Flagami Boulevard-SW 74th Court
Site Code : 00000000
Start Date : 3/18/2014
Page No : 4

	SW 74th Court Southbound					SW 74th Court Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	0	0	1	0	1	0	0	0	0	0	0	2	1	1	4	0	6	1	0	7	12
03:30 PM	0	0	1	0	1	0	0	0	0	0	0	10	0	0	10	0	8	0	0	8	19
03:45 PM	0	0	1	0	1	0	0	0	0	0	0	17	0	0	17	0	6	0	0	6	24
04:00 PM	0	0	3	0	3	0	0	0	0	0	0	16	0	0	16	0	8	0	0	8	27
Total Volume	0	0	6	0	6	0	0	0	0	0	0	45	1	1	47	0	28	1	0	29	82
% App. Total	0	0	100	0		0	0	0	0		0	95.7	2.1	2.1		0	96.6	3.4	0		
PHF	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.662	.250	.250	.691	.000	.875	.250	.000	.906	.759



SW 8th Street & Tamiami Canal Road

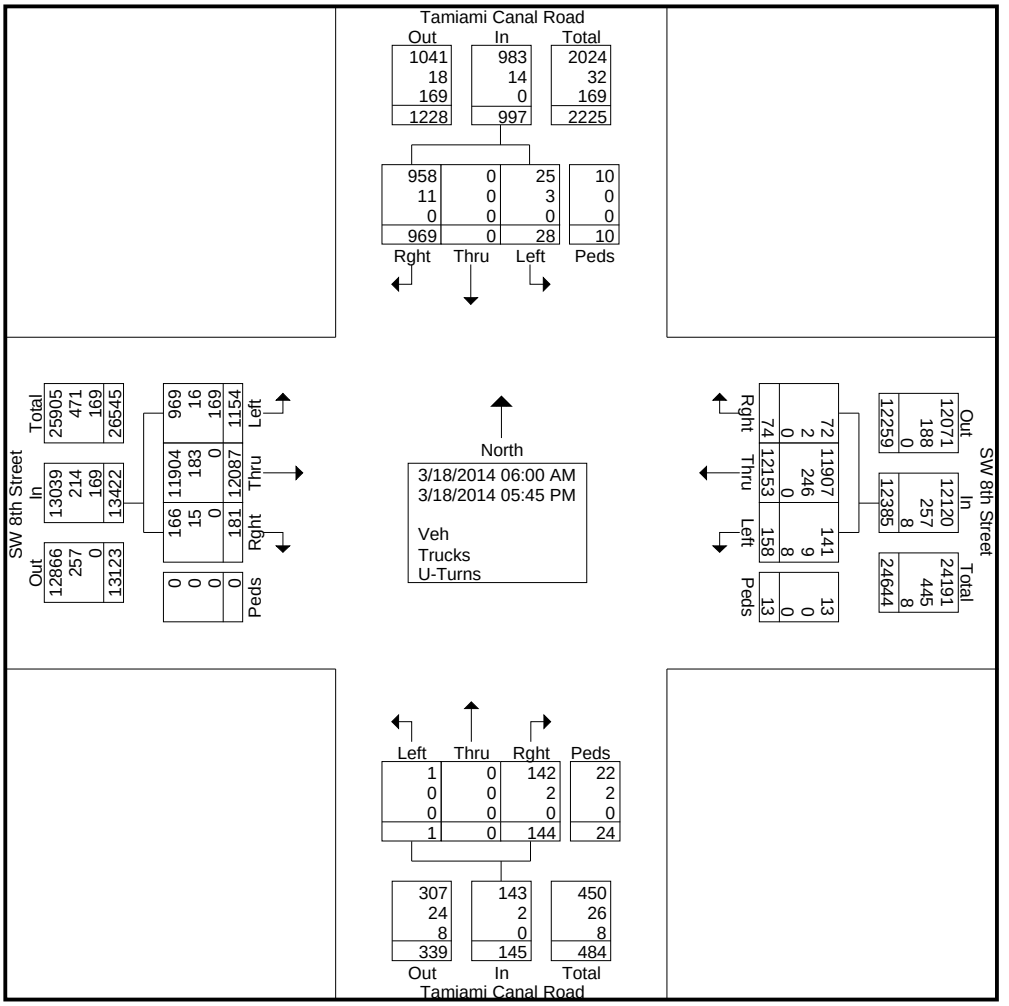
File Name : TMC-17 SW 8th Street & Tamiami Canal Road
Site Code : 00000000
Start Date : 3/18/2014
Page No : 1

Groups Printed- Veh - Trucks - Turns

	Tamiami Canal Road Southbound					Tamiami Canal Road Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
06:00 AM	1	0	7	0	8	0	0	0	0	0	2	193	3	1	199	8	174	3	0	185	392
06:15 AM	0	0	7	1	8	0	0	0	0	0	2	232	2	0	236	23	306	2	0	331	575
06:30 AM	0	0	10	1	11	0	0	2	0	2	3	299	0	0	302	42	419	4	0	465	780
06:45 AM	0	0	12	1	13	0	0	0	3	3	1	235	1	1	238	40	466	5	0	511	765
Total	1	0	36	3	40	0	0	2	3	5	8	959	6	2	975	113	1365	14	0	1492	2512
07:00 AM	0	0	21	0	21	0	0	0	0	0	3	262	0	0	265	39	386	4	0	429	715
07:15 AM	0	0	7	0	7	0	0	5	1	6	5	347	2	2	356	63	577	0	0	640	1009
07:30 AM	1	0	25	0	26	0	0	7	0	7	9	397	1	0	407	91	544	4	0	639	1079
07:45 AM	0	0	20	1	21	0	0	7	0	7	1	404	2	0	407	53	529	9	0	591	1026
Total	1	0	73	1	75	0	0	19	1	20	18	1410	5	2	1435	246	2036	17	0	2299	3829
08:00 AM	0	0	20	1	21	0	0	6	2	8	16	456	2	0	474	67	591	5	0	663	1166
08:15 AM	0	0	28	0	28	0	0	10	0	10	14	403	5	0	422	72	490	6	0	568	1028
08:30 AM	1	0	22	1	24	0	0	2	0	2	7	417	2	0	426	54	511	8	0	573	1025
08:45 AM	0	0	19	0	19	0	0	2	2	4	6	364	1	0	371	47	539	6	0	592	986
Total	1	0	89	2	92	0	0	20	4	24	43	1640	10	0	1693	240	2131	25	0	2396	4205
09:00 AM	0	0	31	0	31	0	0	4	1	5	8	329	2	2	341	63	526	5	0	594	971
09:15 AM	4	0	11	0	15	0	0	1	1	2	11	375	6	0	392	70	448	8	0	526	935
09:30 AM	1	0	29	0	30	0	0	2	2	4	4	379	3	0	386	52	511	7	0	570	990
09:45 AM	1	0	17	0	18	0	0	4	0	4	2	335	1	2	340	51	405	9	0	465	827
Total	6	0	88	0	94	0	0	11	4	15	25	1418	12	4	1459	236	1890	29	0	2155	3723
*** BREAK ***																					
03:00 PM	0	0	44	0	44	0	0	18	1	19	11	573	3	0	587	33	391	8	0	432	1082
03:15 PM	2	0	28	0	30	0	0	6	1	7	9	566	3	0	578	24	388	12	0	424	1039
03:30 PM	5	0	47	0	52	0	0	4	3	7	5	553	3	2	563	22	410	8	0	440	1062
03:45 PM	0	0	40	0	40	0	0	8	0	8	9	530	7	1	547	41	388	9	0	438	1033
Total	7	0	159	0	166	0	0	36	5	41	34	2222	16	3	2275	120	1577	37	0	1734	4216
04:00 PM	2	0	53	0	55	0	0	11	0	11	7	596	2	0	605	33	429	10	0	472	1143
04:15 PM	0	0	50	0	50	0	0	12	2	14	5	597	6	0	608	26	381	9	0	416	1088
04:30 PM	4	0	71	2	77	1	0	8	2	11	2	606	5	1	614	29	489	8	0	526	1228
04:45 PM	0	0	58	1	59	0	0	5	1	6	2	624	2	1	629	20	357	6	0	383	1077
Total	6	0	232	3	241	1	0	36	5	42	16	2423	15	2	2456	108	1656	33	0	1797	4536
05:00 PM	1	0	67	0	68	0	0	5	1	6	2	625	3	0	630	28	411	6	0	445	1149
05:15 PM	2	0	65	1	68	0	0	7	1	8	3	564	3	0	570	21	397	5	0	423	1069
05:30 PM	3	0	61	0	64	0	0	4	0	4	6	539	2	0	547	22	382	8	0	412	1027
05:45 PM	0	0	99	0	99	0	0	4	0	4	3	353	2	0	358	20	242	7	0	269	730
Total	6	0	292	1	299	0	0	20	2	22	14	2081	10	0	2105	91	1432	26	0	1549	3975
Grand Total	28	0	969	10	1007	1	0	144	24	169	158	12153	74	13	12398	1154	12087	181	0	13422	26996
Apprch %	2.8	0	96.2	1		0.6	0	85.2	14.2		1.3	98	0.6	0.1		8.6	90.1	1.3	0		
Total %	0.1	0	3.6	0	3.7	0	0	0.5	0.1	0.6	0.6	45	0.3	0	45.9	4.3	44.8	0.7	0	49.7	
Veh	25	0	958	10	993	1	0	142	22	165	141	11907	72	13	12133	969	11904	166	0	13039	26330
% Veh	89.3	0	98.9	100	98.6	100	0	98.6	91.7	97.6	89.2	98	97.3	100	97.9	84	98.5	91.7	0	97.1	97.5
Trucks	3	0	11	0	14	0	0	2	2	4	9	246	2	0	257	16	183	15	0	214	489
% Trucks	10.7	0	1.1	0	1.4	0	0	1.4	8.3	2.4	5.7	2	2.7	0	2.1	1.4	1.5	8.3	0	1.6	1.8
U-Turns	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	169	0	0	0	169	177
% U-Turns	0	0	0	0	0	0	0	0	0	0	5.1	0	0	0	0.1	14.6	0	0	0	1.3	0.7

SW 8th Street & Tamiami Canal Road

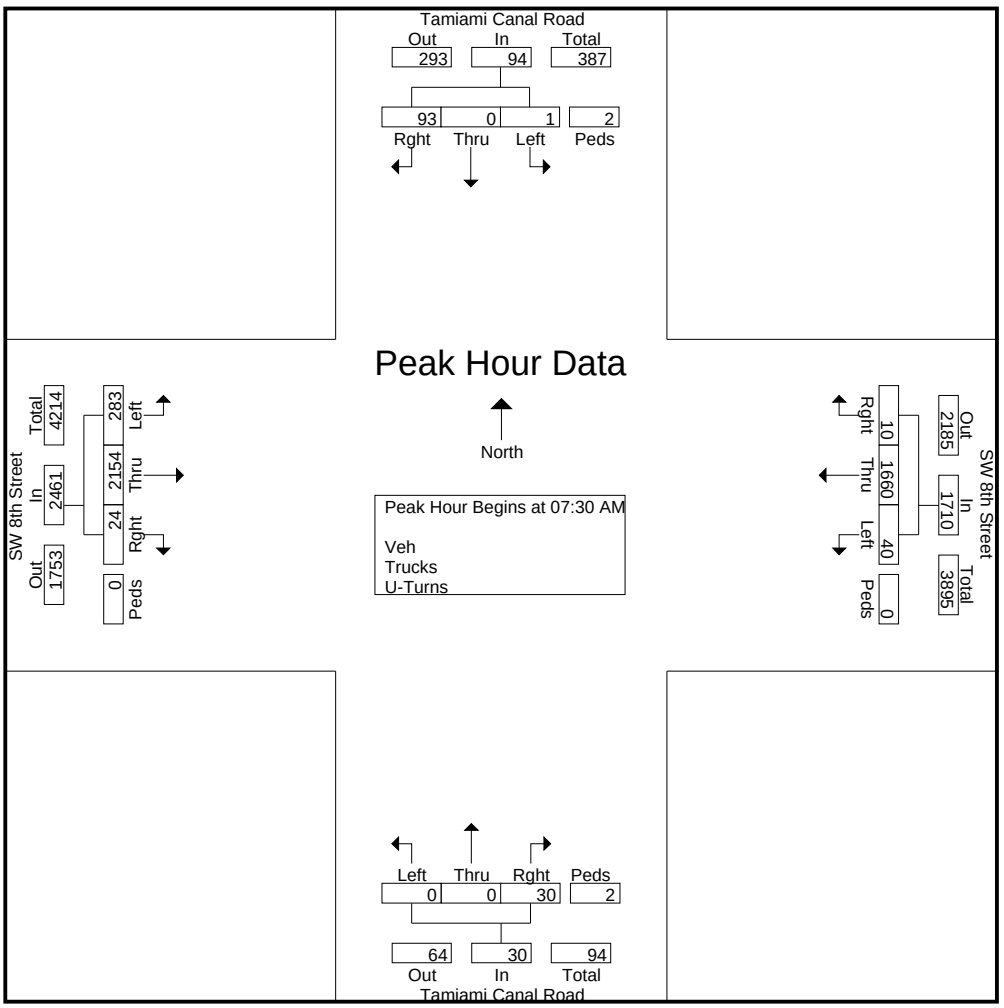
File Name : TMC-17 SW 8th Street & Tamiami Canal Road
Site Code : 00000000
Start Date : 3/18/2014
Page No : 2



SW 8th Street & Tamiami Canal Road

File Name : TMC-17 SW 8th Street & Tamiami Canal Road
Site Code : 00000000
Start Date : 3/18/2014
Page No : 3

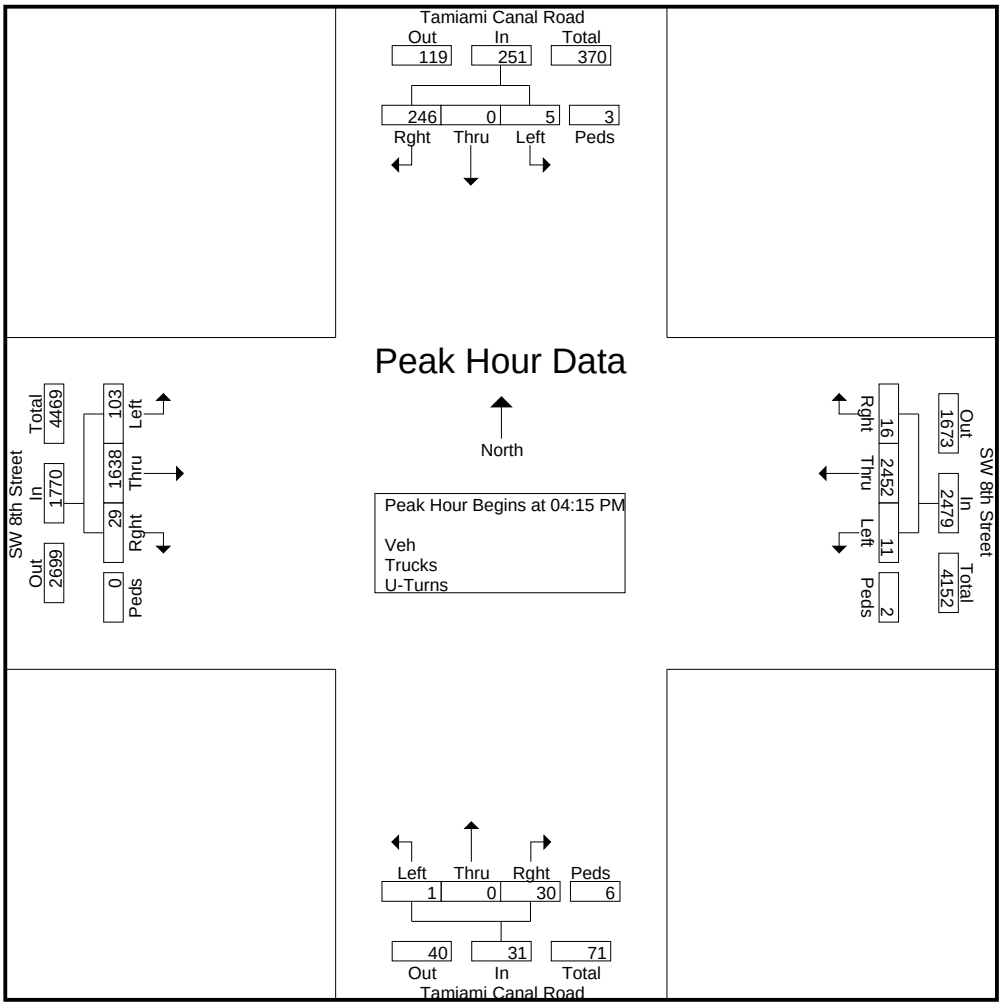
	Tamiami Canal Road Southbound					Tamiami Canal Road Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	0	25	0	26	0	0	7	0	7	9	397	1	0	407	91	544	4	0	639	1079
07:45 AM	0	0	20	1	21	0	0	7	0	7	1	404	2	0	407	53	529	9	0	591	1026
08:00 AM	0	0	20	1	21	0	0	6	2	8	16	456	2	0	474	67	591	5	0	663	1166
08:15 AM	0	0	28	0	28	0	0	10	0	10	14	403	5	0	422	72	490	6	0	568	1028
Total Volume	1	0	93	2	96	0	0	30	2	32	40	1660	10	0	1710	283	2154	24	0	2461	4299
% App. Total	1	0	96.9	2.1		0	0	93.8	6.2		2.3	97.1	0.6	0		11.5	87.5	1	0		
PHF	.250	.000	.830	.500	.857	.000	.000	.750	.250	.800	.625	.910	.500	.000	.902	.777	.911	.667	.000	.928	.922



SW 8th Street & Tamiami Canal Road

File Name : TMC-17 SW 8th Street & Tamiami Canal Road
Site Code : 00000000
Start Date : 3/18/2014
Page No : 4

	Tamiami Canal Road Southbound					Tamiami Canal Road Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	50	0	50	0	0	12	2	14	5	597	6	0	608	26	381	9	0	416	1088
04:30 PM	4	0	71	2	77	1	0	8	2	11	2	606	5	1	614	29	489	8	0	526	1228
04:45 PM	0	0	58	1	59	0	0	5	1	6	2	624	2	1	629	20	357	6	0	383	1077
05:00 PM	1	0	67	0	68	0	0	5	1	6	2	625	3	0	630	28	411	6	0	445	1149
Total Volume	5	0	246	3	254	1	0	30	6	37	11	2452	16	2	2481	103	1638	29	0	1770	4542
% App. Total	2	0	96.9	1.2		2.7	0	81.1	16.2		0.4	98.8	0.6	0.1		5.8	92.5	1.6	0		
PHF	.313	.000	.866	.375	.825	.250	.000	.625	.750	.661	.550	.981	.667	.500	.985	.888	.837	.806	.000	.841	.925



SW 8th Street & Tamiami Canal Road

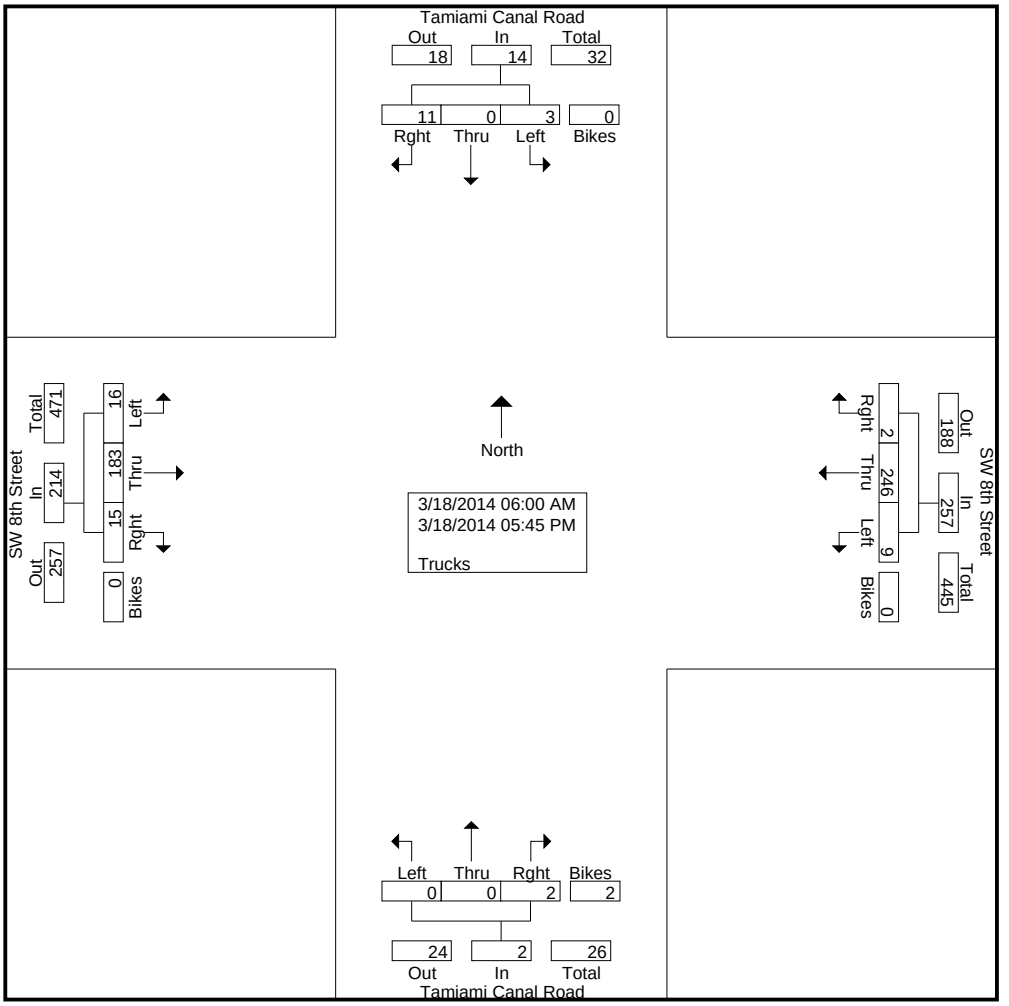
File Name : TMC-17 SW 8th Street & Tamiami Canal Road
Site Code : 00000000
Start Date : 3/18/2014
Page No : 1

Groups Printed- Trucks

	Tamiami Canal Road Southbound					Tamiami Canal Road Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
06:00 AM	1	0	0	0	1	0	0	0	0	0	1	8	0	0	9	0	2	1	0	3	13
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	1	10	0	0	11	17
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	1	8	0	0	9	20
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	6	0	0	6	8
Total	1	0	0	0	1	0	0	0	0	0	1	27	0	0	28	2	26	1	0	29	58
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	2	9	1	0	12	18
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	7	0	0	7	18
07:30 AM	0	0	1	0	1	0	0	0	0	0	1	3	0	0	4	2	4	0	0	6	11
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	1	9	0	0	10	21
Total	0	0	1	0	1	0	0	0	0	0	1	31	0	0	32	5	29	1	0	35	68
08:00 AM	0	0	0	0	0	0	0	0	0	0	2	16	0	0	18	0	5	1	0	6	24
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	8	1	0	10	1	5	3	0	9	19
08:30 AM	1	0	2	0	3	0	0	0	0	0	0	10	0	0	10	0	8	3	0	11	24
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	1	9	0	0	10	23
Total	1	0	2	0	3	0	0	0	0	0	3	47	1	0	51	2	27	7	0	36	90
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	2	12	0	0	14	31
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	12	0	0	12	22
09:30 AM	0	0	0	0	0	0	0	0	1	1	0	5	0	0	5	1	12	0	0	13	19
09:45 AM	1	0	2	0	3	0	0	1	0	1	0	13	0	0	13	0	5	0	0	5	22
Total	1	0	2	0	3	0	0	1	1	2	0	45	0	0	45	3	41	0	0	44	94
*** BREAK ***																					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	10	2	0	12	16
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	11	1	0	12	23
03:30 PM	0	0	1	0	1	0	0	0	0	0	0	15	0	0	15	1	6	0	0	7	23
03:45 PM	0	0	2	0	2	0	0	0	0	0	4	15	0	0	19	0	6	1	0	7	28
Total	0	0	3	0	3	0	0	0	0	0	4	45	0	0	49	1	33	4	0	38	90
04:00 PM	0	0	1	0	1	0	0	0	0	0	0	6	0	0	6	1	8	1	0	10	17
04:15 PM	0	0	0	0	0	0	0	1	0	1	0	13	0	0	13	0	4	1	0	5	19
04:30 PM	0	0	0	0	0	0	0	0	1	1	0	6	0	0	6	0	2	0	0	2	9
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	7	0	0	7	1	1	0	0	2	10
Total	0	0	2	0	2	0	0	1	1	2	0	32	0	0	32	2	15	2	0	19	55
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	7	0	0	7	13
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	5
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	4	1	0	5	0	3	0	0	3	9
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	1	1	0	0	2	7
Total	0	0	1	0	1	0	0	0	0	0	0	19	1	0	20	1	12	0	0	13	34
Grand Total	3	0	11	0	14	0	0	2	2	4	9	246	2	0	257	16	183	15	0	214	489
Apprch %	21.4	0	78.6	0		0	0	50	50		3.5	95.7	0.8	0		7.5	85.5	7	0		
Total %	0.6	0	2.2	0	2.9	0	0	0.4	0.4	0.8	1.8	50.3	0.4	0	52.6	3.3	37.4	3.1	0	43.8	

SW 8th Street & Tamiami Canal Road

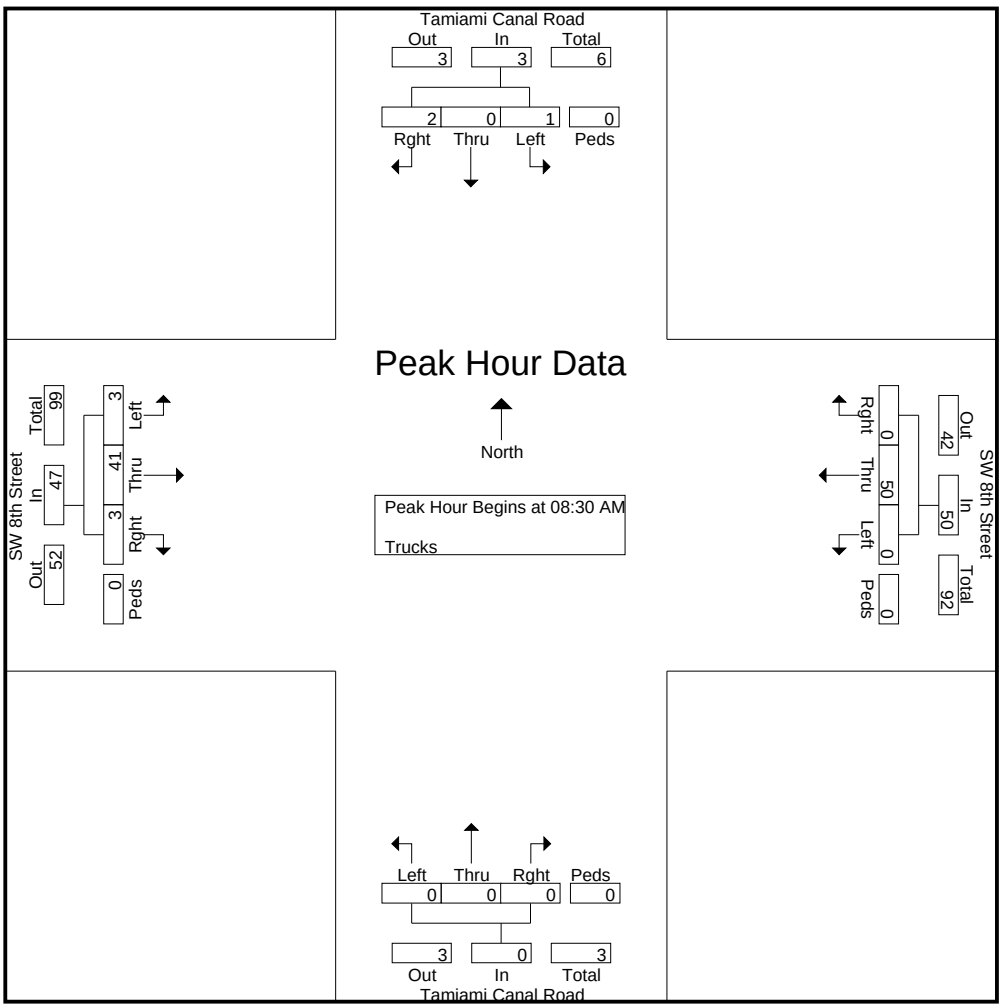
File Name : TMC-17 SW 8th Street & Tamiami Canal Road
Site Code : 00000000
Start Date : 3/18/2014
Page No : 2



SW 8th Street & Tamiami Canal Road

File Name : TMC-17 SW 8th Street & Tamiami Canal Road
Site Code : 00000000
Start Date : 3/18/2014
Page No : 3

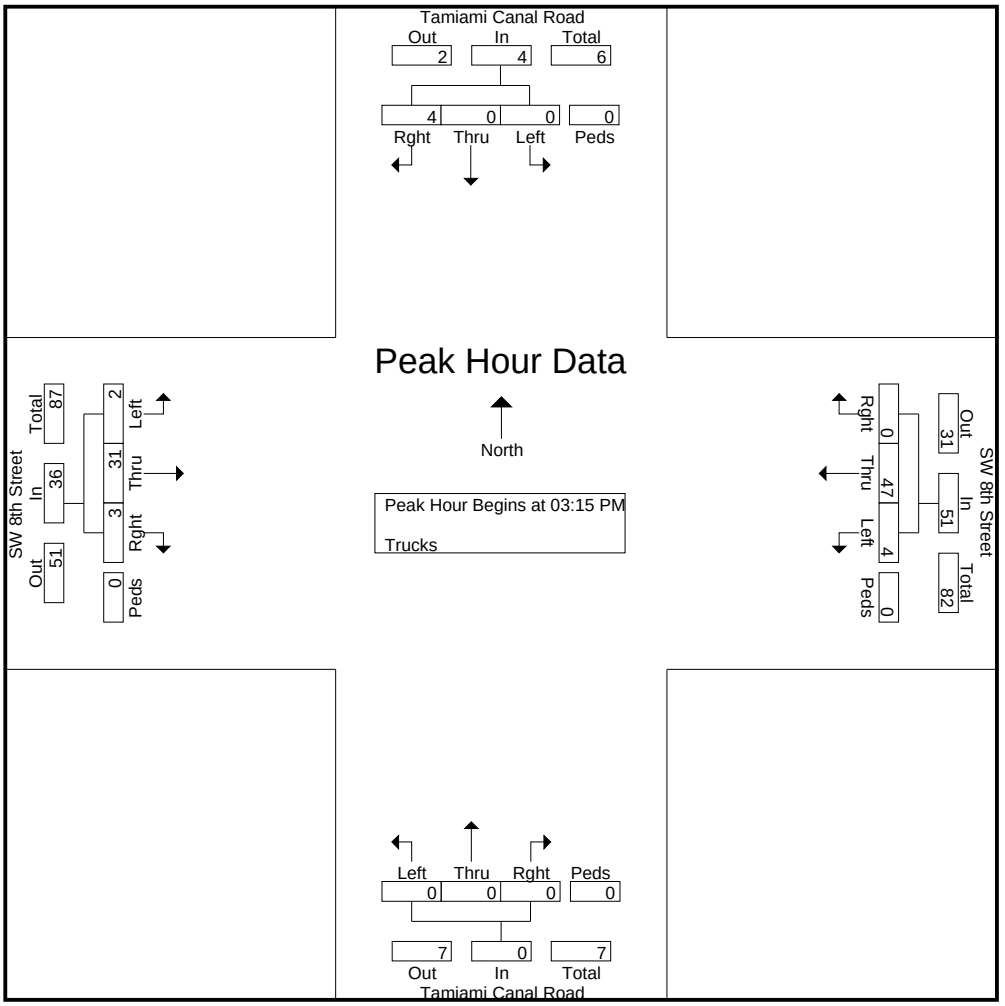
	Tamiami Canal Road Southbound					Tamiami Canal Road Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	1	0	2	0	3	0	0	0	0	0	0	10	0	0	10	0	8	3	0	11	24
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	1	9	0	0	10	23
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	2	12	0	0	14	31
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	12	0	0	12	22
Total Volume	1	0	2	0	3	0	0	0	0	0	0	50	0	0	50	3	41	3	0	47	100
% App. Total	33.3	0	66.7	0		0	0	0	0		0	100	0	0		6.4	87.2	6.4	0		
PHF	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.735	.000	.000	.735	.375	.854	.250	.000	.839	.806



SW 8th Street & Tamiami Canal Road

File Name : TMC-17 SW 8th Street & Tamiami Canal Road
Site Code : 00000000
Start Date : 3/18/2014
Page No : 4

	Tamiami Canal Road Southbound					Tamiami Canal Road Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	11	1	0	12	23
03:30 PM	0	0	1	0	1	0	0	0	0	0	0	15	0	0	15	1	6	0	0	7	23
03:45 PM	0	0	2	0	2	0	0	0	0	0	4	15	0	0	19	0	6	1	0	7	28
04:00 PM	0	0	1	0	1	0	0	0	0	0	0	6	0	0	6	1	8	1	0	10	17
Total Volume	0	0	4	0	4	0	0	0	0	0	4	47	0	0	51	2	31	3	0	36	91
% App. Total	0	0	100	0		0	0	0	0		7.8	92.2	0	0		5.6	86.1	8.3	0		
PHF	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.783	.000	.000	.671	.500	.705	.750	.000	.750	.813



SW 8th Street & Tamiami Canal Road

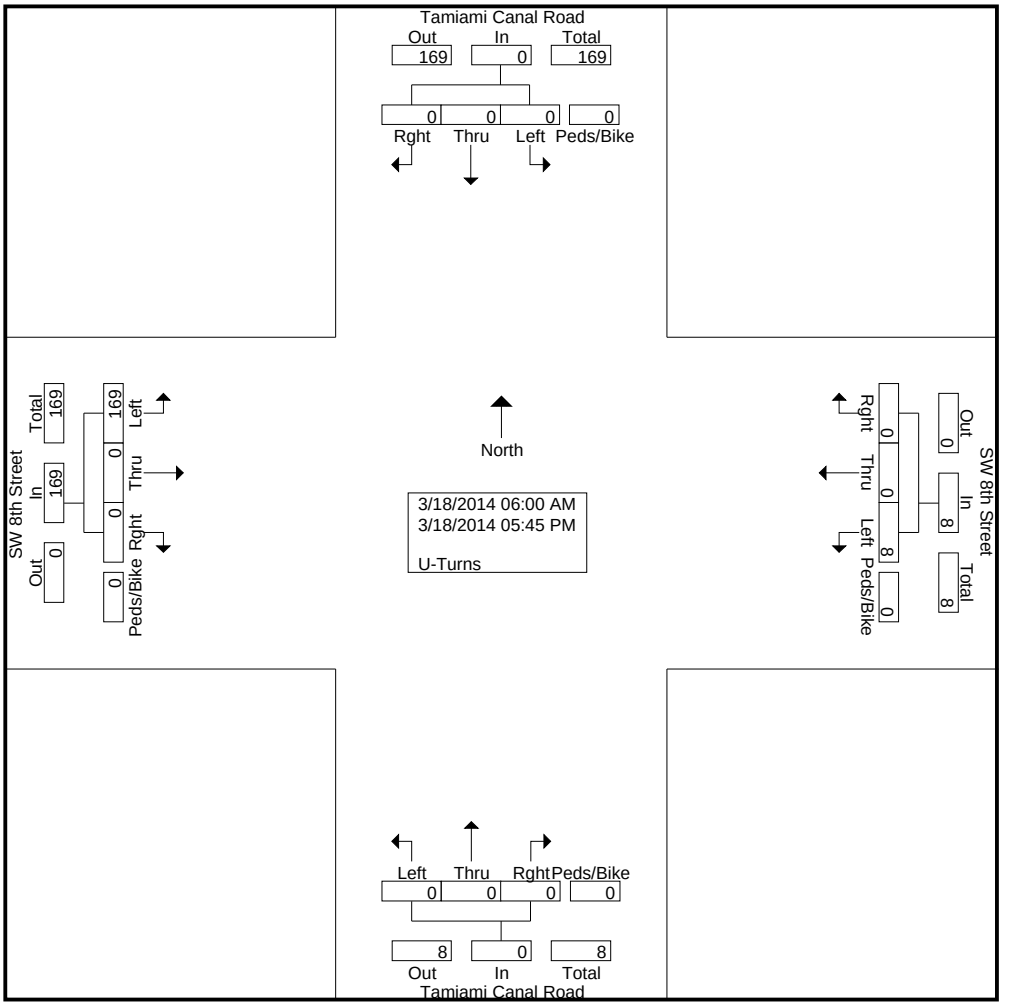
File Name : TMC-17 SW 8th Street & Tamiami Canal Road
Site Code : 00000000
Start Date : 3/18/2014
Page No : 1

Groups Printed- Turns

	Tamiami Canal Road Southbound					Tamiami Canal Road Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	21	21
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	23	23
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	17	17
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	14
*** BREAK ***																					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	16
03:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3	0	0	0	3	5
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	12
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	35	0	0	0	35	37
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7	0	0	0	7	8
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7	0	0	0	7	8
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	12
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	8	0	0	0	8	9
Total	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	34	0	0	0	34	37
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	13	0	0	0	13	14
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	6	0	0	0	6	8
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	25	0	0	0	25	28
Grand Total	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	169	0	0	0	169	177
Apprch %	0	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	4.5	0	0	0	4.5	95.5	0	0	0	95.5	

SW 8th Street & Tamiami Canal Road

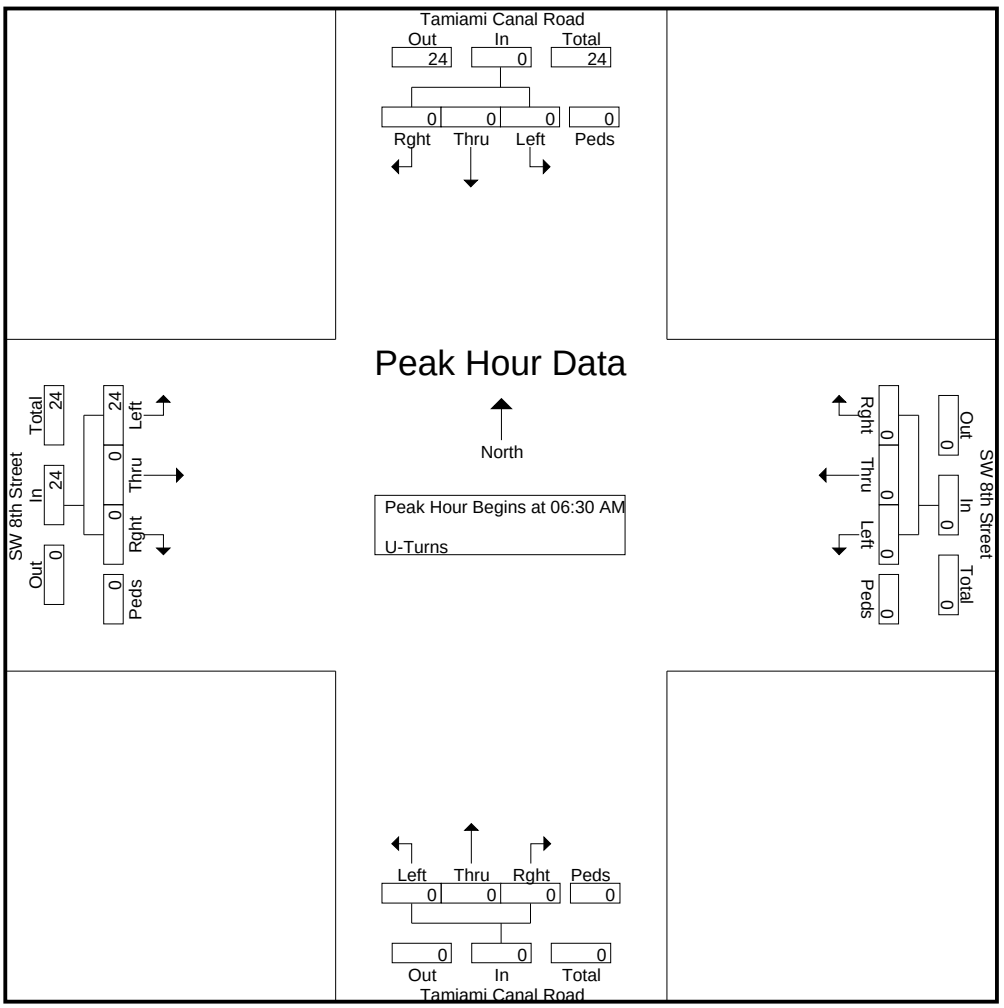
File Name : TMC-17 SW 8th Street & Tamiami Canal Road
Site Code : 00000000
Start Date : 3/18/2014
Page No : 2



SW 8th Street & Tamiami Canal Road

File Name : TMC-17 SW 8th Street & Tamiami Canal Road
Site Code : 00000000
Start Date : 3/18/2014
Page No : 3

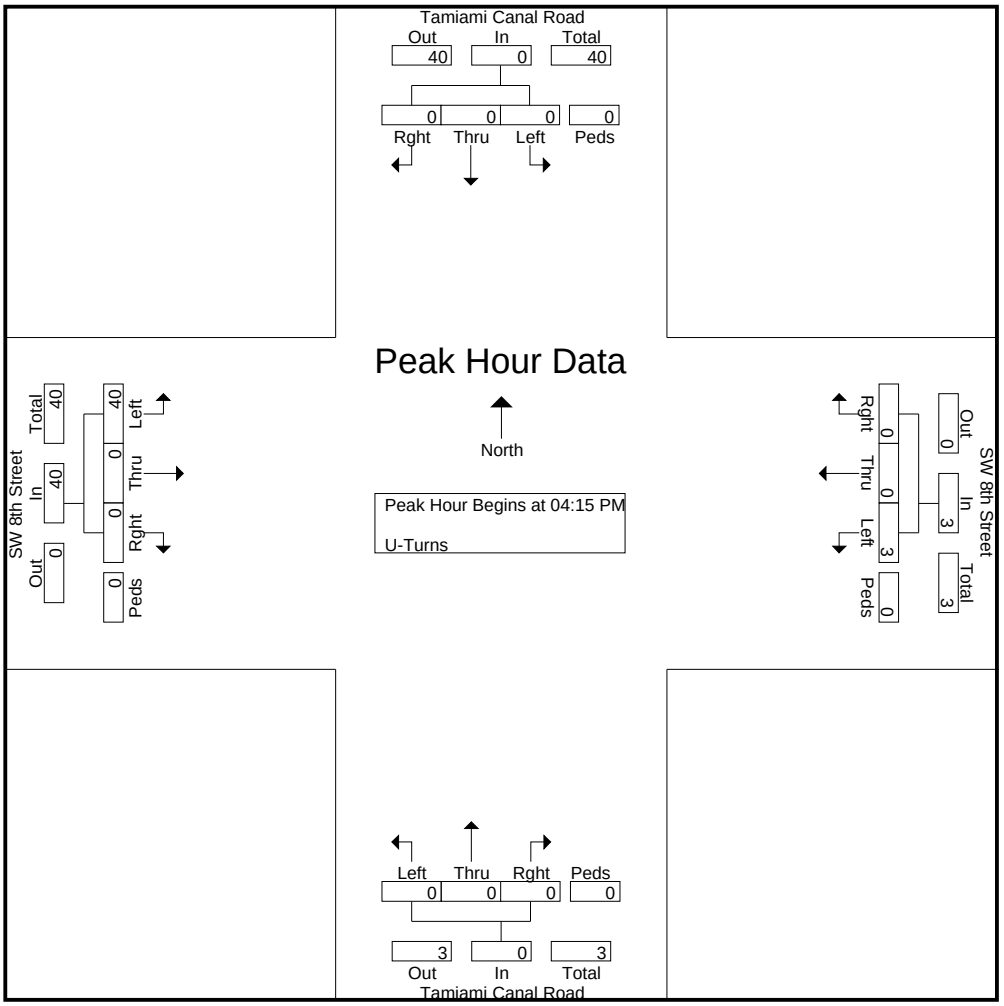
	Tamiami Canal Road Southbound					Tamiami Canal Road Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	24	24
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.857	.000	.000	.000	.857	.857



SW 8th Street & Tamiami Canal Road

File Name : TMC-17 SW 8th Street & Tamiami Canal Road
Site Code : 00000000
Start Date : 3/18/2014
Page No : 4

	Tamiami Canal Road Southbound					Tamiami Canal Road Northbound					SW 8th Street Westbound					SW 8th Street Eastbound					
Start Time	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7	0	0	0	7	8
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	12
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	8	0	0	0	8	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	13	0	0	0	13	14
Total Volume	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	40	0	0	0	40	43
% App. Total	0	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.769	.000	.000	.000	.769	.768



TMCs collected in March 2016 for the FDOT SW 8th Street Corridor Study

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2015008.013
PROJECT: SW 8th Street Study
COUNTY : Miami-Dade

File Name : 1- SW 8th St & 80th Ct
Site Code : 00000000
Start Date : 3/8/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

	SW 8th Street Eastbound					SW 8th Street Westbound					SW 80th Ct Northbound					SW 80th Ct Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	0	219	3	0	222	5	146	0	1	152	3	0	3	0	6	0	0	0	0	0	380
06:15 AM	0	275	3	0	278	0	192	0	2	194	0	0	4	0	4	0	0	0	0	0	476
06:30 AM	0	500	2	0	502	5	208	0	3	216	0	0	6	0	6	0	0	0	0	0	724
06:45 AM	0	463	3	0	466	0	229	0	2	231	0	0	9	0	9	0	0	0	0	0	706
Total	0	1457	11	0	1468	10	775	0	8	793	3	0	22	0	25	0	0	0	0	0	2286
07:00 AM	0	466	4	0	470	8	242	0	2	252	0	0	13	0	13	0	0	0	0	0	735
07:15 AM	0	590	2	0	592	2	375	0	2	379	2	0	19	0	21	0	0	0	0	0	992
07:30 AM	0	537	2	0	539	4	363	0	2	369	3	0	26	0	29	0	0	0	0	0	937
07:45 AM	0	490	3	0	493	12	237	0	0	249	2	0	28	0	30	0	0	0	0	0	772
Total	0	2083	11	0	2094	26	1217	0	6	1249	7	0	86	0	93	0	0	0	0	0	3436
08:00 AM	0	472	1	0	473	17	391	0	1	409	1	0	19	0	20	0	0	0	0	0	902
08:15 AM	0	394	1	0	395	15	343	0	1	359	0	0	23	0	23	0	0	0	0	0	777
08:30 AM	0	366	2	0	368	17	340	0	1	358	1	0	31	0	32	0	0	0	0	0	758
08:45 AM	0	402	1	0	403	12	325	0	1	338	1	0	16	0	17	0	0	0	0	0	758
Total	0	1634	5	0	1639	61	1399	0	4	1464	3	0	89	0	92	0	0	0	0	0	3195
09:00 AM	0	402	2	0	404	17	349	0	2	368	2	0	25	0	27	0	0	0	0	0	799
09:15 AM	0	411	2	0	413	13	409	0	2	424	1	0	19	0	20	0	0	0	0	0	857
09:30 AM	0	402	4	0	406	15	393	0	1	409	3	0	12	0	15	0	0	0	0	0	830
09:45 AM	0	386	2	0	388	16	374	0	0	390	2	0	9	0	11	0	0	0	0	0	789
Total	0	1601	10	0	1611	61	1525	0	5	1591	8	0	65	0	73	0	0	0	0	0	3275
*** BREAK ***																					
03:30 PM	0	350	3	0	353	21	513	0	2	536	2	0	10	0	12	0	0	0	0	0	901
03:45 PM	0	391	4	0	395	18	549	0	1	568	2	0	8	0	10	0	0	0	0	0	973
Total	0	741	7	0	748	39	1062	0	3	1104	4	0	18	0	22	0	0	0	0	0	1874
04:00 PM	0	382	5	0	387	19	560	0	3	582	3	0	6	0	9	0	0	0	0	0	978
04:15 PM	0	451	3	0	454	11	406	0	1	418	1	0	6	0	7	0	0	0	0	0	879
04:30 PM	0	376	0	0	376	9	367	0	1	377	1	0	7	0	8	0	0	0	0	0	761
04:45 PM	0	343	5	0	348	18	397	0	1	416	1	0	6	0	7	0	0	0	0	0	771
Total	0	1552	13	0	1565	57	1730	0	6	1793	6	0	25	0	31	0	0	0	0	0	3389
05:00 PM	0	348	5	0	353	21	518	0	1	540	1	0	7	0	8	0	0	0	0	0	901
05:15 PM	0	297	3	0	300	34	596	0	1	631	1	0	3	0	4	0	0	0	0	0	935
05:30 PM	0	362	3	0	365	40	564	0	1	605	1	0	7	0	8	0	0	0	0	0	978
05:45 PM	0	341	5	0	346	45	587	0	1	633	2	0	6	0	8	0	0	0	0	0	987
Total	0	1348	16	0	1364	140	2265	0	4	2409	5	0	23	0	28	0	0	0	0	0	3801
06:00 PM	0	385	8	0	393	35	604	0	0	639	5	0	5	0	10	0	0	0	0	0	1042
06:15 PM	0	360	4	0	364	28	625	0	1	654	0	0	9	0	9	0	0	0	0	0	1027
06:30 PM	0	340	3	0	343	29	611	0	2	642	0	0	10	0	10	0	0	0	0	0	995
06:45 PM	0	358	2	0	360	22	578	0	2	602	1	0	7	0	8	0	0	0	0	0	970
Total	0	1443	17	0	1460	114	2418	0	5	2537	6	0	31	0	37	0	0	0	0	0	4034
07:00 PM	0	380	2	0	382	17	543	0	1	561	3	0	6	0	9	0	0	0	0	0	952
07:15 PM	0	370	3	0	373	21	559	0	0	580	1	0	4	0	5	0	0	0	0	0	958
Grand Total	0	12609	95	0	12704	546	13493	0	42	14081	46	0	369	0	415	0	0	0	0	0	27200
Apprch %	0	99.3	0.7	0		3.9	95.8	0	0.3		11.1	0	88.9	0		0	0	0	0		
Total %	0	46.4	0.3	0	46.7	2	49.6	0	0.2	51.8	0.2	0	1.4	0	1.5	0	0	0	0	0	
Auto	0	12529	95	0	12624	546	13410	0	42	13998	46	0	368	0	414	0	0	0	0	0	27036
% Auto	0	99.4	100	0	99.4	100	99.4	0	100	99.4	100	0	99.7	0	99.8	0	0	0	0	0	99.4
Heavy Vehicles	0	80	0	0	80	0	83	0	0	83	0	0	1	0	1	0	0	0	0	0	164
% Heavy Vehicles	0	0.6	0	0	0.6	0	0.6	0	0	0.6	0	0	0.3	0	0.2	0	0	0	0	0	0.6

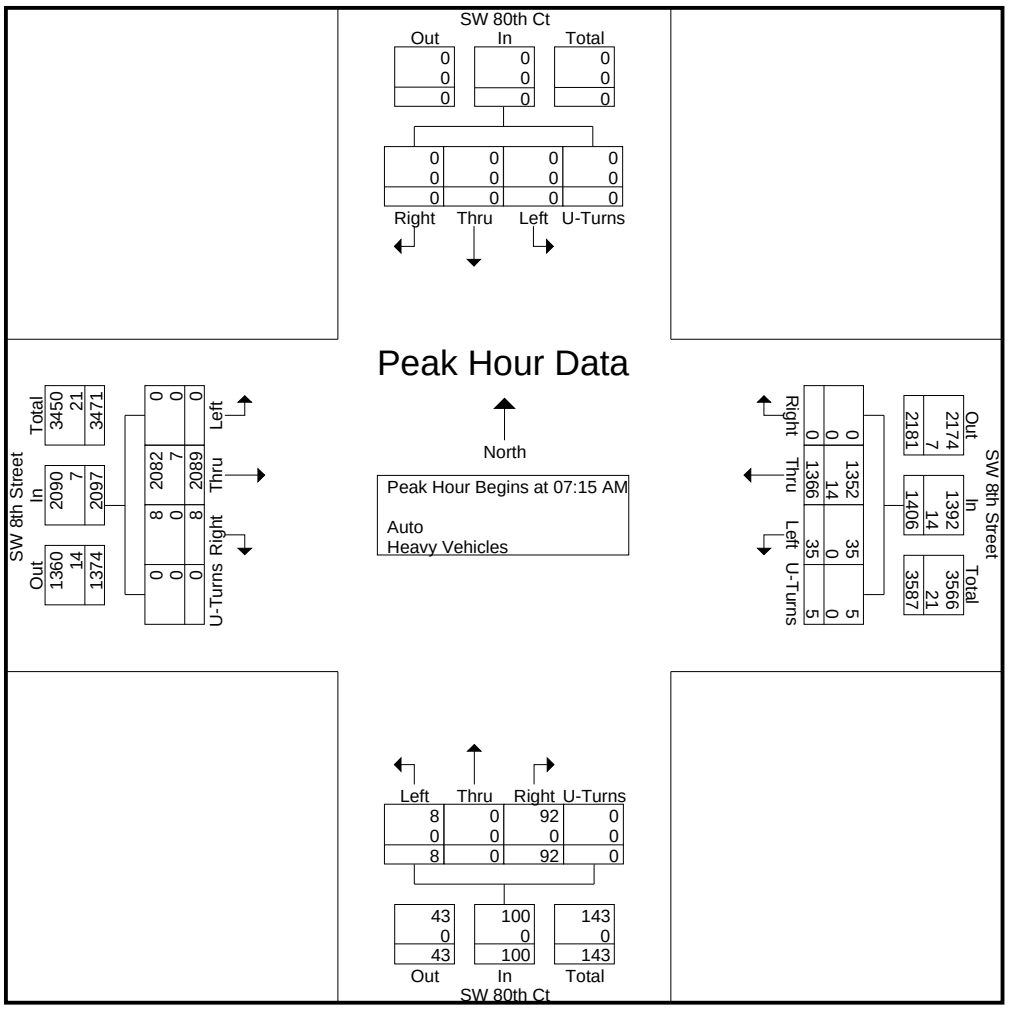
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2015008.013
PROJECT: SW 8th Street Study
COUNTY : Miami-Dade

File Name : 1- SW 8th St & 80th Ct
Site Code : 00000000
Start Date : 3/8/2016
Page No : 3

	SW 8th Street Eastbound					SW 8th Street Westbound					SW 80th Ct Northbound					SW 80th Ct Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	590	2	0	592	2	375	0	2	379	2	0	19	0	21	0	0	0	0	0	992
07:30 AM	0	537	2	0	539	4	363	0	2	369	3	0	26	0	29	0	0	0	0	0	937
07:45 AM	0	490	3	0	493	12	237	0	0	249	2	0	28	0	30	0	0	0	0	0	772
08:00 AM	0	472	1	0	473	17	391	0	1	409	1	0	19	0	20	0	0	0	0	0	902
Total Volume	0	2089	8	0	2097	35	1366	0	5	1406	8	0	92	0	100	0	0	0	0	0	3603
% App. Total	0	99.6	0.4	0		2.5	97.2	0	0.4		8	0	92	0		0	0	0	0		
PHF	.000	.885	.667	.000	.886	.515	.873	.000	.625	.859	.667	.000	.821	.000	.833	.000	.000	.000	.000	.000	.908
Auto	0	2082	8	0	2090	35	1352	0	5	1392	8	0	92	0	100	0	0	0	0	0	3582
% Auto	0	99.7	100	0	99.7	100	99.0	0	100	99.0	100	0	100	0	100	0	0	0	0	0	99.4
Heavy Vehicles	0	7	0	0	7	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	21
% Heavy Vehicles	0	0.3	0	0	0.3	0	1.0	0	0	1.0	0	0	0	0	0	0	0	0	0	0	0.6



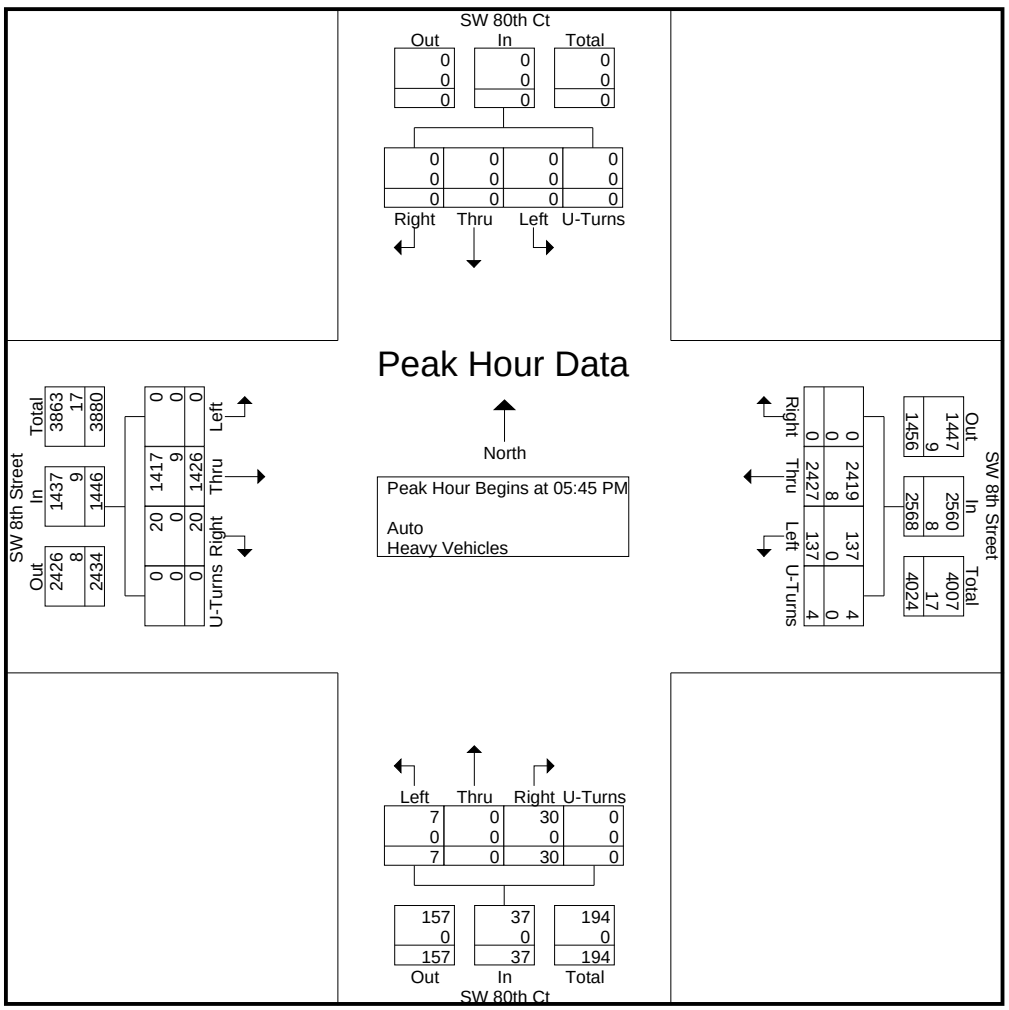
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2015008.013
PROJECT: SW 8th Street Study
COUNTY : Miami-Dade

File Name : 1- SW 8th St & 80th Ct
Site Code : 00000000
Start Date : 3/8/2016
Page No : 4

	SW 8th Street Eastbound					SW 8th Street Westbound					SW 80th Ct Northbound					SW 80th Ct Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:45 PM																					
05:45 PM	0	341	5	0	346	45	587	0	1	633	2	0	6	0	8	0	0	0	0	0	987
06:00 PM	0	385	8	0	393	35	604	0	0	639	5	0	5	0	10	0	0	0	0	0	1042
06:15 PM	0	360	4	0	364	28	625	0	1	654	0	0	9	0	9	0	0	0	0	0	1027
06:30 PM	0	340	3	0	343	29	611	0	2	642	0	0	10	0	10	0	0	0	0	0	995
Total Volume	0	1426	20	0	1446	137	2427	0	4	2568	7	0	30	0	37	0	0	0	0	0	4051
% App. Total	0	98.6	1.4	0		5.3	94.5	0	0.2		18.9	0	81.1	0		0	0	0	0		
PHF	.000	.926	.625	.000	.920	.761	.971	.000	.500	.982	.350	.000	.750	.000	.925	.000	.000	.000	.000	.000	.972
Auto	0	1417	20	0	1437	137	2419	0	4	2560	7	0	30	0	37	0	0	0	0	0	4034
% Auto	0	99.4	100	0	99.4	100	99.7	0	100	99.7	100	0	100	0	100	0	0	0	0	0	99.6
Heavy Vehicles	0	9	0	0	9	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	17
% Heavy Vehicles	0	0.6	0	0	0.6	0	0.3	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0.4



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Groups Printed- Heavy Vehicles

	SW 8th Street Eastbound					SW 8th Street Westbound					SW 80th Ct Northbound					SW 80th Ct Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
06:15 AM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
06:30 AM	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	7
06:45 AM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Total	0	7	0	0	7	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	19
07:00 AM	0	8	0	0	8	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	9
07:15 AM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
07:30 AM	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	7
07:45 AM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Total	0	14	0	0	14	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	25
08:00 AM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
08:15 AM	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	4
08:30 AM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
08:45 AM	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	7
Total	0	10	0	0	10	0	9	0	0	9	0	0	1	0	1	0	0	0	0	0	20
09:00 AM	0	3	0	0	3	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	10
09:15 AM	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
09:30 AM	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
*** BREAK ***																					
Total	0	9	0	0	9	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	24
*** BREAK ***																					
03:30 PM	0	3	0	0	3	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	10
03:45 PM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Total	0	6	0	0	6	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	15
04:00 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
04:15 PM	0	5	0	0	5	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	8
04:30 PM	0	6	0	0	6	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	9
04:45 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	16	0	0	16	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	24
05:00 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
05:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Total	0	7	0	0	7	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	13
06:00 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
06:15 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
06:30 PM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
06:45 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Total	0	9	0	0	9	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	17
07:00 PM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
07:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	80	0	0	80	0	83	0	0	83	0	0	1	0	1	0	0	0	0	0	164
Apprch %	0	100	0	0		0	100	0	0		0	0	100	0		0	0	0	0		
Total %	0	48.8	0	0	48.8	0	50.6	0	0	50.6	0	0	0.6	0	0.6	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2015008.013
PROJECT: SW 8th Street Study
COUNTY : Miami-Dade

File Name : 2- SW 8th St & 79th Ave
Site Code : 00000000
Start Date : 3/8/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

	SW 8th Street Eastbound					SW 8th Street Westbound					SW 79th Ave Northbound					SW 79th Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	0	273	2	0	275	7	139	0	2	148	0	0	23	0	23	0	0	0	0	0	446
06:15 AM	0	333	3	0	336	4	188	0	2	194	0	0	31	0	31	0	0	0	0	0	561
06:30 AM	0	495	2	0	497	5	259	0	1	265	0	0	32	0	32	0	0	0	0	0	794
06:45 AM	0	499	2	0	501	3	267	0	1	271	0	0	38	0	38	0	0	0	0	0	810
Total	0	1600	9	0	1609	19	853	0	6	878	0	0	124	0	124	0	0	0	0	0	2611
07:00 AM	0	511	4	0	515	10	283	0	2	295	0	0	41	0	41	0	0	0	0	0	851
07:15 AM	0	613	5	0	618	2	347	0	1	350	0	0	37	0	37	0	0	0	0	0	1005
07:30 AM	0	606	2	0	608	6	355	0	0	361	0	0	49	0	49	0	0	0	0	0	1018
07:45 AM	0	600	2	0	602	6	290	0	2	298	0	0	58	0	58	0	0	0	0	0	958
Total	0	2330	13	0	2343	24	1275	0	5	1304	0	0	185	0	185	0	0	0	0	0	3832
08:00 AM	0	545	5	0	550	7	356	0	2	365	0	0	60	0	60	0	0	0	0	0	975
08:15 AM	0	400	2	0	402	8	344	0	2	354	0	0	64	0	64	0	0	0	0	0	820
08:30 AM	0	340	3	0	343	12	354	0	2	368	0	0	56	0	56	0	0	0	0	0	767
08:45 AM	0	401	2	0	403	12	388	0	1	401	0	0	45	0	45	0	0	0	0	0	849
Total	0	1686	12	0	1698	39	1442	0	7	1488	0	0	225	0	225	0	0	0	0	0	3411
09:00 AM	0	428	5	0	433	8	353	0	2	363	0	0	30	0	30	0	0	0	0	0	826
09:15 AM	0	456	4	0	460	9	388	0	2	399	0	0	25	0	25	0	0	0	0	0	884
09:30 AM	0	479	3	0	482	8	363	0	0	371	0	0	21	0	21	0	0	0	0	0	874
09:45 AM	0	462	2	0	464	10	380	0	0	390	0	0	23	0	23	0	0	0	0	0	877
Total	0	1825	14	0	1839	35	1484	0	4	1523	0	0	99	0	99	0	0	0	0	0	3461
*** BREAK ***																					
03:30 PM	0	328	10	0	338	19	547	0	5	571	0	0	9	0	9	0	0	0	0	0	918
03:45 PM	0	346	9	0	355	23	565	0	6	594	0	0	13	0	13	0	0	0	0	0	962
Total	0	674	19	0	693	42	1112	0	11	1165	0	0	22	0	22	0	0	0	0	0	1880
04:00 PM	0	341	6	0	347	21	585	0	8	614	0	0	16	0	16	0	0	0	0	0	977
04:15 PM	0	401	12	0	413	28	453	0	3	484	0	0	25	0	25	0	0	0	0	0	922
04:30 PM	0	355	14	0	369	32	453	0	9	494	0	0	15	0	15	0	0	0	0	0	878
04:45 PM	0	330	10	0	340	31	455	0	8	494	0	0	19	0	19	0	0	0	0	0	853
Total	0	1427	42	0	1469	112	1946	0	28	2086	0	0	75	0	75	0	0	0	0	0	3630
05:00 PM	0	329	9	0	338	36	543	0	0	579	0	0	21	0	21	0	0	0	0	0	938
05:15 PM	0	326	10	0	336	39	675	0	4	718	0	0	18	0	18	0	0	0	0	0	1072
05:30 PM	0	356	7	0	363	56	684	0	1	741	0	0	15	0	15	0	0	0	0	0	1119
05:45 PM	0	343	7	0	350	52	654	0	1	707	0	0	19	0	19	0	0	0	0	0	1076
Total	0	1354	33	0	1387	183	2556	0	6	2745	0	0	73	0	73	0	0	0	0	0	4205
06:00 PM	0	386	7	0	393	36	623	0	2	661	0	0	29	0	29	0	0	0	0	0	1083
06:15 PM	0	392	8	0	400	39	685	0	1	725	0	0	25	0	25	0	0	0	0	0	1150
06:30 PM	0	384	6	0	390	44	633	0	2	679	0	0	20	0	20	0	0	0	0	0	1089
06:45 PM	0	396	8	0	404	35	598	0	1	634	0	0	17	0	17	0	0	0	0	0	1055
Total	0	1558	29	0	1587	154	2539	0	6	2699	0	0	91	0	91	0	0	0	0	0	4377
07:00 PM	0	417	5	0	422	40	636	0	0	676	0	0	15	0	15	0	0	0	0	0	1113
07:15 PM	0	397	6	0	403	29	618	0	0	647	0	0	18	0	18	0	0	0	0	0	1068
Grand Total	0	13268	182	0	13450	677	14461	0	73	15211	0	0	927	0	927	0	0	0	0	0	29588
Apprch %	0	98.6	1.4	0		4.5	95.1	0	0.5		0	0	100	0		0	0	0	0		
Total %	0	44.8	0.6	0	45.5	2.3	48.9	0	0.2	51.4	0	0	3.1	0	3.1	0	0	0	0	0	
Auto	0	13204	182	0	13386	671	14391	0	73	15135	0	0	926	0	926	0	0	0	0	0	29447
% Auto	0	99.5	100	0	99.5	99.1	99.5	0	100	99.5	0	0	99.9	0	99.9	0	0	0	0	0	99.5
Heavy Vehicles	0	64	0	0	64	6	70	0	0	76	0	0	1	0	1	0	0	0	0	0	141
% Heavy Vehicles	0	0.5	0	0	0.5	0.9	0.5	0	0	0.5	0	0	0.1	0	0.1	0	0	0	0	0	0.5

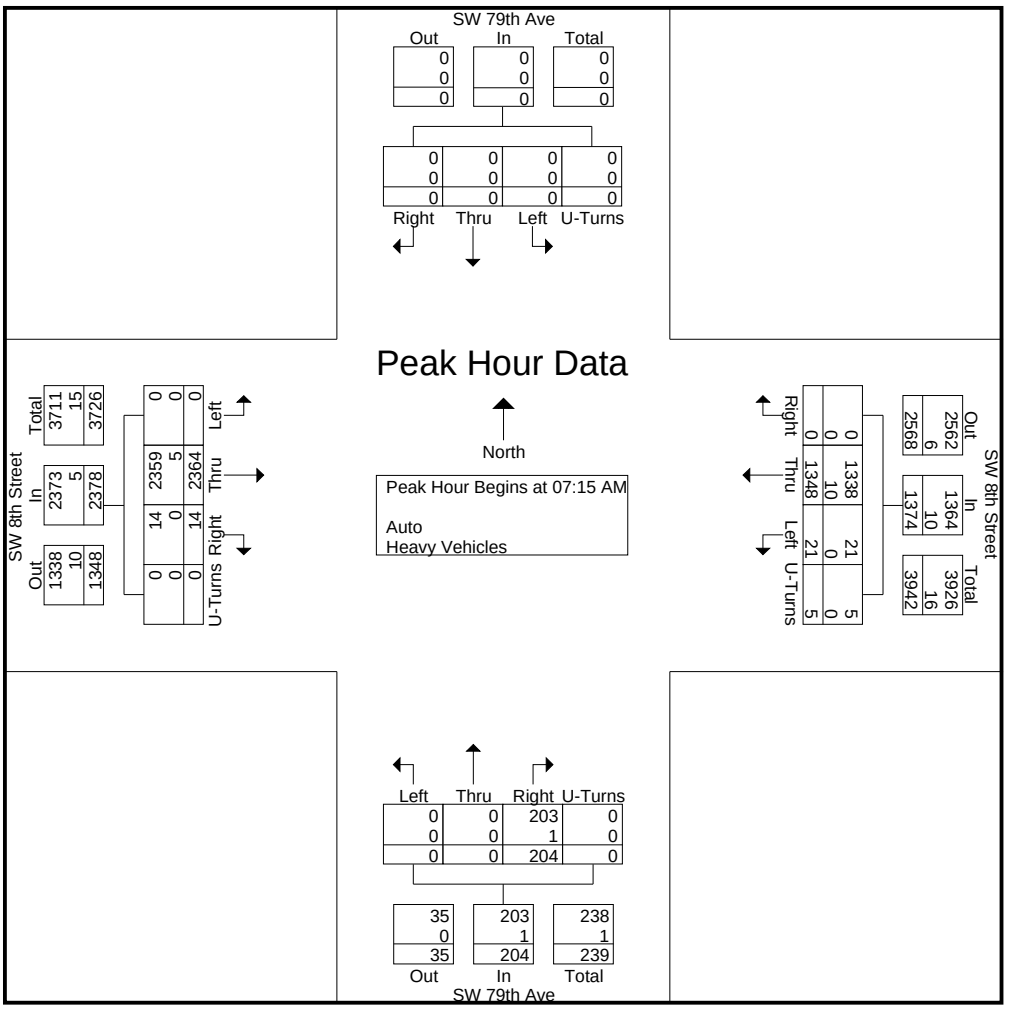
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
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File Name : 2- SW 8th St & 79th Ave
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	SW 8th Street Eastbound					SW 8th Street Westbound					SW 79th Ave Northbound					SW 79th Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	613	5	0	618	2	347	0	1	350	0	0	37	0	37	0	0	0	0	0	1005
07:30 AM	0	606	2	0	608	6	355	0	0	361	0	0	49	0	49	0	0	0	0	0	1018
07:45 AM	0	600	2	0	602	6	290	0	2	298	0	0	58	0	58	0	0	0	0	0	958
08:00 AM	0	545	5	0	550	7	356	0	2	365	0	0	60	0	60	0	0	0	0	0	975
Total Volume	0	2364	14	0	2378	21	1348	0	5	1374	0	0	204	0	204	0	0	0	0	0	3956
% App. Total	0	99.4	0.6	0		1.5	98.1	0	0.4		0	0	100	0		0	0	0	0		
PHF	.000	.964	.700	.000	.962	.750	.947	.000	.625	.941	.000	.000	.850	.000	.850	.000	.000	.000	.000	.000	.972
Auto	0	2359	14	0	2373	21	1338	0	5	1364	0	0	203	0	203	0	0	0	0	0	3940
% Auto	0	99.8	100	0	99.8	100	99.3	0	100	99.3	0	0	99.5	0	99.5	0	0	0	0	0	99.6
Heavy Vehicles	0	5	0	0	5	0	10	0	0	10	0	0	1	0	1	0	0	0	0	0	16
% Heavy Vehicles	0	0.2	0	0	0.2	0	0.7	0	0	0.7	0	0	0.5	0	0.5	0	0	0	0	0	0.4



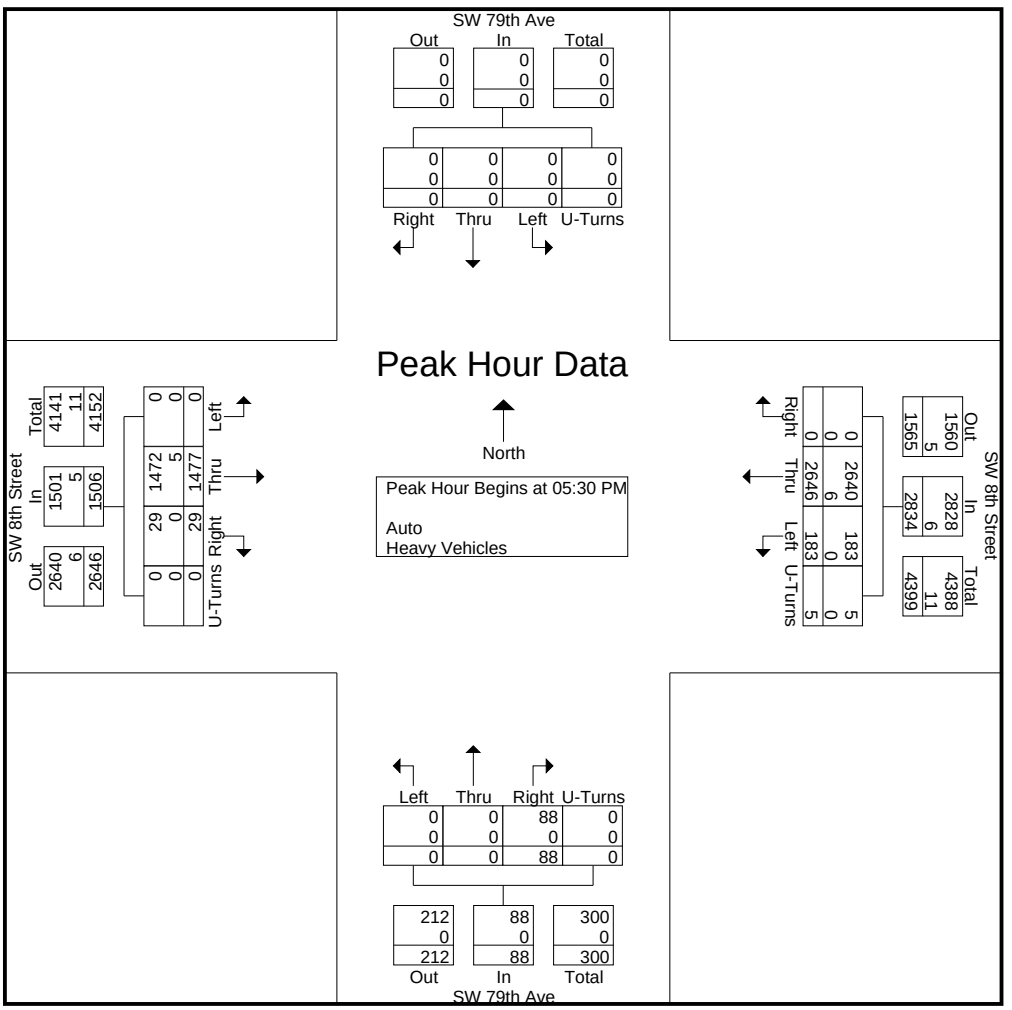
CTS Engineering, Inc.

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	SW 8th Street Eastbound					SW 8th Street Westbound					SW 79th Ave Northbound					SW 79th Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	0	356	7	0	363	56	684	0	1	741	0	0	15	0	15	0	0	0	0	0	1119
05:45 PM	0	343	7	0	350	52	654	0	1	707	0	0	19	0	19	0	0	0	0	0	1076
06:00 PM	0	386	7	0	393	36	623	0	2	661	0	0	29	0	29	0	0	0	0	0	1083
06:15 PM	0	392	8	0	400	39	685	0	1	725	0	0	25	0	25	0	0	0	0	0	1150
Total Volume	0	1477	29	0	1506	183	2646	0	5	2834	0	0	88	0	88	0	0	0	0	0	4428
% App. Total	0	98.1	1.9	0		6.5	93.4	0	0.2		0	0	100	0		0	0	0	0		
PHF	.000	.942	.906	.000	.941	.817	.966	.000	.625	.956	.000	.000	.759	.000	.759	.000	.000	.000	.000	.000	.963
Auto	0	1472	29	0	1501	183	2640	0	5	2828	0	0	88	0	88	0	0	0	0	0	4417
% Auto	0	99.7	100	0	99.7	100	99.8	0	100	99.8	0	0	100	0	100	0	0	0	0	0	99.8
Heavy Vehicles	0	5	0	0	5	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	11
% Heavy Vehicles	0	0.3	0	0	0.3	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.2



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Groups Printed- Heavy Vehicles

	SW 8th Street Eastbound					SW 8th Street Westbound					SW 79th Ave Northbound					SW 79th Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
06:15 AM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
06:30 AM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
06:45 AM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Total	0	8	0	0	8	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	16
07:00 AM	0	6	0	0	6	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	8
07:15 AM	0	2	0	0	2	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	5
07:30 AM	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6
07:45 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	10	0	0	10	0	10	0	0	10	0	0	1	0	1	0	0	0	0	0	21
08:00 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	2	0	0	2	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	5
08:30 AM	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
08:45 AM	0	3	0	0	3	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	8
Total	0	8	0	0	8	2	12	0	0	14	0	0	0	0	0	0	0	0	0	0	22
*** BREAK ***																					
03:30 PM	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
03:45 PM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Total	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
04:00 PM	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
04:15 PM	0	5	0	0	5	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	11
04:30 PM	0	6	0	0	6	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	13
04:45 PM	0	3	0	0	3	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Total	0	18	0	0	18	3	15	0	0	18	0	0	0	0	0	0	0	0	0	0	36
05:00 PM	0	1	0	0	1	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	5
05:15 PM	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
05:30 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Total	0	8	0	0	8	1	12	0	0	13	0	0	0	0	0	0	0	0	0	0	21
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
06:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
06:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
07:00 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
07:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	64	0	0	64	6	70	0	0	76	0	0	1	0	1	0	0	0	0	0	141
Apprch %	0	100	0	0		7.9	92.1	0	0		0	0	100	0		0	0	0	0		
Total %	0	45.4	0	0	45.4	4.3	49.6	0	0	53.9	0	0	0.7	0	0.7	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2015008.013
PROJECT: SW 8th Street Study
COUNTY : Miami-Dade

File Name : 3- SW 8th St & 76th Ave
Site Code : 00000000
Start Date : 3/8/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

	SW 8th Street Eastbound					SW 8th Street Westbound					SW 76th Ave Northbound					SW 76th Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	0	279	9	0	288	0	119	73	0	192	2	0	5	0	7	0	0	0	0	0	487
06:15 AM	0	324	12	0	336	0	189	83	0	272	6	0	4	0	10	0	0	0	0	0	618
06:30 AM	0	411	15	0	426	0	247	101	0	348	4	0	4	0	8	0	0	0	0	0	782
06:45 AM	0	447	13	0	460	0	250	96	0	346	6	0	3	0	9	0	0	0	0	0	815
Total	0	1461	49	0	1510	0	805	353	0	1158	18	0	16	0	34	0	0	0	0	0	2702
07:00 AM	0	496	10	0	506	0	249	96	0	345	5	0	4	0	9	0	0	0	0	0	860
07:15 AM	0	512	16	0	528	0	235	115	0	350	7	0	14	0	21	0	0	0	0	0	899
07:30 AM	0	456	19	3	478	0	270	107	0	377	4	0	14	0	18	0	0	0	0	0	873
07:45 AM	0	455	21	0	476	0	201	85	0	286	2	0	3	0	5	0	0	0	0	0	767
Total	0	1919	66	3	1988	0	955	403	0	1358	18	0	35	0	53	0	0	0	0	0	3399
08:00 AM	0	469	32	0	501	0	264	102	0	366	7	0	8	0	15	0	0	0	0	0	882
08:15 AM	0	545	27	0	572	0	280	107	0	387	7	0	3	0	10	0	0	0	0	0	969
08:30 AM	0	542	36	0	578	0	261	87	0	348	6	0	5	0	11	0	0	0	0	0	937
08:45 AM	0	557	20	0	577	0	293	109	0	402	8	0	1	0	9	0	0	0	0	0	988
Total	0	2113	115	0	2228	0	1098	405	0	1503	28	0	17	0	45	0	0	0	0	0	3776
09:00 AM	0	533	14	0	547	0	346	94	0	440	6	0	3	0	9	0	0	0	0	0	996
09:15 AM	0	527	16	0	543	0	324	97	0	421	4	0	2	0	6	0	0	0	0	0	970
09:30 AM	0	500	22	0	522	0	311	94	0	405	6	0	7	0	13	0	0	0	0	0	940
09:45 AM	0	485	15	0	500	0	289	95	0	384	3	0	4	0	7	0	0	0	0	0	891
Total	0	2045	67	0	2112	0	1270	380	0	1650	19	0	16	0	35	0	0	0	0	0	3797
*** BREAK ***																					
03:30 PM	0	438	17	0	455	0	368	61	0	429	25	0	3	1	29	0	0	0	0	0	913
03:45 PM	0	477	19	0	496	0	395	67	0	462	32	0	5	0	37	0	0	0	0	0	995
Total	0	915	36	0	951	0	763	128	0	891	57	0	8	1	66	0	0	0	0	0	1908
04:00 PM	0	444	24	0	468	0	403	79	0	482	29	0	11	0	40	0	0	0	0	0	990
04:15 PM	0	409	16	0	425	0	415	74	0	489	34	0	8	0	42	0	0	0	0	0	956
04:30 PM	0	400	15	0	415	0	390	50	0	440	46	0	8	0	54	0	0	0	0	0	909
04:45 PM	0	432	17	0	449	0	428	58	0	486	36	0	2	0	38	0	0	0	0	0	973
Total	0	1685	72	0	1757	0	1636	261	0	1897	145	0	29	0	174	0	0	0	0	0	3828
05:00 PM	0	394	21	0	415	0	429	55	0	484	52	0	9	0	61	0	0	0	0	0	960
05:15 PM	0	425	27	0	452	0	516	54	0	570	49	0	4	0	53	0	0	0	0	0	1075
05:30 PM	0	413	28	0	441	0	552	54	0	606	99	0	6	0	105	0	0	0	0	0	1152
05:45 PM	0	393	19	0	412	0	520	46	0	566	63	0	2	1	66	0	0	0	0	0	1044
Total	0	1625	95	0	1720	0	2017	209	0	2226	263	0	21	1	285	0	0	0	0	0	4231
06:00 PM	0	374	17	0	391	0	476	56	0	532	57	0	8	0	65	0	0	0	0	0	988
06:15 PM	0	396	16	0	412	0	460	61	0	521	49	0	5	0	54	0	0	0	0	0	987
06:30 PM	0	385	15	0	400	0	432	55	0	487	46	0	3	2	51	0	0	0	0	0	938
06:45 PM	0	399	18	0	417	0	410	54	0	464	38	0	6	0	44	0	0	0	0	0	925
Total	0	1554	66	0	1620	0	1778	226	0	2004	190	0	22	2	214	0	0	0	0	0	3838
07:00 PM	0	397	25	0	422	0	339	65	0	404	20	0	5	0	25	0	0	0	0	0	851
07:15 PM	0	391	21	0	412	0	350	61	0	411	27	0	4	0	31	0	0	0	0	0	854
Grand Total	0	14105	612	3	14720	0	11011	2491	0	13502	785	0	173	4	962	0	0	0	0	0	29184
Apprch %	0	95.8	4.2	0		0	81.6	18.4	0		81.6	0	18	0.4		0	0	0	0		
Total %	0	48.3	2.1	0	50.4	0	37.7	8.5	0	46.3	2.7	0	0.6	0	3.3	0	0	0	0	0	
Auto	0	14022	612	3	14637	0	10940	2443	0	13383	784	0	172	4	960	0	0	0	0	0	28980
% Auto	0	99.4	100	100	99.4	0	99.4	98.1	0	99.1	99.9	0	99.4	100	99.8	0	0	0	0	0	99.3
Heavy Vehicles	0	83	0	0	83	0	71	48	0	119	1	0	1	0	2	0	0	0	0	0	204
% Heavy Vehicles	0	0.6	0	0	0.6	0	0.6	1.9	0	0.9	0.1	0	0.6	0	0.2	0	0	0	0	0	0.7

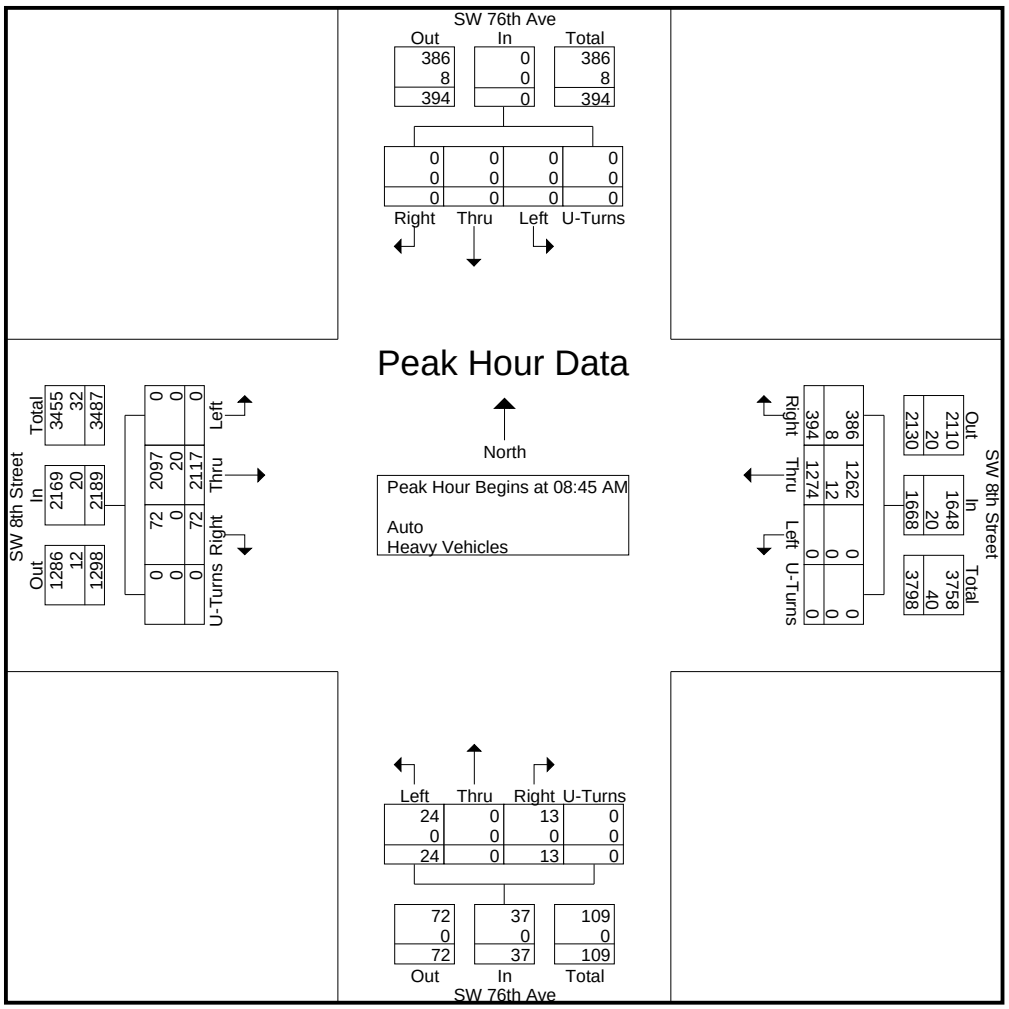
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2015008.013
PROJECT: SW 8th Street Study
COUNTY : Miami-Dade

File Name : 3- SW 8th St & 76th Ave
Site Code : 00000000
Start Date : 3/8/2016
Page No : 3

	SW 8th Street Eastbound					SW 8th Street Westbound					SW 76th Ave Northbound					SW 76th Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:45 AM																					
08:45 AM	0	557	20	0	577	0	293	109	0	402	8	0	1	0	9	0	0	0	0	0	988
09:00 AM	0	533	14	0	547	0	346	94	0	440	6	0	3	0	9	0	0	0	0	0	996
09:15 AM	0	527	16	0	543	0	324	97	0	421	4	0	2	0	6	0	0	0	0	0	970
09:30 AM	0	500	22	0	522	0	311	94	0	405	6	0	7	0	13	0	0	0	0	0	940
Total Volume	0	2117	72	0	2189	0	1274	394	0	1668	24	0	13	0	37	0	0	0	0	0	3894
% App. Total	0	96.7	3.3	0		0	76.4	23.6	0		64.9	0	35.1	0		0	0	0	0		
PHF	.000	.950	.818	.000	.948	.000	.921	.904	.000	.948	.750	.000	.464	.000	.712	.000	.000	.000	.000	.000	.977
Auto	0	2097	72	0	2169	0	1262	386	0	1648	24	0	13	0	37	0	0	0	0	0	3854
% Auto	0	99.1	100	0	99.1	0	99.1	98.0	0	98.8	100	0	100	0	100	0	0	0	0	0	99.0
Heavy Vehicles	0	20	0	0	20	0	12	8	0	20	0	0	0	0	0	0	0	0	0	0	40
% Heavy Vehicles	0	0.9	0	0	0.9	0	0.9	2.0	0	1.2	0	0	0	0	0	0	0	0	0	0	1.0



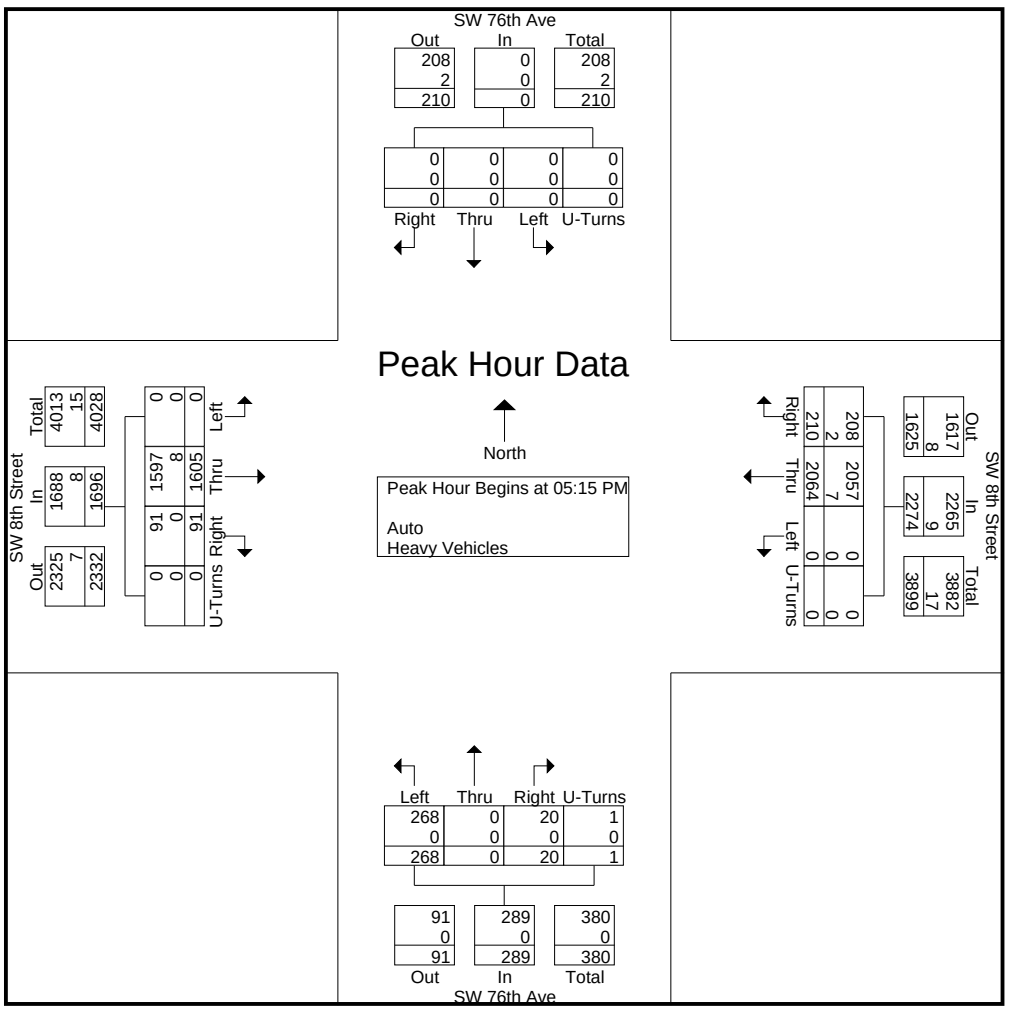
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2015008.013
PROJECT: SW 8th Street Study
COUNTY : Miami-Dade

File Name : 3- SW 8th St & 76th Ave
Site Code : 00000000
Start Date : 3/8/2016
Page No : 4

	SW 8th Street Eastbound					SW 8th Street Westbound					SW 76th Ave Northbound					SW 76th Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	0	425	27	0	452	0	516	54	0	570	49	0	4	0	53	0	0	0	0	0	1075
05:30 PM	0	413	28	0	441	0	552	54	0	606	99	0	6	0	105	0	0	0	0	0	1152
05:45 PM	0	393	19	0	412	0	520	46	0	566	63	0	2	1	66	0	0	0	0	0	1044
06:00 PM	0	374	17	0	391	0	476	56	0	532	57	0	8	0	65	0	0	0	0	0	988
Total Volume	0	1605	91	0	1696	0	2064	210	0	2274	268	0	20	1	289	0	0	0	0	0	4259
% App. Total	0	94.6	5.4	0		0	90.8	9.2	0		92.7	0	6.9	0.3		0	0	0	0		
PHF	.000	.944	.813	.000	.938	.000	.935	.938	.000	.938	.677	.000	.625	.250	.688	.000	.000	.000	.000	.000	.924
Auto	0	1597	91	0	1688	0	2057	208	0	2265	268	0	20	1	289	0	0	0	0	0	4242
% Auto	0	99.5	100	0	99.5	0	99.7	99.0	0	99.6	100	0	100	100	100	0	0	0	0	0	99.6
Heavy Vehicles	0	8	0	0	8	0	7	2	0	9	0	0	0	0	0	0	0	0	0	0	17
% Heavy Vehicles	0	0.5	0	0	0.5	0	0.3	1.0	0	0.4	0	0	0	0	0	0	0	0	0	0	0.4



CTS Engineering, Inc.

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Site Code : 00000000
Start Date : 3/8/2016
Page No : 1

Groups Printed- Heavy Vehicles

	SW 8th Street Eastbound					SW 8th Street Westbound					SW 76th Ave Northbound					SW 76th Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
06:15 AM	0	2	0	0	2	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	6
06:30 AM	0	3	0	0	3	0	6	3	0	9	0	0	0	0	0	0	0	0	0	0	12
06:45 AM	0	2	0	0	2	0	3	2	0	5	0	0	0	0	0	0	0	0	0	0	7
Total	0	10	0	0	10	0	12	7	0	19	0	0	0	0	0	0	0	0	0	0	29
07:00 AM	0	2	0	0	2	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	0	1	0	0	1	0	4	3	0	7	0	0	0	0	0	0	0	0	0	0	8
07:30 AM	0	1	0	0	1	0	1	4	0	5	0	0	1	0	1	0	0	0	0	0	7
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	0	4	0	8	8	0	16	0	0	1	0	1	0	0	0	0	0	21
08:00 AM	0	3	0	0	3	0	4	5	0	9	0	0	0	0	0	0	0	0	0	0	12
08:15 AM	0	5	0	0	5	0	3	4	0	7	0	0	0	0	0	0	0	0	0	0	12
08:30 AM	0	1	0	0	1	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	4
08:45 AM	0	3	0	0	3	0	5	3	0	8	0	0	0	0	0	0	0	0	0	0	11
Total	0	12	0	0	12	0	13	14	0	27	0	0	0	0	0	0	0	0	0	0	39
09:00 AM	0	6	0	0	6	0	3	2	0	5	0	0	0	0	0	0	0	0	0	0	11
09:15 AM	0	4	0	0	4	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	6
09:30 AM	0	7	0	0	7	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	12
09:45 AM	0	5	0	0	5	0	2	3	0	5	0	0	0	0	0	0	0	0	0	0	10
Total	0	22	0	0	22	0	9	8	0	17	0	0	0	0	0	0	0	0	0	0	39
*** BREAK ***																					
03:30 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
03:45 PM	0	2	0	0	2	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	5
Total	0	4	0	0	4	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	8
04:00 PM	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
04:15 PM	0	4	0	0	4	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	9
04:30 PM	0	4	0	0	4	0	2	1	0	3	1	0	0	0	1	0	0	0	0	0	8
04:45 PM	0	3	0	0	3	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	7
Total	0	15	0	0	15	0	9	4	0	13	1	0	0	0	1	0	0	0	0	0	29
05:00 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	4
05:15 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	0	3	0	0	3	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	5
05:45 PM	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	4
Total	0	6	0	0	6	0	8	3	0	11	0	0	0	0	0	0	0	0	0	0	17
06:00 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
06:15 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
06:30 PM	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3
06:45 PM	0	2	0	0	2	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	5
Total	0	7	0	0	7	0	7	2	0	9	0	0	0	0	0	0	0	0	0	0	16
07:00 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
07:15 PM	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	83	0	0	83	0	71	48	0	119	1	0	1	0	2	0	0	0	0	0	204
Apprch %	0	100	0	0		0	59.7	40.3	0		50	0	50	0		0	0	0	0		
Total %	0	40.7	0	0	40.7	0	34.8	23.5	0	58.3	0.5	0	0.5	0	1	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2015008.013
PROJECT: SW 8th Street Study
COUNTY : Miami-Dade

File Name : 4- SW 8th St & 73rd Ct
Site Code : 00000000
Start Date : 3/8/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

	SW 8th Street Eastbound					SW 8th Street Westbound					SW 73rd Ct Northbound					SW 73rd Ct Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	0	235	0	0	235	0	204	1	0	205	0	0	0	0	0	0	0	1	0	1	441
06:15 AM	2	290	0	0	292	0	284	1	0	285	0	0	0	0	0	0	0	3	0	3	580
06:30 AM	2	383	0	0	385	0	391	1	0	392	0	0	0	0	0	0	0	2	0	2	779
06:45 AM	2	426	0	0	428	0	404	1	0	405	0	0	0	0	0	0	0	2	0	2	835
Total	6	1334	0	0	1340	0	1283	4	0	1287	0	0	0	0	0	0	0	8	0	8	2635
07:00 AM	3	490	0	0	493	0	426	0	0	426	0	0	0	0	0	0	0	1	1	2	921
07:15 AM	0	482	0	0	482	0	365	1	0	366	0	0	0	0	0	0	0	1	0	1	849
07:30 AM	0	433	0	0	433	0	436	2	0	438	0	0	0	0	0	0	0	0	1	1	872
07:45 AM	1	424	0	0	425	0	336	3	0	339	0	0	0	0	0	0	0	3	1	4	768
Total	4	1829	0	0	1833	0	1563	6	0	1569	0	0	0	0	0	0	0	5	3	8	3410
08:00 AM	0	405	0	0	405	0	383	4	0	387	0	0	0	0	0	0	0	2	0	2	794
08:15 AM	0	469	0	0	469	0	439	3	0	442	0	0	0	0	0	0	0	0	0	0	911
08:30 AM	4	477	0	0	481	0	380	3	0	383	0	0	0	0	0	0	0	0	0	0	864
08:45 AM	5	485	0	0	490	0	422	4	0	426	0	0	0	0	0	0	0	3	0	3	919
Total	9	1836	0	0	1845	0	1624	14	0	1638	0	0	0	0	0	0	0	5	0	5	3488
09:00 AM	4	460	0	0	464	0	503	3	0	506	0	0	0	0	0	0	0	5	0	5	975
09:15 AM	2	452	0	0	454	0	483	3	0	486	0	0	0	0	0	0	0	4	0	4	944
09:30 AM	1	420	0	0	421	0	436	4	0	440	0	0	0	0	0	0	0	6	0	6	867
09:45 AM	1	416	0	0	417	0	401	4	0	405	0	0	0	0	0	0	0	2	0	2	824
Total	8	1748	0	0	1756	0	1823	14	0	1837	0	0	0	0	0	0	0	17	0	17	3610
*** BREAK ***																					
03:30 PM	2	386	0	0	388	0	421	3	0	424	0	0	0	0	0	0	0	3	0	3	815
03:45 PM	2	434	0	0	436	0	480	2	0	482	0	0	0	0	0	0	0	0	0	0	918
Total	4	820	0	0	824	0	901	5	0	906	0	0	0	0	0	0	0	3	0	3	1733
04:00 PM	2	391	2	0	395	0	486	5	0	491	0	0	0	0	0	0	0	5	0	5	891
04:15 PM	4	376	0	0	380	0	524	3	0	527	0	0	0	0	0	0	0	1	0	1	908
04:30 PM	4	338	0	0	342	0	428	8	0	436	0	0	0	0	0	0	0	4	0	4	782
04:45 PM	3	377	0	0	380	0	539	3	0	542	0	0	0	0	0	0	0	5	0	5	927
Total	13	1482	2	0	1497	0	1977	19	0	1996	0	0	0	0	0	0	0	15	0	15	3508
05:00 PM	1	357	0	0	358	0	543	1	0	544	0	0	0	0	0	0	0	6	0	6	908
05:15 PM	3	375	0	0	378	0	690	1	0	691	0	0	0	0	0	0	0	12	0	12	1081
05:30 PM	2	367	0	0	369	0	618	1	0	619	0	0	0	0	0	0	0	4	0	4	992
05:45 PM	2	351	0	0	353	0	646	3	0	649	0	0	0	0	0	0	0	14	0	14	1016
Total	8	1450	0	0	1458	0	2497	6	0	2503	0	0	0	0	0	0	0	36	0	36	3997
06:00 PM	1	338	0	0	339	0	535	4	0	539	0	0	0	0	0	0	0	19	0	19	897
06:15 PM	2	396	0	0	398	0	506	4	0	510	0	0	0	0	0	0	0	17	0	17	925
06:30 PM	3	379	0	0	382	0	453	4	0	457	0	0	0	0	0	0	0	19	0	19	858
06:45 PM	2	415	0	0	417	0	455	3	0	458	0	0	0	0	0	0	0	13	0	13	888
Total	8	1528	0	0	1536	0	1949	15	0	1964	0	0	0	0	0	0	0	68	0	68	3568
07:00 PM	1	368	0	0	369	0	380	5	0	385	0	0	0	0	0	0	0	11	0	11	765
07:15 PM	1	368	0	0	369	0	382	4	0	386	0	0	0	0	0	0	0	12	0	12	767
Grand Total	62	12763	2	0	12827	0	14379	92	0	14471	0	0	0	0	0	0	0	180	3	183	27481
Apprch %	0.5	99.5	0	0		0	99.4	0.6	0		0	0	0	0		0	0	98.4	1.6		
Total %	0.2	46.4	0	0	46.7	0	52.3	0.3	0	52.7	0	0	0	0	0	0	0	0.7	0	0.7	
Auto	62	12723	2	0	12787	0	14334	92	0	14426	0	0	0	0	0	0	0	180	3	183	27396
% Auto	100	99.7	100	0	99.7	0	99.7	100	0	99.7	0	0	0	0	0	0	0	100	100	100	99.7
Heavy Vehicles	0	40	0	0	40	0	45	0	0	45	0	0	0	0	0	0	0	0	0	0	85
% Heavy Vehicles	0	0.3	0	0	0.3	0	0.3	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0.3

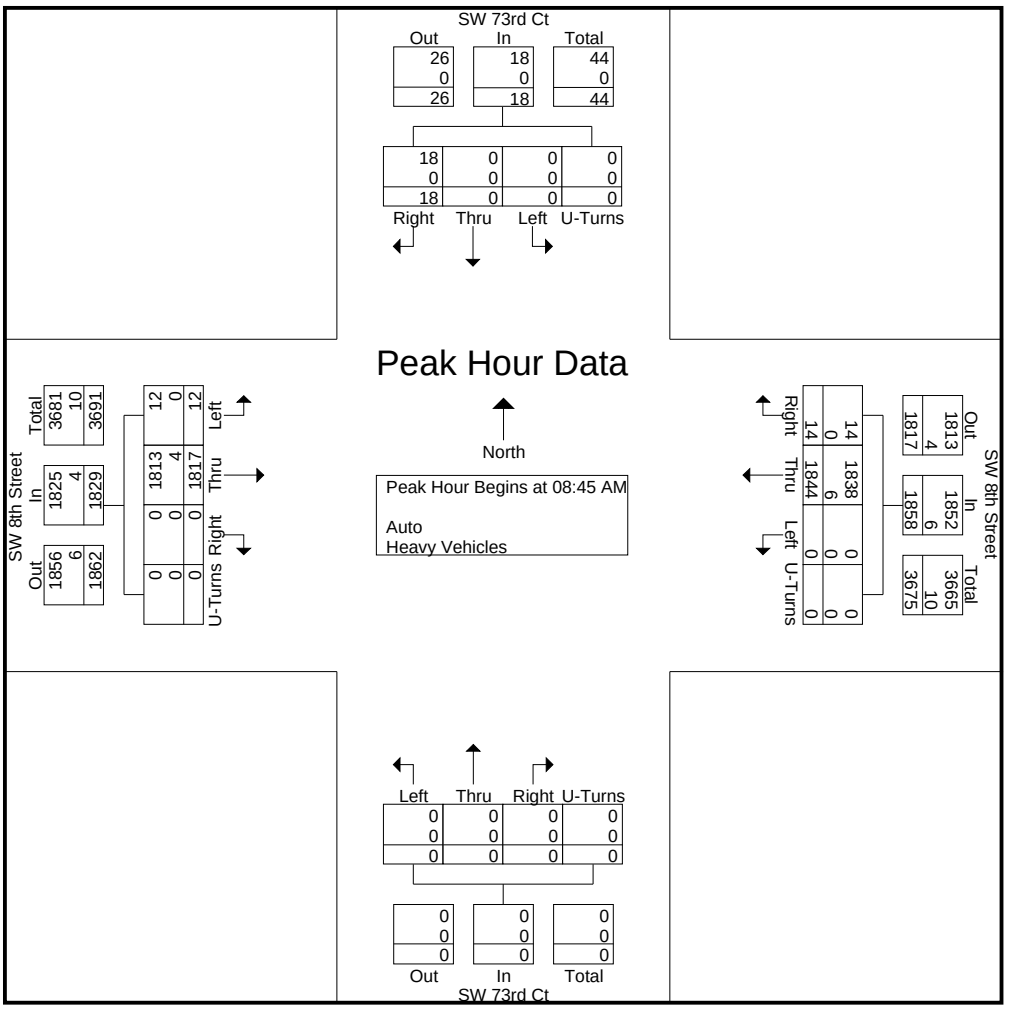
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2015008.013
PROJECT: SW 8th Street Study
COUNTY : Miami-Dade

File Name : 4- SW 8th St & 73rd Ct
Site Code : 00000000
Start Date : 3/8/2016
Page No : 3

	SW 8th Street Eastbound					SW 8th Street Westbound					SW 73rd Ct Northbound					SW 73rd Ct Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:45 AM																					
08:45 AM	5	485	0	0	490	0	422	4	0	426	0	0	0	0	0	0	0	3	0	3	919
09:00 AM	4	460	0	0	464	0	503	3	0	506	0	0	0	0	0	0	0	5	0	5	975
09:15 AM	2	452	0	0	454	0	483	3	0	486	0	0	0	0	0	0	0	4	0	4	944
09:30 AM	1	420	0	0	421	0	436	4	0	440	0	0	0	0	0	0	0	6	0	6	867
Total Volume	12	1817	0	0	1829	0	1844	14	0	1858	0	0	0	0	0	0	0	18	0	18	3705
% App. Total	0.7	99.3	0	0		0	99.2	0.8	0		0	0	0	0		0	0	100	0		
PHF	.600	.937	.000	.000	.933	.000	.917	.875	.000	.918	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	.950
Auto	12	1813	0	0	1825	0	1838	14	0	1852	0	0	0	0	0	0	0	18	0	18	3695
% Auto	100	99.8	0	0	99.8	0	99.7	100	0	99.7	0	0	0	0	0	0	0	100	0	100	99.7
Heavy Vehicles	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	10
% Heavy Vehicles	0	0.2	0	0	0.2	0	0.3	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0.3



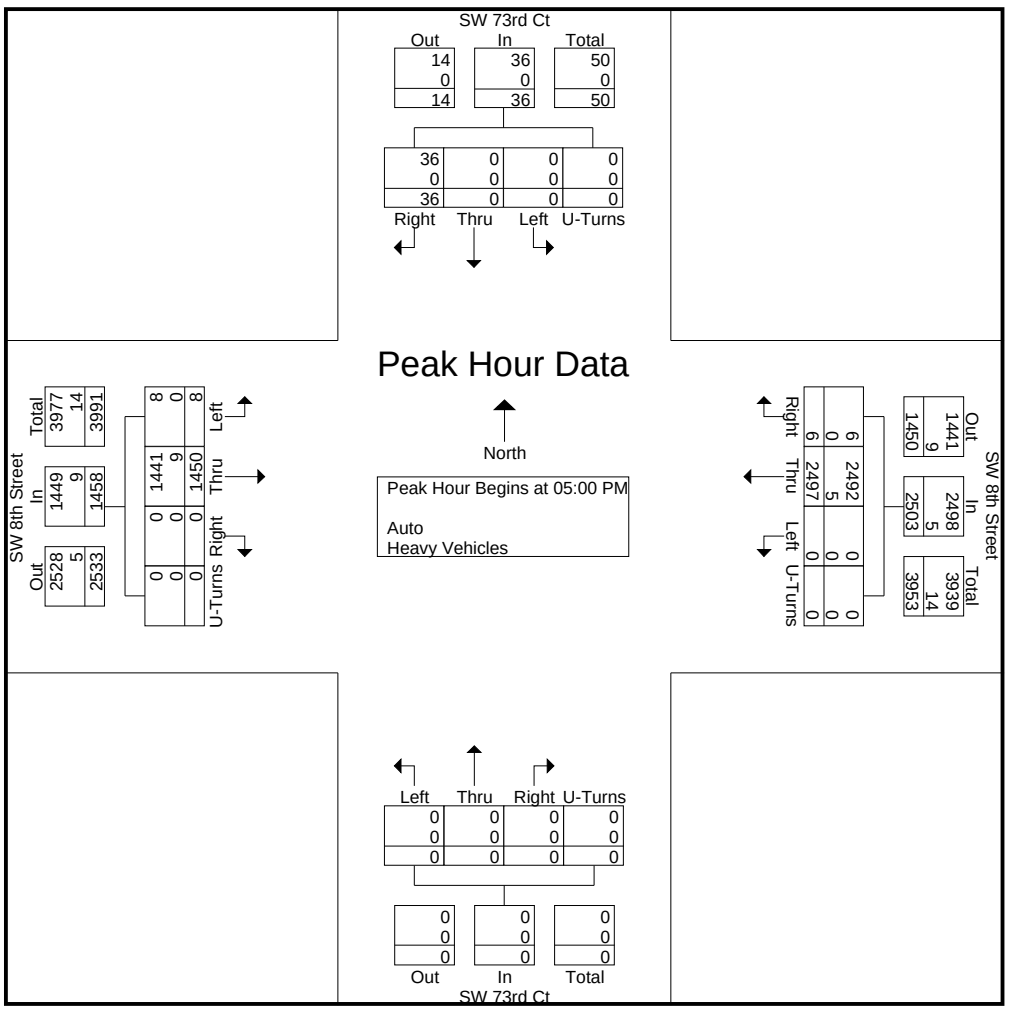
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2015008.013
PROJECT: SW 8th Street Study
COUNTY : Miami-Dade

File Name : 4- SW 8th St & 73rd Ct
Site Code : 00000000
Start Date : 3/8/2016
Page No : 4

	SW 8th Street Eastbound					SW 8th Street Westbound					SW 73rd Ct Northbound					SW 73rd Ct Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	1	357	0	0	358	0	543	1	0	544	0	0	0	0	0	0	0	6	0	6	908
05:15 PM	3	375	0	0	378	0	690	1	0	691	0	0	0	0	0	0	0	12	0	12	1081
05:30 PM	2	367	0	0	369	0	618	1	0	619	0	0	0	0	0	0	0	4	0	4	992
05:45 PM	2	351	0	0	353	0	646	3	0	649	0	0	0	0	0	0	0	14	0	14	1016
Total Volume	8	1450	0	0	1458	0	2497	6	0	2503	0	0	0	0	0	0	0	36	0	36	3997
% App. Total	0.5	99.5	0	0		0	99.8	0.2	0		0	0	0	0		0	0	100	0		
PHF	.667	.967	.000	.000	.964	.000	.905	.500	.000	.906	.000	.000	.000	.000	.000	.000	.000	.643	.000	.643	.924
Auto	8	1441	0	0	1449	0	2492	6	0	2498	0	0	0	0	0	0	0	36	0	36	3983
% Auto	100	99.4	0	0	99.4	0	99.8	100	0	99.8	0	0	0	0	0	0	0	100	0	100	99.6
Heavy Vehicles	0	9	0	0	9	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	14
% Heavy Vehicles	0	0.6	0	0	0.6	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.4



CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2015008.013
PROJECT: SW 8th Street Study
COUNTY : Miami-Dade

File Name : 4- SW 8th St & 73rd Ct
Site Code : 00000000
Start Date : 3/8/2016
Page No : 1

Groups Printed- Heavy Vehicles

	SW 8th Street Eastbound					SW 8th Street Westbound					SW 73rd Ct Northbound					SW 73rd Ct Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
*** BREAK ***																					
07:00 AM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
07:15 AM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
07:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
07:45 AM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	10	0	0	10	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	21
08:00 AM	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
08:15 AM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
08:30 AM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
08:45 AM	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	10
Total	0	11	0	0	11	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	25
*** BREAK ***																					
04:00 PM	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
04:15 PM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
04:30 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
04:45 PM	0	2	0	0	2	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	8
Total	0	10	0	0	10	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	25
05:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6
Total	0	9	0	0	9	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	14
*** BREAK ***																					
Grand Total	0	40	0	0	40	0	45	0	0	45	0	0	0	0	0	0	0	0	0	0	85
Apprch %	0	100	0	0		0	100	0	0		0	0	0	0		0	0	0	0		
Total %	0	47.1	0	0	47.1	0	52.9	0	0	52.9	0	0	0	0	0	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2015008.013
PROJECT: SW 8th Street Study
COUNTY : Miami-Dade

File Name : 5- SW 8th St & 73rd Ave
Site Code : 00000000
Start Date : 3/8/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

	SW 8th Street Eastbound					SW 8th Street Westbound					SW 73rd Ave Northbound					SW 73rd Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	3	267	2	0	272	2	208	1	0	211	1	0	3	0	4	2	0	3	0	5	492
06:15 AM	4	314	3	0	321	1	288	3	0	292	2	0	3	0	5	1	0	9	0	10	628
06:30 AM	4	389	3	0	396	2	388	5	0	395	2	0	3	0	5	2	0	14	0	16	812
06:45 AM	3	397	5	0	405	3	416	2	0	421	2	0	0	0	2	3	0	5	0	8	836
Total	14	1367	13	0	1394	8	1300	11	0	1319	7	0	9	0	16	8	0	31	0	39	2768
07:00 AM	2	455	3	0	460	2	437	4	0	443	4	0	10	0	14	2	0	6	0	8	925
07:15 AM	4	438	3	0	445	1	401	2	0	404	2	1	5	0	8	2	0	6	0	8	865
07:30 AM	7	414	5	0	426	3	471	3	0	477	4	1	11	0	16	1	0	9	0	10	929
07:45 AM	8	374	7	0	389	1	338	5	0	344	9	0	5	0	14	2	0	8	0	10	757
Total	21	1681	18	0	1720	7	1647	14	0	1668	19	2	31	0	52	7	0	29	0	36	3476
08:00 AM	5	353	2	0	360	1	405	1	0	407	8	1	8	0	17	4	0	3	0	7	791
08:15 AM	3	436	8	0	447	2	476	7	0	485	4	2	4	0	10	1	0	16	0	17	959
08:30 AM	6	449	2	0	457	2	393	4	0	399	9	1	7	0	17	0	0	7	0	7	880
08:45 AM	3	441	7	0	451	2	458	4	0	464	6	0	4	0	10	0	0	5	0	5	930
Total	17	1679	19	0	1715	7	1732	16	0	1755	27	4	23	0	54	5	0	31	0	36	3560
09:00 AM	2	415	7	0	424	3	520	4	0	527	3	1	5	0	9	2	0	8	0	10	970
09:15 AM	3	426	4	0	433	2	491	3	0	496	4	0	5	0	9	2	0	5	0	7	945
09:30 AM	4	375	7	0	386	3	439	5	0	447	3	0	4	0	7	1	0	7	0	8	848
09:45 AM	5	387	6	0	398	2	410	4	0	416	2	0	4	0	6	1	0	4	0	5	825
Total	14	1603	24	0	1641	10	1860	16	0	1886	12	1	18	0	31	6	0	24	0	30	3588
*** BREAK ***																					
03:30 PM	5	351	7	0	363	2	411	3	0	416	9	1	2	0	12	1	0	13	0	14	805
03:45 PM	6	364	12	0	382	3	483	4	0	490	12	1	5	0	18	2	0	11	0	13	903
Total	11	715	19	0	745	5	894	7	0	906	21	2	7	0	30	3	0	24	0	27	1708
04:00 PM	9	383	13	0	405	3	506	5	0	514	13	1	7	0	21	2	0	12	0	14	954
04:15 PM	7	391	10	0	408	2	564	3	0	569	17	3	11	0	31	1	0	10	0	11	1019
04:30 PM	2	348	10	0	360	2	435	2	0	439	11	3	9	0	23	2	0	22	0	24	846
04:45 PM	4	388	13	0	405	1	544	1	0	546	12	0	11	0	23	2	0	12	0	14	988
Total	22	1510	46	0	1578	8	2049	11	0	2068	53	7	38	0	98	7	0	56	0	63	3807
05:00 PM	8	353	10	0	371	2	426	3	0	431	19	2	11	0	32	2	0	16	0	18	852
05:15 PM	7	373	10	0	390	2	745	1	0	748	12	1	11	0	24	4	0	22	0	26	1188
05:30 PM	2	368	10	0	380	1	624	2	0	627	26	1	9	0	36	3	3	22	0	28	1071
05:45 PM	5	349	9	0	363	1	687	2	0	690	14	1	13	0	28	3	0	16	0	19	1100
Total	22	1443	39	0	1504	6	2482	8	0	2496	71	5	44	0	120	12	3	76	0	91	4211
06:00 PM	3	309	12	0	324	3	526	1	0	530	9	1	4	0	14	3	0	22	0	25	893
06:15 PM	4	325	9	0	338	1	487	0	0	488	12	2	5	0	19	2	0	19	0	21	866
06:30 PM	8	317	8	0	333	3	424	4	0	431	17	2	7	0	26	4	1	9	0	14	804
06:45 PM	6	320	8	0	334	4	460	4	0	468	15	2	6	0	23	3	0	13	0	16	841
Total	21	1271	37	0	1329	11	1897	9	0	1917	53	7	22	0	82	12	1	63	0	76	3404
07:00 PM	5	325	10	0	340	4	352	3	0	359	9	1	7	0	17	1	0	15	0	16	732
07:15 PM	6	336	9	0	351	3	347	2	0	352	13	1	4	0	18	1	0	8	0	9	730
Grand Total	153	11930	234	0	12317	69	14560	97	0	14726	285	30	203	0	518	62	4	357	0	423	27984
Apprch %	1.2	96.9	1.9	0		0.5	98.9	0.7	0		55	5.8	39.2	0		14.7	0.9	84.4	0		
Total %	0.5	42.6	0.8	0	44	0.2	52	0.3	0	52.6	1	0.1	0.7	0	1.9	0.2	0	1.3	0	1.5	
Auto	152	11866	232	0	12250	69	14474	97	0	14640	283	29	203	0	515	62	4	356	0	422	27827
% Auto	99.3	99.5	99.1	0	99.5	100	99.4	100	0	99.4	99.3	96.7	100	0	99.4	100	100	99.7	0	99.8	99.4
Heavy Vehicles	1	64	2	0	67	0	86	0	0	86	2	1	0	0	3	0	0	1	0	1	157
% Heavy Vehicles	0.7	0.5	0.9	0	0.5	0	0.6	0	0	0.6	0.7	3.3	0	0	0.6	0	0	0.3	0	0.2	0.6

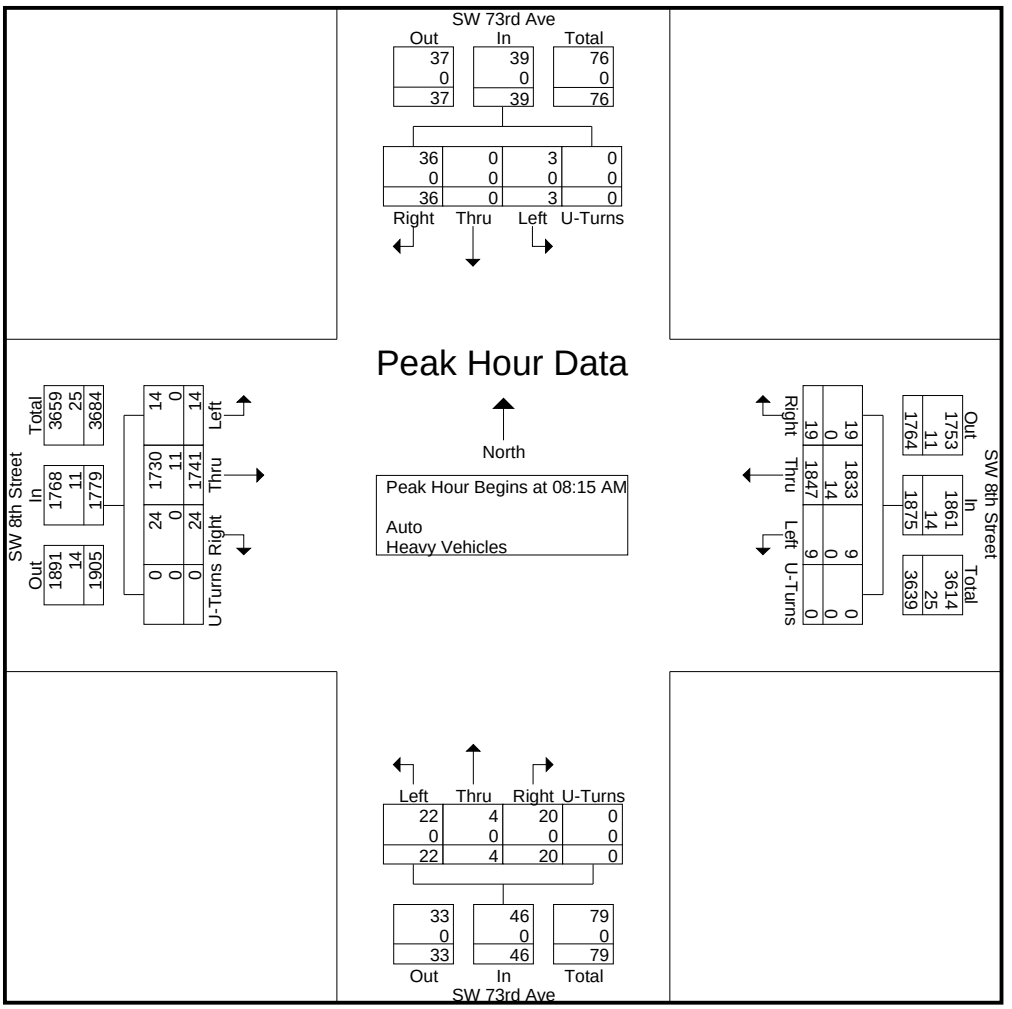
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2015008.013
PROJECT: SW 8th Street Study
COUNTY : Miami-Dade

File Name : 5- SW 8th St & 73rd Ave
Site Code : 00000000
Start Date : 3/8/2016
Page No : 3

	SW 8th Street Eastbound					SW 8th Street Westbound					SW 73rd Ave Northbound					SW 73rd Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	3	436	8	0	447	2	476	7	0	485	4	2	4	0	10	1	0	16	0	17	959
08:30 AM	6	449	2	0	457	2	393	4	0	399	9	1	7	0	17	0	0	7	0	7	880
08:45 AM	3	441	7	0	451	2	458	4	0	464	6	0	4	0	10	0	0	5	0	5	930
09:00 AM	2	415	7	0	424	3	520	4	0	527	3	1	5	0	9	2	0	8	0	10	970
Total Volume	14	1741	24	0	1779	9	1847	19	0	1875	22	4	20	0	46	3	0	36	0	39	3739
% App. Total	0.8	97.9	1.3	0		0.5	98.5	1	0		47.8	8.7	43.5	0		7.7	0	92.3	0		
PHF	.583	.969	.750	.000	.973	.750	.888	.679	.000	.889	.611	.500	.714	.000	.676	.375	.000	.563	.000	.574	.964
Auto	14	1730	24	0	1768	9	1833	19	0	1861	22	4	20	0	46	3	0	36	0	39	3714
% Auto	100	99.4	100	0	99.4	100	99.2	100	0	99.3	100	100	100	0	100	100	0	100	0	100	99.3
Heavy Vehicles	0	11	0	0	11	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	25
% Heavy Vehicles	0	0.6	0	0	0.6	0	0.8	0	0	0.7	0	0	0	0	0	0	0	0	0	0	0.7



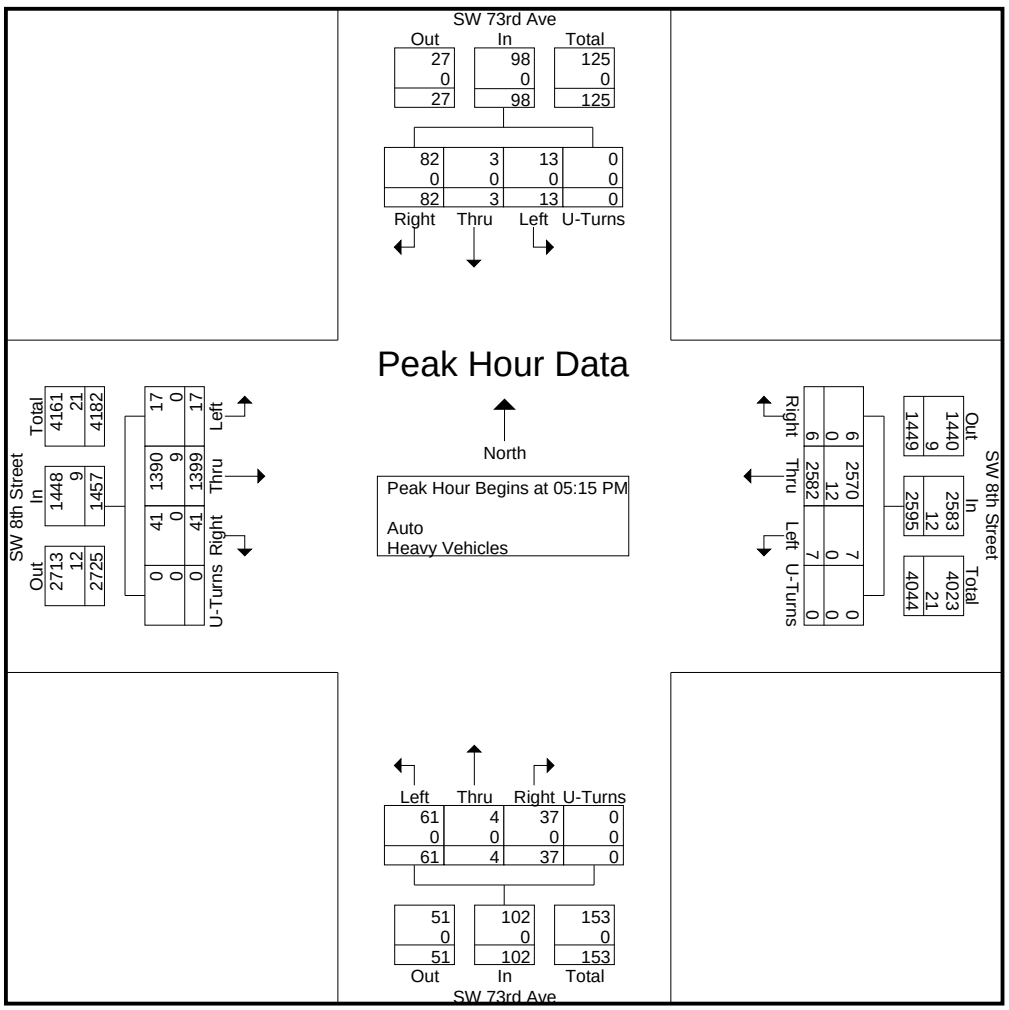
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2015008.013
PROJECT: SW 8th Street Study
COUNTY : Miami-Dade

File Name : 5- SW 8th St & 73rd Ave
Site Code : 00000000
Start Date : 3/8/2016
Page No : 4

	SW 8th Street Eastbound					SW 8th Street Westbound					SW 73rd Ave Northbound					SW 73rd Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	7	373	10	0	390	2	745	1	0	748	12	1	11	0	24	4	0	22	0	26	1188
05:30 PM	2	368	10	0	380	1	624	2	0	627	26	1	9	0	36	3	3	22	0	28	1071
05:45 PM	5	349	9	0	363	1	687	2	0	690	14	1	13	0	28	3	0	16	0	19	1100
06:00 PM	3	309	12	0	324	3	526	1	0	530	9	1	4	0	14	3	0	22	0	25	893
Total Volume	17	1399	41	0	1457	7	2582	6	0	2595	61	4	37	0	102	13	3	82	0	98	4252
% App. Total	1.2	96	2.8	0		0.3	99.5	0.2	0		59.8	3.9	36.3	0		13.3	3.1	83.7	0		
PHF	.607	.938	.854	.000	.934	.583	.866	.750	.000	.867	.587	1.00	.712	.000	.708	.813	.250	.932	.000	.875	.895
Auto	17	1390	41	0	1448	7	2570	6	0	2583	61	4	37	0	102	13	3	82	0	98	4231
% Auto	100	99.4	100	0	99.4	100	99.5	100	0	99.5	100	100	100	0	100	100	100	100	0	100	99.5
Heavy Vehicles	0	9	0	0	9	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	21
% Heavy Vehicles	0	0.6	0	0	0.6	0	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0.5



CTS Engineering, Inc.

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Site Code : 00000000
Start Date : 3/8/2016
Page No : 1

Groups Printed- Heavy Vehicles

	SW 8th Street Eastbound					SW 8th Street Westbound					SW 73rd Ave Northbound					SW 73rd Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
06:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
06:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:45 AM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Total	0	4	0	0	4	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	11
07:00 AM	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	0	2	0	0	2	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	9
07:30 AM	0	3	0	0	3	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	6
07:45 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	0	10	0	0	10	0	12	0	0	12	1	0	0	0	1	0	0	0	0	0	23
08:00 AM	0	1	0	0	1	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	7
08:15 AM	0	4	0	0	4	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	9
08:30 AM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
08:45 AM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
Total	0	10	0	0	10	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	28
09:00 AM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
09:15 AM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
09:30 AM	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
09:45 AM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	9	0	0	9	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	18
*** BREAK ***																					
03:30 PM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
03:45 PM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
Total	0	4	0	0	4	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	11
04:00 PM	0	3	1	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
04:15 PM	1	3	0	0	4	0	5	0	0	5	0	1	0	0	1	0	0	1	0	1	11
04:30 PM	0	3	1	0	4	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	9
04:45 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	1	11	2	0	14	0	13	0	0	13	0	1	0	0	1	0	0	1	0	1	29
05:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	3
05:15 PM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
05:30 PM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
05:45 PM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Total	0	7	0	0	7	0	11	0	0	11	1	0	0	0	1	0	0	0	0	0	19
06:00 PM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
06:15 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
06:30 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
06:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	7	0	0	7	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	14
07:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	1	64	2	0	67	0	86	0	0	86	2	1	0	0	3	0	0	1	0	1	157
Apprch %	1.5	95.5	3	0		0	100	0	0		66.7	33.3	0	0		0	0	100	0		
Total %	0.6	40.8	1.3	0	42.7	0	54.8	0	0	54.8	1.3	0.6	0	0	1.9	0	0	0.6	0	0.6	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2015008.013
PROJECT: SW 8th Street Study
COUNTY : Miami-Dade

File Name : 6- SW 8th St & 72nd Ave
Site Code : 00000000
Start Date : 3/8/2016
Page No : 1

Groups Printed- Auto - Heavy Vehicles

	SW 8th Street Eastbound					SW 8th Street Westbound					SW 72nd Ave Northbound					SW 72nd Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	2	267	1	0	270	3	191	1	0	195	6	1	3	0	10	0	0	0	0	0	475
06:15 AM	1	290	3	0	294	2	253	1	0	256	13	2	8	0	23	1	1	1	0	3	576
06:30 AM	1	340	1	0	342	4	341	1	0	346	29	1	9	0	39	1	2	1	0	4	731
06:45 AM	1	363	2	0	366	4	358	0	0	362	31	3	10	0	44	0	2	2	0	4	776
Total	5	1260	7	0	1272	13	1143	3	0	1159	79	7	30	0	116	2	5	4	0	11	2558
07:00 AM	0	416	10	0	426	3	300	0	0	303	49	5	8	0	62	1	2	1	0	4	795
07:15 AM	1	435	6	0	442	2	324	0	0	326	40	2	12	0	54	0	0	1	0	1	823
07:30 AM	0	385	6	0	391	8	451	0	0	459	56	9	13	0	78	0	1	1	0	2	930
07:45 AM	4	407	3	0	414	1	478	0	0	479	50	2	8	0	60	0	0	0	0	0	953
Total	5	1643	25	0	1673	14	1553	0	0	1567	195	18	41	0	254	1	3	3	0	7	3501
08:00 AM	2	435	7	0	444	6	351	1	0	358	47	4	7	0	58	1	2	0	0	3	863
08:15 AM	1	358	8	0	367	1	381	0	0	382	55	2	8	0	65	3	3	3	0	9	823
08:30 AM	4	366	11	0	381	1	377	0	0	378	53	2	10	0	65	3	2	0	0	5	829
08:45 AM	2	443	21	0	466	5	401	0	0	406	38	3	6	0	47	1	3	0	0	4	923
Total	9	1602	47	0	1658	13	1510	1	0	1524	193	11	31	0	235	8	10	3	0	21	3438
09:00 AM	4	377	10	0	391	4	454	0	0	458	32	1	8	0	41	1	4	4	0	9	899
09:15 AM	3	388	16	0	407	4	432	0	0	436	29	2	9	0	40	3	1	2	0	6	889
09:30 AM	2	358	13	0	373	5	394	1	0	400	21	2	7	0	30	4	2	2	0	8	811
09:45 AM	2	351	15	0	368	3	364	0	0	367	25	1	8	0	34	3	2	3	0	8	777
Total	11	1474	54	0	1539	16	1644	1	0	1661	107	6	32	0	145	11	9	11	0	31	3376
*** BREAK ***																					
03:30 PM	3	311	10	0	324	3	373	1	0	377	57	3	3	0	63	5	0	4	0	9	773
03:45 PM	3	331	13	0	347	0	423	2	0	425	50	0	2	0	52	4	0	3	0	7	831
Total	6	642	23	0	671	3	796	3	0	802	107	3	5	0	115	9	0	7	0	16	1604
04:00 PM	5	359	13	0	377	8	504	1	0	513	56	5	6	0	67	5	3	4	0	12	969
04:15 PM	4	361	8	0	373	8	587	1	0	596	48	1	8	0	57	2	0	4	0	6	1032
04:30 PM	4	330	14	0	348	4	402	0	0	406	63	1	7	0	71	1	3	3	0	7	832
04:45 PM	1	352	8	0	361	3	430	0	0	433	62	5	10	0	77	3	1	4	0	8	879
Total	14	1402	43	0	1459	23	1923	2	0	1948	229	12	31	0	272	11	7	15	0	33	3712
05:00 PM	7	316	10	0	333	5	345	1	0	351	63	1	4	0	68	3	2	2	0	7	759
05:15 PM	5	349	5	0	359	2	615	2	0	619	56	4	5	0	65	4	1	3	0	8	1051
05:30 PM	5	327	14	0	346	3	528	0	0	531	62	2	4	0	68	3	4	4	0	11	956
05:45 PM	4	305	14	0	323	7	610	0	0	617	66	9	12	0	87	3	1	1	0	5	1032
Total	21	1297	43	0	1361	17	2098	3	0	2118	247	16	25	0	288	13	8	10	0	31	3798
06:00 PM	4	292	17	0	313	8	565	1	0	574	56	2	1	0	59	4	2	3	0	9	955
06:15 PM	2	297	18	0	317	4	425	0	0	429	48	3	3	0	54	3	2	1	0	6	806
06:30 PM	4	276	14	0	294	6	364	2	0	372	39	2	7	0	48	3	3	4	0	10	724
06:45 PM	3	290	14	0	307	5	400	1	0	406	29	2	5	0	36	2	2	3	0	7	756
Total	13	1155	63	0	1231	23	1754	4	0	1781	172	9	16	0	197	12	9	11	0	32	3241
07:00 PM	2	302	15	0	319	7	260	2	0	269	24	1	9	0	34	1	1	1	0	3	625
07:15 PM	4	295	13	0	312	4	355	1	0	360	25	1	5	0	31	1	2	2	0	5	708
Grand Total	90	11072	333	0	11495	133	13036	20	0	13189	1378	84	225	0	1687	69	54	67	0	190	26561
Apprch %	0.8	96.3	2.9	0		1	98.8	0.2	0		81.7	5	13.3	0		36.3	28.4	35.3	0		
Total %	0.3	41.7	1.3	0	43.3	0.5	49.1	0.1	0	49.7	5.2	0.3	0.8	0	6.4	0.3	0.2	0.3	0	0.7	
Auto	90	10984	332	0	11406	131	12944	20	0	13095	1355	84	222	0	1661	69	54	67	0	190	26352
% Auto	100	99.2	99.7	0	99.2	98.5	99.3	100	0	99.3	98.3	100	98.7	0	98.5	100	100	100	0	100	99.2
Heavy Vehicles	0	88	1	0	89	2	92	0	0	94	23	0	3	0	26	0	0	0	0	0	209
% Heavy Vehicles	0	0.8	0.3	0	0.8	1.5	0.7	0	0	0.7	1.7	0	1.3	0	1.5	0	0	0	0	0	0.8

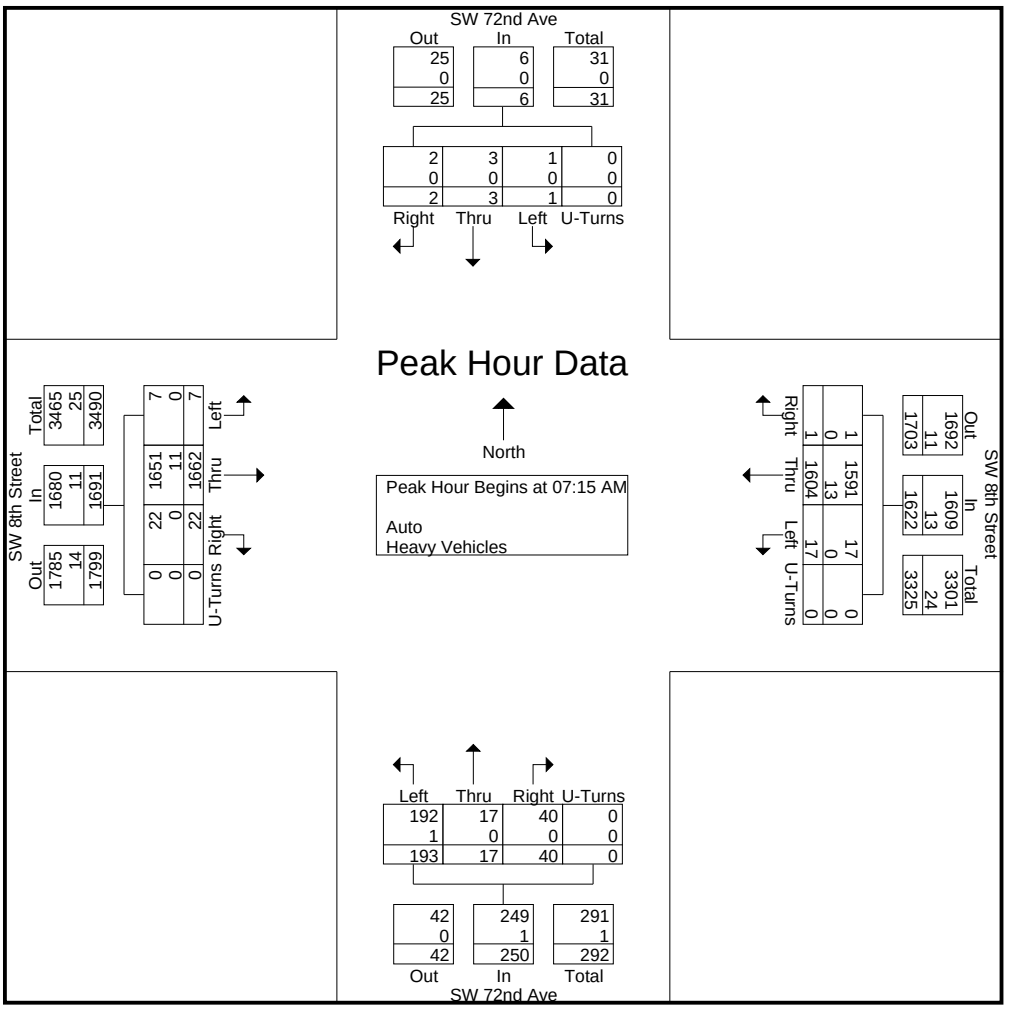
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Page No : 3

	SW 8th Street Eastbound					SW 8th Street Westbound					SW 72nd Ave Northbound					SW 72nd Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	435	6	0	442	2	324	0	0	326	40	2	12	0	54	0	0	1	0	1	823
07:30 AM	0	385	6	0	391	8	451	0	0	459	56	9	13	0	78	0	1	1	0	2	930
07:45 AM	4	407	3	0	414	1	478	0	0	479	50	2	8	0	60	0	0	0	0	0	953
08:00 AM	2	435	7	0	444	6	351	1	0	358	47	4	7	0	58	1	2	0	0	3	863
Total Volume	7	1662	22	0	1691	17	1604	1	0	1622	193	17	40	0	250	1	3	2	0	6	3569
% App. Total	0.4	98.3	1.3	0		1	98.9	0.1	0		77.2	6.8	16	0		16.7	50	33.3	0		
PHF	.438	.955	.786	.000	.952	.531	.839	.250	.000	.847	.862	.472	.769	.000	.801	.250	.375	.500	.000	.500	.936
Auto	7	1651	22	0	1680	17	1591	1	0	1609	192	17	40	0	249	1	3	2	0	6	3544
% Auto	100	99.3	100	0	99.3	100	99.2	100	0	99.2	99.5	100	100	0	99.6	100	100	100	0	100	99.3
Heavy Vehicles	0	11	0	0	11	0	13	0	0	13	1	0	0	0	1	0	0	0	0	0	25
% Heavy Vehicles	0	0.7	0	0	0.7	0	0.8	0	0	0.8	0.5	0	0	0	0.4	0	0	0	0	0	0.7



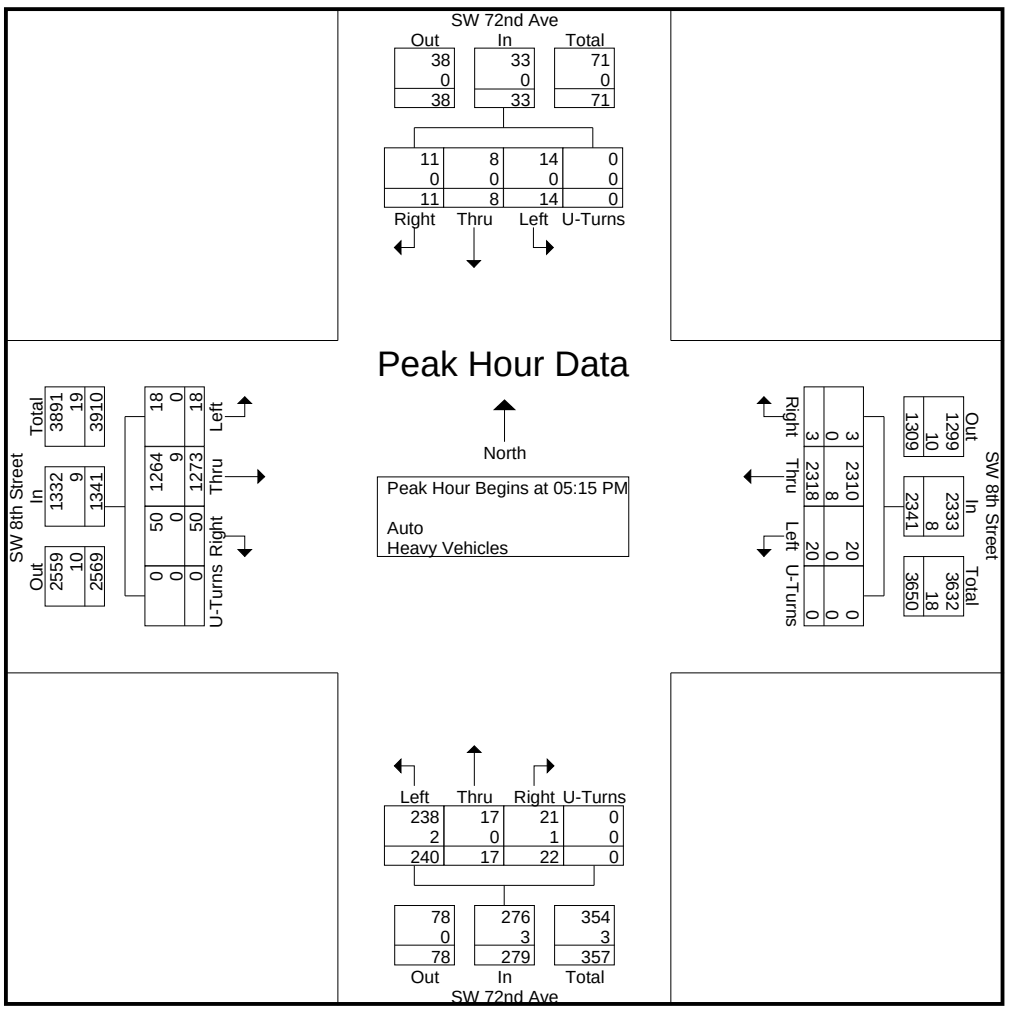
CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2015008.013
PROJECT: SW 8th Street Study
COUNTY : Miami-Dade

File Name : 6- SW 8th St & 72nd Ave
Site Code : 00000000
Start Date : 3/8/2016
Page No : 4

	SW 8th Street Eastbound					SW 8th Street Westbound					SW 72nd Ave Northbound					SW 72nd Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	5	349	5	0	359	2	615	2	0	619	56	4	5	0	65	4	1	3	0	8	1051
05:30 PM	5	327	14	0	346	3	528	0	0	531	62	2	4	0	68	3	4	4	0	11	956
05:45 PM	4	305	14	0	323	7	610	0	0	617	66	9	12	0	87	3	1	1	0	5	1032
06:00 PM	4	292	17	0	313	8	565	1	0	574	56	2	1	0	59	4	2	3	0	9	955
Total Volume	18	1273	50	0	1341	20	2318	3	0	2341	240	17	22	0	279	14	8	11	0	33	3994
% App. Total	1.3	94.9	3.7	0		0.9	99	0.1	0		86	6.1	7.9	0		42.4	24.2	33.3	0		
PHF	.900	.912	.735	.000	.934	.625	.942	.375	.000	.945	.909	.472	.458	.000	.802	.875	.500	.688	.000	.750	.950
Auto	18	1264	50	0	1332	20	2310	3	0	2333	238	17	21	0	276	14	8	11	0	33	3974
% Auto	100	99.3	100	0	99.3	100	99.7	100	0	99.7	99.2	100	95.5	0	98.9	100	100	100	0	100	99.5
Heavy Vehicles	0	9	0	0	9	0	8	0	0	8	2	0	1	0	3	0	0	0	0	0	20
% Heavy Vehicles	0	0.7	0	0	0.7	0	0.3	0	0	0.3	0.8	0	4.5	0	1.1	0	0	0	0	0	0.5



CTS Engineering, Inc.

8095 NW 12 Street, Suite 315
Miami, FL 33126

CLIENT : FDOT D6
JOB NO : 2015008.013
PROJECT: SW 8th Street Study
COUNTY : Miami-Dade

File Name : 6- SW 8th St & 72nd Ave
Site Code : 00000000
Start Date : 3/8/2016
Page No : 1

Groups Printed- Heavy Vehicles

	SW 8th Street Eastbound					SW 8th Street Westbound					SW 72nd Ave Northbound					SW 72nd Ave Southbound					
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Int. Total
06:00 AM	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
06:15 AM	0	2	0	0	2	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	5
06:30 AM	0	1	0	0	1	1	5	0	0	6	1	0	0	0	1	0	0	0	0	0	8
06:45 AM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Total	0	10	0	0	10	1	11	0	0	12	2	0	0	0	2	0	0	0	0	0	24
07:00 AM	0	5	0	0	5	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	7
07:15 AM	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
07:30 AM	0	3	0	0	3	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	6
07:45 AM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Total	0	13	0	0	13	0	8	0	0	8	1	0	1	0	2	0	0	0	0	0	23
08:00 AM	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9
08:15 AM	0	5	0	0	5	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	9
08:30 AM	0	2	0	0	2	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	4
08:45 AM	0	3	0	0	3	0	4	0	0	4	2	0	0	0	2	0	0	0	0	0	9
Total	0	13	0	0	13	0	14	0	0	14	4	0	0	0	4	0	0	0	0	0	31
09:00 AM	0	5	0	0	5	0	6	0	0	6	2	0	0	0	2	0	0	0	0	0	13
09:15 AM	0	2	0	0	2	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	6
09:30 AM	0	5	0	0	5	1	5	0	0	6	2	0	1	0	3	0	0	0	0	0	14
09:45 AM	0	4	0	0	4	0	4	0	0	4	2	0	0	0	2	0	0	0	0	0	10
Total	0	16	0	0	16	1	18	0	0	19	7	0	1	0	8	0	0	0	0	0	43
*** BREAK ***																					
03:30 PM	0	5	0	0	5	0	6	0	0	6	1	0	0	0	1	0	0	0	0	0	12
03:45 PM	0	2	0	0	2	0	4	0	0	4	2	0	0	0	2	0	0	0	0	0	8
Total	0	7	0	0	7	0	10	0	0	10	3	0	0	0	3	0	0	0	0	0	20
04:00 PM	0	3	0	0	3	0	6	0	0	6	1	0	0	0	1	0	0	0	0	0	10
04:15 PM	0	2	0	0	2	0	5	0	0	5	1	0	0	0	1	0	0	0	0	0	8
04:30 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	3	0	0	3	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	5
Total	0	10	0	0	10	0	13	0	0	13	3	0	0	0	3	0	0	0	0	0	26
05:00 PM	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	3
05:15 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	0	2	0	0	2	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	5
05:45 PM	0	1	0	0	1	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	4
Total	0	6	0	0	6	0	6	0	0	6	3	0	1	0	4	0	0	0	0	0	16
06:00 PM	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
06:15 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
06:30 PM	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
06:45 PM	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Total	0	11	1	0	12	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	21
07:00 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
07:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	88	1	0	89	2	92	0	0	94	23	0	3	0	26	0	0	0	0	0	209
Apprch %	0	98.9	1.1	0		2.1	97.9	0	0		88.5	0	11.5	0		0	0	0	0		
Total %	0	42.1	0.5	0	42.6	1	44	0	0	45	11	0	1.4	0	12.4	0	0	0	0	0	

Appendix B – Trend Analysis

Historical AADT Reports

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0005 - SR 90/US-41/SW 8 ST, 200' E SW 74 AV

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	44000 C	E 23000	W 21000	9.00	59.30	8.80
2013	50500 C	E 26500	W 24000	9.00	58.90	4.30
2012	47000 C	E 24000	W 23000	9.00	59.70	7.40
2011	45500 C	E 22500	W 23000	9.00	58.20	7.80
2010	49000 C	E 25500	W 23500	7.87	58.27	7.80
2009	45000 C	E 22500	W 22500	7.98	59.96	4.90
2008	44000 C	E 22500	W 21500	8.07	66.31	4.20
2007	44500 C	E 23000	W 21500	7.90	63.12	5.10
2006	49500 C	E 24500	W 25000	7.39	58.66	13.10
2005	46500 C	E 23500	W 23000	7.70	65.70	10.50
2004	47500 C	E 26000	W 21500	8.20	67.10	10.50
2003	51500 C	E 27000	W 24500	8.10	72.30	3.40
2002	47000 C	E 24500	W 22500	9.20	68.00	4.00
2001	44500 C	E 23500	W 21000	8.20	53.50	7.70
2000	45000 C	E 22500	W 22500	8.20	53.10	5.10
1999	37000 C	E 20000	W 17000	9.10	52.70	3.50

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

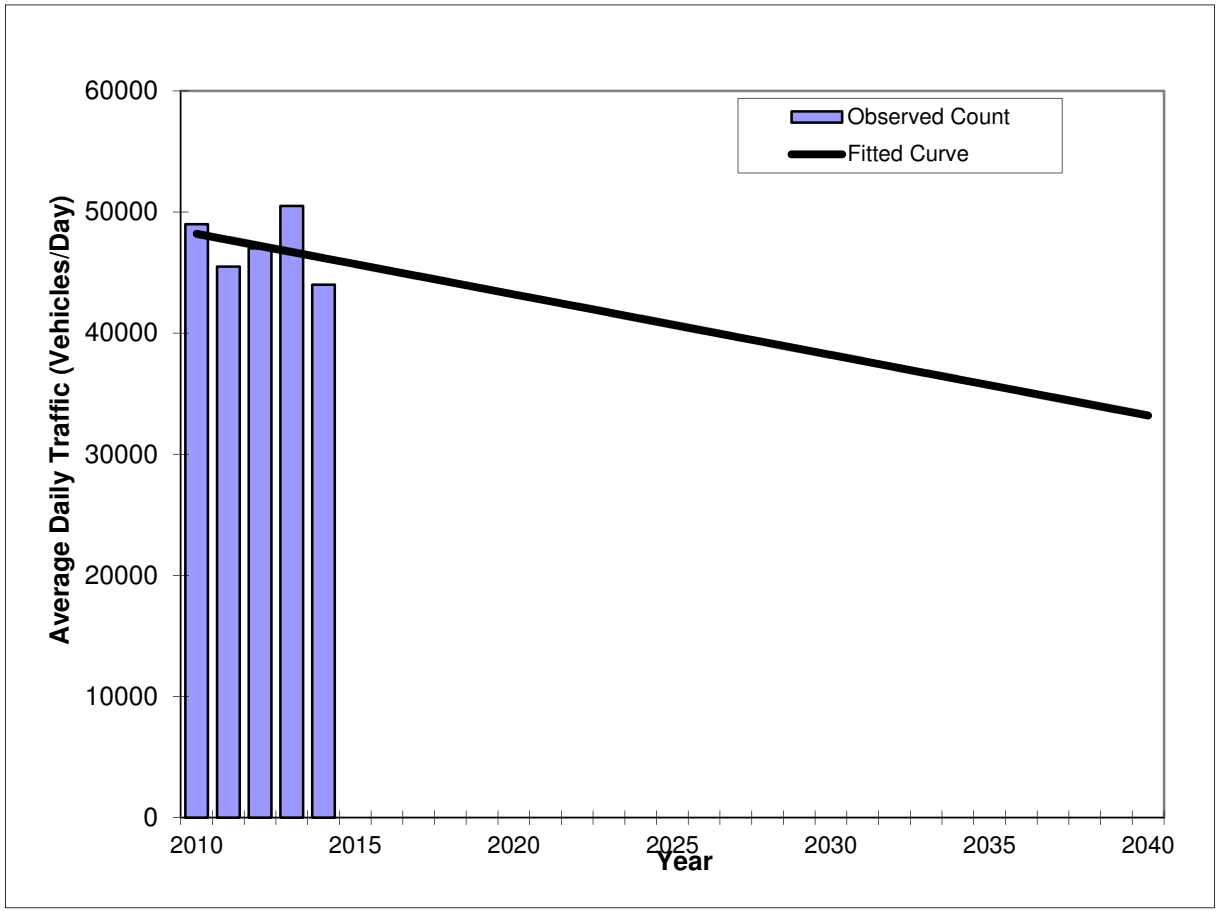
Trend Reports

Traffic Trends - V3.0

SW 8th Street --

FIN#	0
Location	1

County:	Miami-Dade (87)
Station #:	870005
Highway:	SW 8th Street



Year	Traffic (ADT/AADT) Count*	Trend**
2010	49000	48200
2011	45500	47700
2012	47000	47200
2013	50500	46700
2014	44000	46200
2020 Opening Year Trend		
2020	N/A	43200
2030 Mid-Year Trend		
2030	N/A	38200
2040 Design Year Trend		
2040	N/A	33200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-500
Trend R-squared:	9.16%
Trend Annual Historic Growth Rate:	-1.04%
Trend Growth Rate (2014 to Design Year):	-1.08%
Printed:	7-Apr-16

Straight Line Growth Option

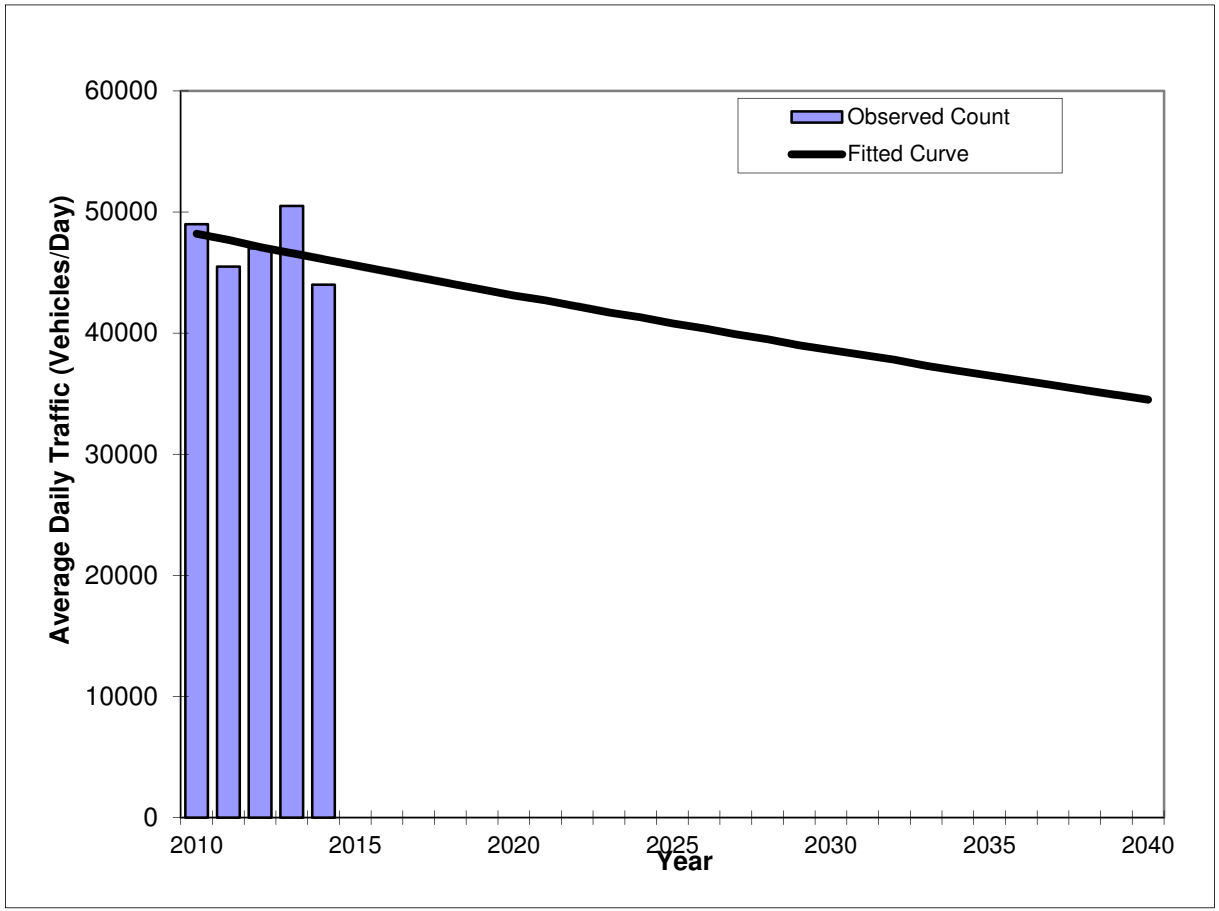
***Axle-Adjusted**

Traffic Trends - V3.0

SW 8th Street --

FIN#	0
Location	1

County:	Miami-Dade (87)
Station #:	870005
Highway:	SW 8th Street



Year	Traffic (ADT/AADT) Count*	Trend**
2010	49000	48200
2011	45500	47700
2012	47000	47100
2013	50500	46600
2014	44000	46100
2020 Opening Year Trend		
2020	N/A	43100
2030 Mid-Year Trend		
2030	N/A	38600
2040 Design Year Trend		
2040	N/A	34500
TRANPLAN Forecasts/Trends		

Trend R-squared:	10.06%
Compounded Annual Historic Growth Rate:	-1.11%
Compounded Growth Rate (2014 to Design Year):	-1.11%
Printed:	7-Apr-16

Exponential Growth Option

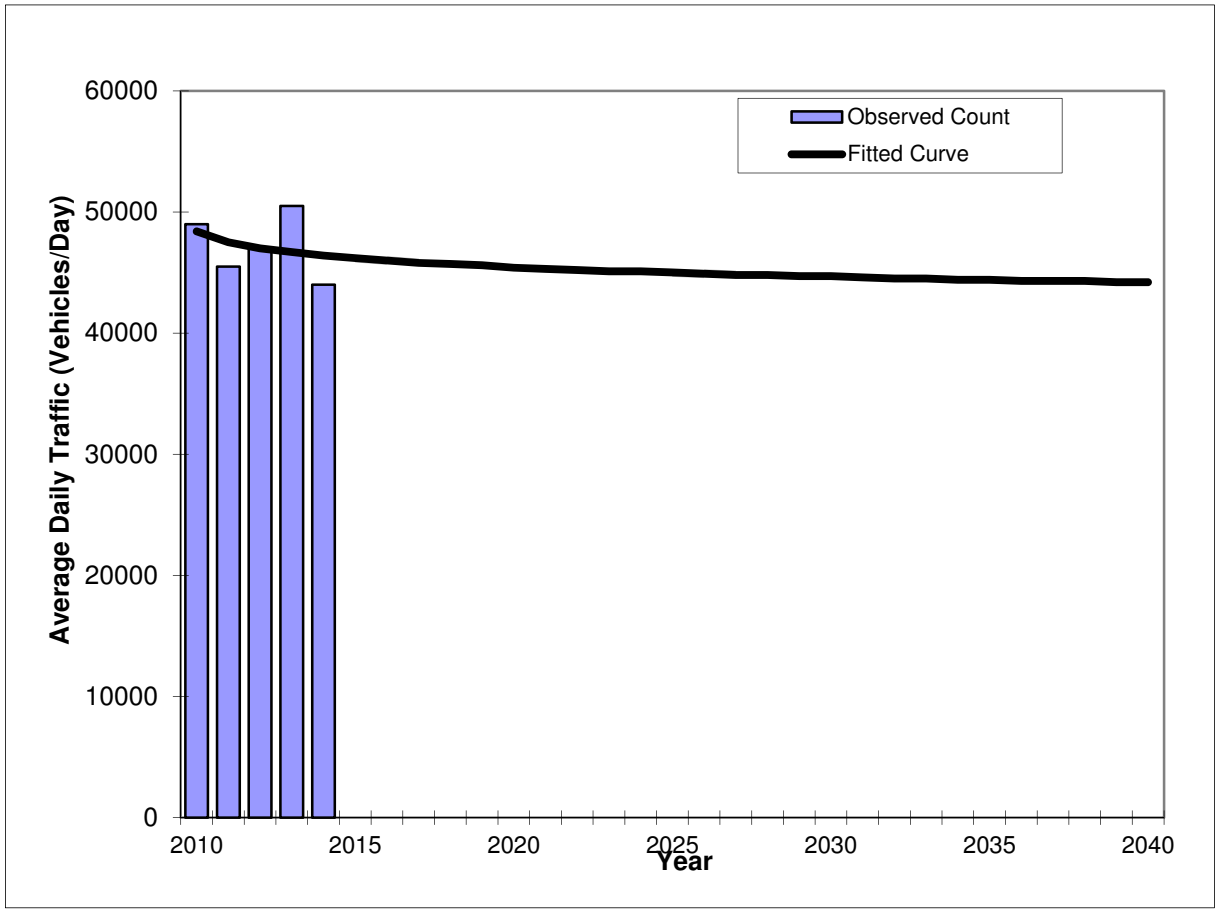
***Axle-Adjusted**

Traffic Trends - V3.0

SW 8th Street --

FIN#	0
Location	1

County:	Miami-Dade (87)
Station #:	870005
Highway:	SW 8th Street



Year	Traffic (ADT/AADT) Count*	Trend**
2010	49000	48400
2011	45500	47500
2012	47000	47000
2013	50500	46700
2014	44000	46400
2020 Opening Year Trend		
2020	N/A	45400
2030 Mid-Year Trend		
2030	N/A	44700
2040 Design Year Trend		
2040	N/A	44200
TRANPLAN Forecasts/Trends		

Trend R-squared:	8.83%
Compounded Annual Historic Growth Rate:	-1.05%
Compounded Growth Rate (2014 to Design Year):	-0.19%
Printed:	7-Apr-16

Decaying Exponential Growth Option

***Axle-Adjusted**

Appendix C – Peak Season Factor Report

2014 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 8701 MIAMI-DADE SOUTH

MOCF: 0.99

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

* PEAK SEASON

Appendix D – Signal Timings

Intersection at SW 8th Street and SW 82nd Avenue

TOD Schedule Report

for 4565: SW 82 Av&SW 8 St

Print Date: 3/15/2016

Print Time: 2:15 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4565	SW 82 Av&SW 8 St	HOLIDAY-3		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1 EBU	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 5 - 5	7 - 15 - 7	4.8	2
2 WBT	7 - 7 - 0	11 - 11 - 0	7 - 7 - 18	2.5 - 2.5 - 2.5	61 - 61 - 61	61 - 61 - 61	4.8	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	30 - 30 - 25	4	2.5
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 10 - 10	20 - 30 - 10	4.8	2
6 EBT	7 - 7 - 0	11 - 11 - 0	7 - 7 - 18	2.5 - 2.5 - 2.5	61 - 61 - 61	61 - 61 - 61	4.8	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 EWL	4 - 4 - 4	26 - 26 - 26	4 - 4 - 4	1 - 1 - 1	30 - 30 - 30	30 - 30 - 30	0	0

Last In Service Date: 05/20/2014 14:58

Permitted Phases

	12345678
Default	12-456-8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report

for 4565: SW 82 Av&SW 8 St

Print Date: 3/15/2016

Print Time: 2:15 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBU	2 WBT	3 -	4 NBT	5 WBL	6 EBT	7 -	8 EWL	Ring Offset	Offset
	2	140	**	75	0	21	**	75	0	31	0	83
	3	180	**	114	0	23	**	114	0	30	0	74
	4	190	**	122	0	25	**	122	0	30	0	105
	7	150	**	91	0	16	**	91	0	30	0	14
	9	160	**	97	0	20	**	97	0	30	0	129
	11	170	**	106	0	20	**	106	0	31	0	70
	12	190	**	118	0	28	**	118	0	31	0	134
	13	170	**	107	0	19	**	107	0	31	0	51
	14	150	**	81	0	25	**	81	0	31	0	103
	15	130	**	65	0	21	**	65	0	31	0	70
	16	120	**	56	0	20	**	56	0	31	0	58
	17	120	**	56	0	20	**	56	0	31	0	69
	18	130	**	63	0	23	17	39	0	31	0	44
	20	150	**	82	0	24	**	82	0	31	0	96
	21	160	**	89	0	27	**	88	0	31	0	105
	22	130	**	66	0	20	**	66	0	31	0	98
	23	120	**	58	0	18	**	58	0	31	0	113
	27	130	**	65	0	21	**	65	0	31	0	99

Local TOD Schedule

Time	Plan	DOW
0000	17	M T W Th F
0000	23	Su S
0100	23	Su S
0100	17	M T W Th F
0500	17	M T W Th F
0530	2	M T W Th F
0600	18	Su S
0630	4	M T W Th F
0930	7	M T W Th F
1000	20	Su S
1400	9	M T W Th F
1500	11	M T W Th F
1500	21	Su S
1600	12	M T W Th F
1900	13	M T W Th F
2030	14	M T W Th F
2100	22	Su S
2130	15	M T W Th F
2230	16	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	------2-	M T W ThF
0530	TOD OUTPUTS	--------	M T W ThF
1630	TOD OUTPUTS	------2-	M T W ThF

Local Time of Day Function

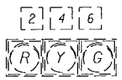
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	Su S
0000	TOD OUTPUTS	------2-	M T W ThF
0530	TOD OUTPUTS	--------	M T W ThF
1000	TOD OUTPUTS	------2-	Su S
1630	TOD OUTPUTS	------2-	M T W ThF
2100	TOD OUTPUTS	--------	Su S

* Settings

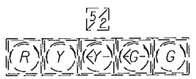
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

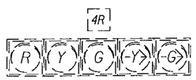
SIGNAL HEAD AND SIGN DETAILS



3-SECT., 1-WAY
EXISTING TO REMAIN



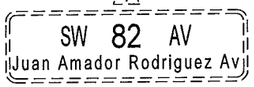
5-SECT., 1-WAY
EXISTING TO REMAIN



5-SECT., 1-WAY
EXISTING TO REMAIN



EXISTING IISNS
(TO REMAIN)



EXISTING IISNS
(TO REMAIN)



EXIST. PED. SIGNALS
(TO REMAIN)

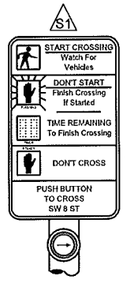


EXIST. PED SIGNAL
TO BE RELOCATED

653-400 1 AS



3-SECT., 1-WAY
1 AS
650- 51-311



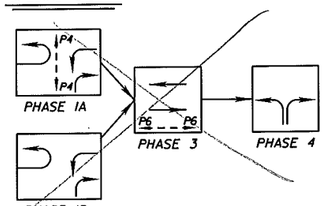
2 AS
AUDIBLE PEDESTRIAN SIGNAL (APS)
PEDESTRIAN DETECTOR
SIGN (LED OPTION) COMBINATION
COST INCLUDED IN PAY ITEM 665-111



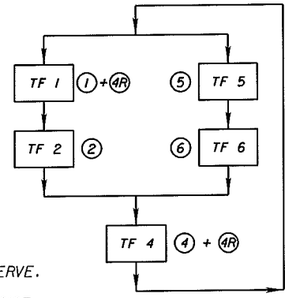
EXISTING SIGN
(TO REMAIN)

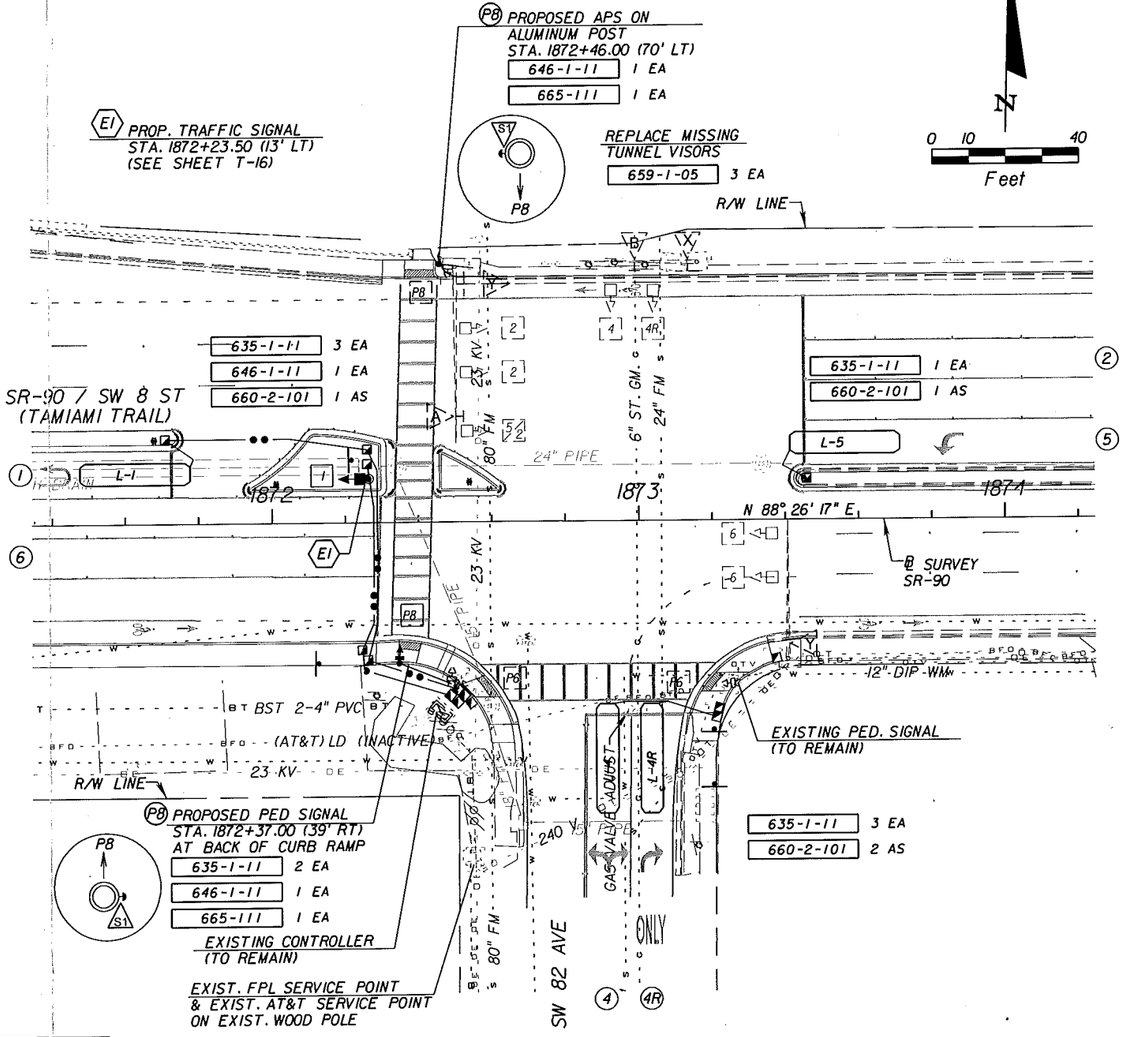


SPECIAL S.O.P.



SEE SOP unfiles





CONTROLLER OPERATIONS:

1. MAJOR STREET - SW 8 ST
   MINOR STREET - SW 82 AVE
2. SIGNAL OPERATING PLAN (SOP) AS SHOWN.
3. SOP PHASE 3 UPON PEDESTRIAN ACTUATION ONLY.
4. FLASHING OPERATION:
   2, 6 - YELLOW
   1, 4, 4R - RED

NOTES:

1. SIGNAL TIMING AND APS SETTINGS TO BE PROVIDED BY MIAMI-DADE COUNTY TRAFFIC SIGNALS DIVISION.
2. CONTRACTOR SHALL MAINTAIN THE EXISTING SIGNAL OPERATIONAL AT ALL TIMES.
3. PEDESTRIAN SIGNAL HEADS TO BE ORIENTED TO THE CENTER OF THE RAMP THEY SERVE.
4. PEDESTRIAN DETECTOR TO BE AUDIBLE TYPE, WITH 2-WIRE CONTROL UNIT, SPECIAL VOICE MESSAGE AND VOICE PROGRAMMING KIT, BRAILLE ON FACE PLATE CONFIGURATOR AND INFORMATIONAL SIGN. COST TO BE INCLUDED IN 665-111.
5. THE FOLLOWING MESSAGE SHALL BE PROGRAMMED INTO THE APS SYSTEM:
   "WAIT TO CROSS SW 8 STREET".
6. MODIFY EXISTING CONTROLLER TO ACCOMODATE PROPOSED PEDESTRIAN SIGNALS INCLUDING WIRING FOR TWO DIFFERENT SETTINGS FOR APS (INSTRUCTIONS TO BE PROVIDED BY MIAMI-DADE TRAFFIC SIGNALS AND SIGNS DIVISION OR MANUFACTURER OF APS.
7. CONTRACTOR IS TO RUN ALL NECESSARY WIRING FOR THE CONNECTION OF THE PROPOSED PEDESTRIAN SIGNAL HEADS THROUGH EXISTING PULL BOXES AND EXISTING CONDUITS IF THEY MEET FDOT AND MIAMI-DADE COUNTY SPECIFICATIONS. ANY MISSING OR DAMAGED PART OF THE EXISTING PULL BOXES OR COUNDUITS SHALL BE REPLACED. COST TO BE INCLUDED IN THE PRICE FOR RELATED BID ITEMS.
8. CONTRACTOR SHALL REMOVE THE EXISTING PEDESTRIAN SIGNAL HEADS, PEDESTRIAN DETECTOR ASSEMBLY AND PEDESTRIAN PUSH BUTTON SIGNS. COST IS INCLUDED IN RELATED BID ITEMS.

DETECTORS FOR LOOPS

LOOP	NO. OF LOOPS	NO. OF NEW DETS.	NO. OF EXIST. DETS.
L-1	1	1	
L-4	1		1
L-4R	1		
L-5	1		1

CONDUIT ITEMS

630-1-13	300 LF

CONTROLLER ITEMS

632-7-1	1 PI
635-1-11	5 EA
660-1-109	1 EA
670-5-420	1 AS

REMOVAL ITEMS

690-90	1 PI
690-100	1 PI

SR-90 / SW 8 ST & SW 82 AVE
INTERSECTION ID No. 4565

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

CH PEREZ & ASSOCIATES CONSULTING ENGINEERS, INC
CERTIFICATE OF AUTHORIZATION NO. EB-25976
9594 NW 41 STREET, SUITE 201
MIAMI, FLORIDA 33178
(305)592-1070 / FAX: (305)592-1078

CARLOS H. PEREZ, P.E.
P.E. LICENSE NO. 52060

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
90	MIAMI-DADE	425145-1-52-01

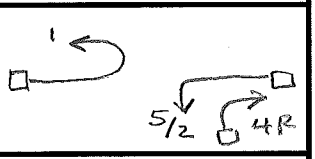
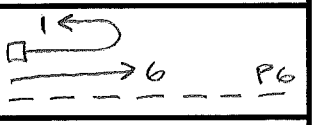
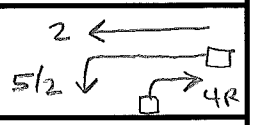
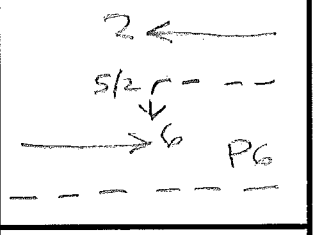
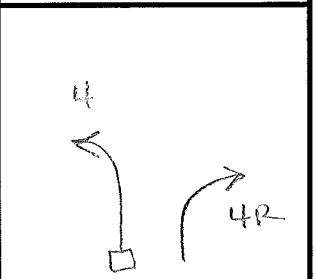
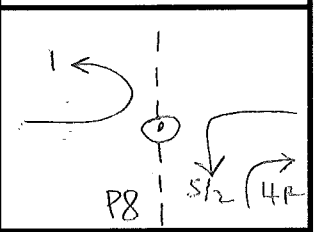
SIGNALIZATION PLANS

SHEET NO. T-13

rsaguilar 12/12/2011 10:59:44 AM U:\1003DS-SR90_SW8ST_Signals\425145\3201\signals\PLANSGIO.DGN

SIGNAL OPERATING PLAN

N

	Direction		EB			WB						NB			Ped Heads				
Timing Phases	Head No.		1	6		5/2	2					4	4R					P8	Movements/Display/Actuation
(1+5)	Dwell		<G	R		<G/R	R					R	R/G>					DW	
E/WLTs	Clear	(1+6)	<G	R		<Y/R	R					R	R/Y>					DW	
		(2+5)	<Y	R		<G/R	R					R	R/G>					DW	
(Actuated)		(2+6)	<Y	R		<Y/R	R					R	R/Y>					DW	
(1+6)	Dwell		<G	G		R	R					R	R					DW	
(Actuated)	Clear	(2+6)	<Y	G		R	R					R	R					DW	
(2+5)	Dwell		<R	R		<G/G	G					R	R/G>					DW	
(Actuated)	Clear	(2+6)	<R	R		<Y/G	G					R	R/Y>					DW	
(2+6)	Dwell		<R	G		G	G					R	R					DW	
E/W	Clear	(1+5)	<R	Y		Y	Y					R	R					DW	
SW 8 St		(1+6)	<R	Y		Y	Y					R	R					DW	
		(4)	<R	Y		Y	Y					R	R					DW	
		(8)	<R	Y		Y	Y					R	R					DW	
(Recall)																			
(4)	Dwell		<R	R		R	R					G	G					DW	
NB	Clear	(8)	<R	R		R	R					Y	Y					DW	
SW 82 Av																			
		(1+5)	<R	R		R	R					Y	Y					DW	
		(1+6)	<R	R		R	R					Y	Y					DW	
		(2+5)	<R	R		R	R					Y	Y					DW	
(Actuated)		(2+6)	<R	R		R	R					Y	Y					DW	
(8)	Dwell		<G	R		R/<G	R					R	R/G>					W/F	
E/WLTS + P8	Clear																		
(Actuated)		(2+6)	<Y	R		R/<Y	R					R	R/Y>					DW	
	Dwell																		
	Clear																		
	Dwell																		
	Clear																		
Flashing Operation			F<R	FY		FY	FY					FR	FR						Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date		
H. Hernandez	9/26/12	SW 82 Av & 8 St	
Checked	Date	Placed in Service	Phasing No. / Asset Number
	9/26/12	Date 5/8/13 By	3 / 4565

QuadPPNoPeds

Intersection at SW 8th Street and SR 826 SB Ramps

TOD Schedule Report

for 5425: SR- 826 SB&SW 8 St

Print Date: 3/15/2016

Print Time: 2:21 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5425	SR- 826 SB&SW 8 St	HOLIDAY-3		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3 - 2.5 - 2.5	25 - 16 - 16	27 - 32 - 32	4.8	2
6 EBT	9 - 9 - 9	9 - 9 - 9	9 - 9 - 9	2.5 - 2.5 - 2.5	40 - 40 - 40	0 - 0 - 0	4.8	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	----56--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report

for 5425: SR- 826 SB&SW 8 St

Print Date: 3/15/2016

Print Time: 2:21 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 -	3 -	4 -	5 WBL	6 EBT	7 -	8 -	Ring Offset	Offset
	2	90	0	0	0	0	12	64	0	0	0	73
	3	180	0	0	0	0	26	140	0	0	0	127
	5	140	0	0	0	0	21	105	0	0	0	103
	9	130	0	0	0	0	15	101	0	0	0	68
	11	90	0	0	0	0	22	54	0	0	0	57
	13	120	0	0	0	0	16	90	0	0	0	96
	14	110	0	0	0	0	15	81	0	0	0	98
	15	90	0	0	0	0	17	59	0	0	0	58
	16	70	0	0	0	0	15	41	0	0	0	58
	18	90	0	0	0	0	17	59	0	0	0	58
	19	70	0	0	0	0	15	41	0	0	0	58
	20	90	0	0	0	0	18	58	0	0	0	58
	21	120	0	0	0	0	16	90	0	0	0	96
	22	70	0	0	0	0	12	44	0	0	0	58
	27	130	0	0	0	0	16	100	0	0	0	90

Local TOD Schedule

Time	Plan	DOW
0000	16	M T W Th F
0000	18	Su S
0115	Free	M T W Th F
0130	19	Su S
0530	2	M T W Th F
0600	3	M T W Th F
0615	20	Su S
0900	21	Su S
0930	5	M T W Th F
1130	9	M T W Th F
1530	11	M T W Th F
1900	13	M T W Th F
2000	14	M T W Th F
2100	22	Su S
2200	15	M T W Th F
2300	16	M T W Th F
2330	18	Su S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

SIGNAL HEAD DETAILS

5



3-SECT. TRAFFIC SIGNAL (2 AS)

650-51-311

BACK PLATES (2 EA)

659-101

6



3-SECT. TRAFFIC SIGNAL (2 AS)

650-51-311

P6



PED. SIGNAL 1-SECT., 1-WAY (2 AS)

653-171

DETECTORS FOR LOOPS		
MVM'T No.	No. OF LOOPS	No. OF DETS.
L-5	2	1

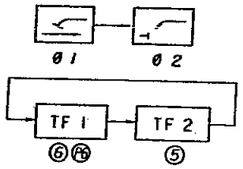
A

NO TURNS

R3-3 24" X 24" (1 EA)

700-48-18

SIGNAL OPERATION PLAN

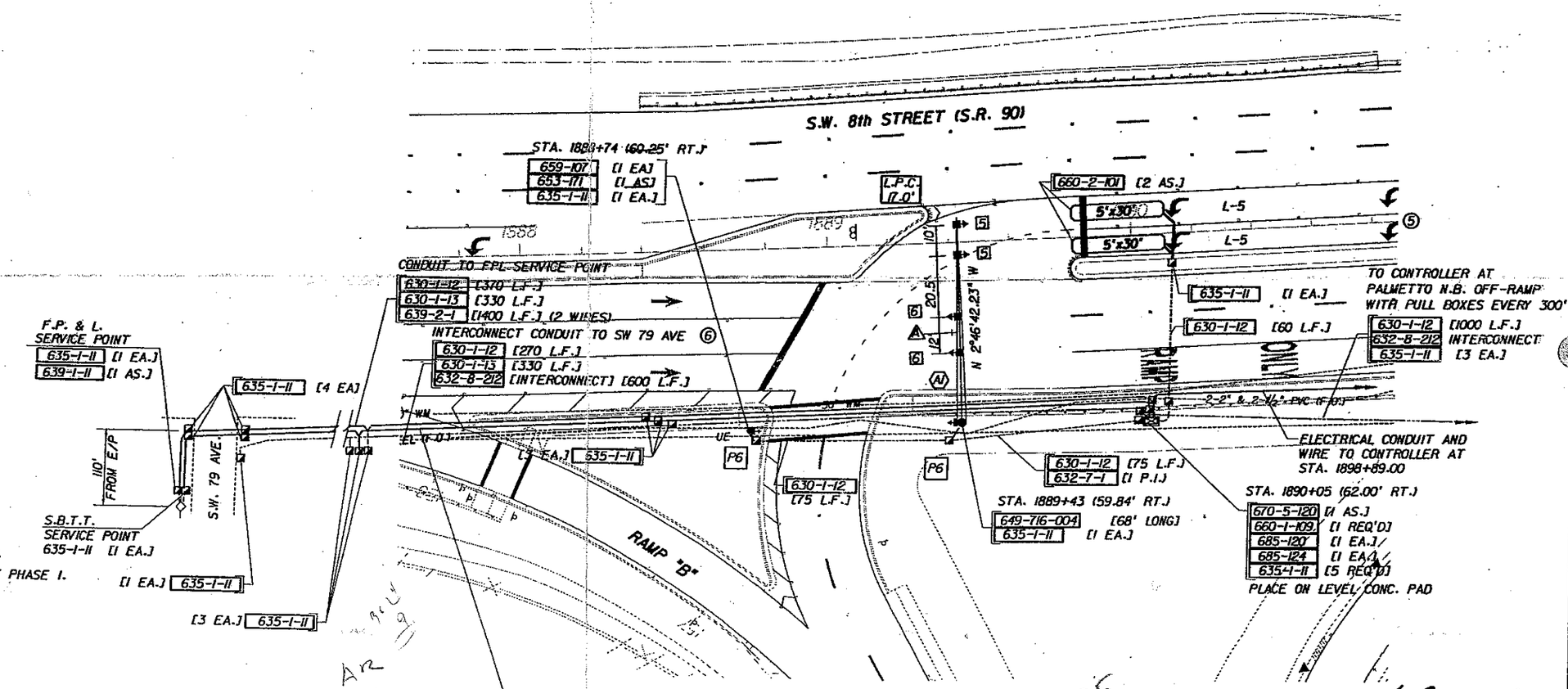


CONTROLLER OPERATION

1.- PHASE 1 RECALL, PHASE 2 ACTUATED.
2.- MOVEMENT P6 IS CONCURRENT WITH PHASE 1.
3.- LEFT TURN MOVEMENT 5 NOT PERMITTED AT PHASE 1.
4.- FLASHING OPERATION: 6 YELLOW, 5 RED.
5.- SIGNAL COORDINATION PHASE IS 01.
6.- TIMING WILL BE PROVIDED BY MDPW.

NOTES:

1.- CONTRACTOR TO RUN INTERCONNECT IN CONDUIT (WITH PULL BOXES AT 250' MAX. INTERVALS) TO STA. 1886+38 TO THE WEST AND TO CONTROLLER AT PALMETTO N.B. ON-RAMP TO THE EAST. ESTIMATED AT 1300 L.F. OF INTERCONNECT IN CONDUIT, AND 6 PULL BOXES.



N

0 10 40

Feet

FW AR 9/11 0.6 0.5

5425

6/11/04

2656

INTERSECTION IDENTIFICATION NO. 5425

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

CORRADINO
4055 N.W. 97th Avenue, Miami, Florida, 33178
Ph: (305) 594-0735 Fax: (305) 594-0755
Certificate Of Authorization No. 0000665
E.O.R. Gorky F. Charpentier, P.E. No. 43523

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 826	MIAMI-DADE	249649-1-52-01

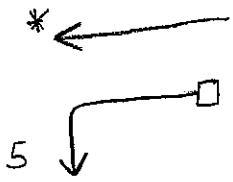
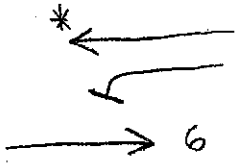
SIGNALIZATION PLAN S.W. 8th STREET & S.B. PALMETTO ON-RAMP

SHEET NO. T-4

J:\2703\drw\signalization\sigplan0.dgn 6/11/2004 12:23:11 PM

SIGNAL OPERATING PLAN

N

Timing Phases	Direction / Head No.		EB 6	WL 5						Ped Heads				Movements/Display/Actuation
	Dwell													* FREE FLOW
	Clear to													
(5) WL SW 8 St	Dwell		R	<G										
	Clear to (6)		R	<Y										
(6) EB SW 8 St (Recall)	Dwell		G	<R										
	Clear to (5)		Y	<R										
	Dwell													
	Clear to													
	Dwell													
	Clear to													
	Dwell													
Flashing Operation			FY	F<R										Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date	SR 826 W & SW 8 St		
H. Hernandez	4/27/2006			
Checked	Date	Placed in Service	Phasing No.	Asset Number
F. PRATS	10/12/09	Date 1/6/07 By	1	5425

TwoPhaseNoPeds

Intersection at SW 8th Street and SR 826 NB Ramps

TOD Schedule Report

for 5424: SR- 826 NB&SW 8 St

Print Date: 3/15/2016

Print Time: 2:21 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5424	SR- 826 NB&SW 8 St	HOLIDAY-3		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	9 - 9 - 9	9 - 9 - 9	9 - 9 - 9	2.5 - 2.5 - 2.5	40 - 40 - 40	0 - 0 - 0	4.8	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	9 - 9 - 9	9 - 9 - 9	9 - 9 - 9	2.5 - 2.5 - 2.5	40 - 40 - 40	0 - 0 - 0	4.8	2
7 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 8	12 - 16 - 16	50 - 32 - 90	4.8	2
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2---67-
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report

for 5424: SR- 826 NB&SW 8 St

Print Date: 3/15/2016

Print Time: 2:21 AM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	WBT	-	-	-	EBT	NBT	-		
	2	90	0	63	0	0	0	63	13	0	0	85
	3	180	0	127	0	0	0	127	39	0	0	125
	5	140	0	107	0	0	0	107	19	0	0	78
	9	130	0	94	0	0	0	94	22	0	0	15
	11	180	0	127	0	0	0	127	39	0	0	107
	13	120	0	87	0	0	0	87	19	0	0	111
	14	110	0	87	0	0	0	87	9	0	0	0
	15	90	0	27	0	0	0	27	49	0	0	70
	16	70	0	21	0	0	0	21	35	0	0	0
	18	90	0	27	0	0	0	27	49	0	0	70
	19	70	0	21	0	0	0	21	35	0	0	0
	20	90	0	36	0	0	0	36	40	0	0	0
	21	120	0	87	0	0	0	87	19	0	0	111
	22	70	0	21	0	0	0	21	35	0	0	0
	27	130	0	29	0	0	0	29	87	0	0	93

Local TOD Schedule

Time	Plan	DOW
0000	16	M T W Th F
0000	18	Su S
0115	Free	M T W Th F
0130	19	Su S
0530	2	M T W Th F
0600	3	M T W Th F
0615	20	Su S
0900	21	Su S
0930	5	M T W Th F
1130	9	M T W Th F
1530	11	M T W Th F
1900	13	M T W Th F
2000	14	M T W Th F
2100	22	Su S
2200	15	M T W Th F
2300	16	M T W Th F
2330	18	Su S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

SIGNAL HEAD DETAILS

7



3-SECT. TRAFFIC SIGNAL (2 AS)

650-51-311

2 6



3-SECT. TRAFFIC SIGNAL (4 AS)

650-51-311

P6



PED. SIGNAL 1-SECT., 1-WAY (2 AS)

653-171

DETECTORS FOR LOOPS		
MVM'T No.	No. OF LOOPS	No. OF DETS.
L-7	2	2

9

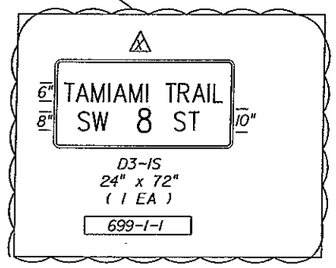
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NO TURNS

R3-3 24" X 24" (2 EA)

700-48-18

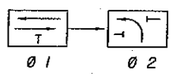
A



D3-1S 24" x 72" (1 EA)

699-1-1

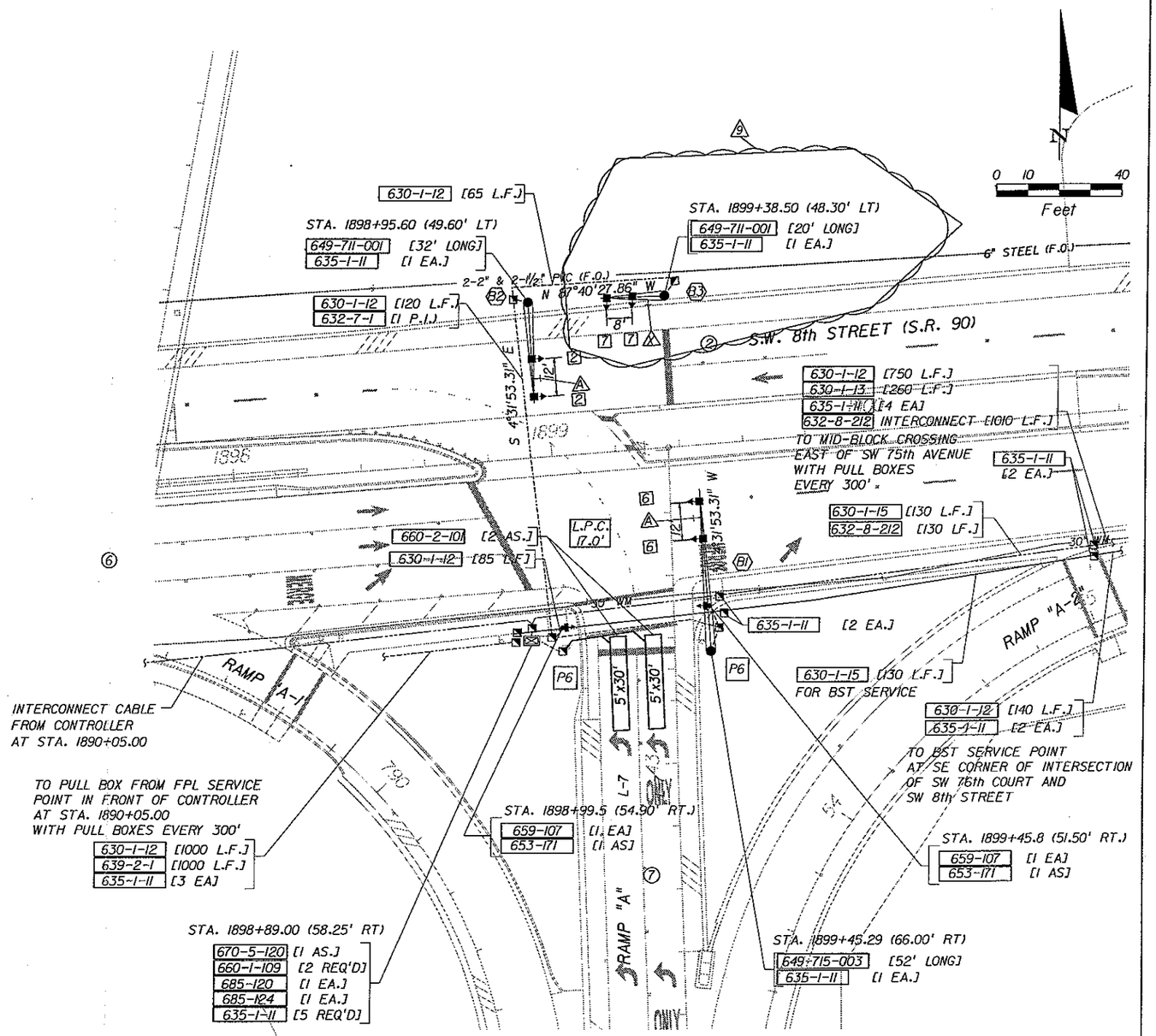
SIGNAL OPERATION PLAN



TF 1	TF 2
②⑥P6	⑦

CONTROLLER OPERATION

1.- PHASE 1 RECALL, PHASE 2 ACTUATED.
2.-FLASHING OPERATION: 6 AND 2 YELLOW, 7 RED.
3.-SIGNAL COORDINATION PHASE IS Ø1.
4.-MOVEMENT P6 IS CONCURRENT WITH PHASE 1.
5.-TIMING WILL BE PROVIDED BY MDPW.



5424

#2856

INTERSECTION IDENTIFICATION NO. 5424

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
1/4/2008	MG	9 AND ILLUMINATED SIGN			

$TIME$
$FILE$ $DATE$

CORRADINO
4055 N.W. 97th Avenue, Miami, Florida, 33178
Ph : (305) 594-0735 Fax : (305) 594-0755
Certificate Of Authorization No. 00007665
E.O.R. Miguel R. Ciscar, P.E. No. 43244

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

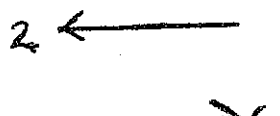
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 826	MIAMI-DADE	249649-1-52-01

SIGNALIZATION PLAN S.W. 8th STREET & N.B. PALMETTO OFF-RAMP

SHEET NO. T-5

SIGNAL OPERATING PLAN

N

	Direction	EB	WB		NB		Ped Heads				Movements/Display/Actuation
Timing Phases	Head No.	6	2		7						
	Dwell										
	Clear to										
	Dwell										
	Clear to										
(2+6) E/W SW 8 St (Recall)	Dwell	G	G		R						
	(7) Clear to	Y	Y		R						
	Dwell										
	Clear to										
	Dwell										
	Clear to										
(7) NB 826 NB OFF (Actuated)	Dwell	R	R		<G						
	(2+6) Clear to	R	R		<Y						
Flashing Operation		FY	FY		F<R						Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date			
H. Hernandez	6/28/2006	SR 826 & SW 8 St E		
Checked	Date	Placed in Service	Phasing No.	Asset Number
F. Pons	4/3/08	Date 1/6/07 By	1	5424

TwoPhaseNoPeds

Intersections at SW 8th Street and at SW 74th Court

TOD Schedule Report

for 2135: SW 8 St-SW 74 Av-SW 75 Av

Print Date: 4/8/2016

Print Time: 2:03 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2135	SW 8 St-SW 74 Av-SW 75 Av	DOW-6		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	WBT	-	-	-	EBT	-	PED
0	0	0	0	0	0	0	0
	←				→		N/A

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	40 - 40 - 40	0 - 0 - 0	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	40 - 40 - 40	0 - 0 - 0	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 PED	7 - 7 - 7	16 - 16 - 16	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 2135: SW 8 St-SW 74 Av-SW 75 Av

Print Date: 4/8/2016

Print Time: 2:03 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 WBT	3 -	4 -	5 -	6 EBT	7 -	8 PED	Ring Offset	Offset
	1	135	0	107	0	0	0	107	0	22	0	112
	2	180	0	152	0	0	0	152	0	22	0	153
	3	135	0	107	0	0	0	107	0	22	0	89
	4	90	0	62	0	0	0	62	0	22	0	70
	5	120	0	92	0	0	0	92	0	22	0	38
	6	120	0	92	0	0	0	92	0	22	0	49
	7	90	0	62	0	0	0	62	0	22	0	79
	8	110	0	82	0	0	0	82	0	22	0	24
	9	130	0	102	0	0	0	102	0	22	0	38
	10	110	0	82	0	0	0	82	0	22	0	2
	11	70	0	42	0	0	0	42	0	22	0	2
	13	70	0	42	0	0	0	42	0	22	0	2
	17	120	0	92	0	0	0	92	0	22	0	0
	27	130	0	102	0	0	0	102	0	22	0	96

Local TOD Schedule

Time	Plan	DOW
0000	11	M T W Th F
0000	13	Su S
0115	Flash	M T W Th F
0130	11	Su S
0215	Flash	Su S
0500	Flash	M T W Th F
0530	4	M T W Th F
0600	2	M T W Th F
0615	10	Su S
0900	17	Su S
0930	5	M T W Th F
1130	9	M T W Th F
1530	7	M T W Th F
1900	6	M T W Th F
2000	8	M T W Th F
2100	10	Su S
2200	10	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

STATE PROJ. NO.	SHEET NO.
87120-3512	T-3

SIGNAL HEAD DETAIL

[2] [6]



2650-1-131 4 AS

[P8]



2653-171 2 AS



SPECIAL SIGN
300 X 300
2 EA

NOTE: COST OF SPECIAL SIGN IS INCLUDED IN ITEM 2665-11

CONTROLLER OPERATION

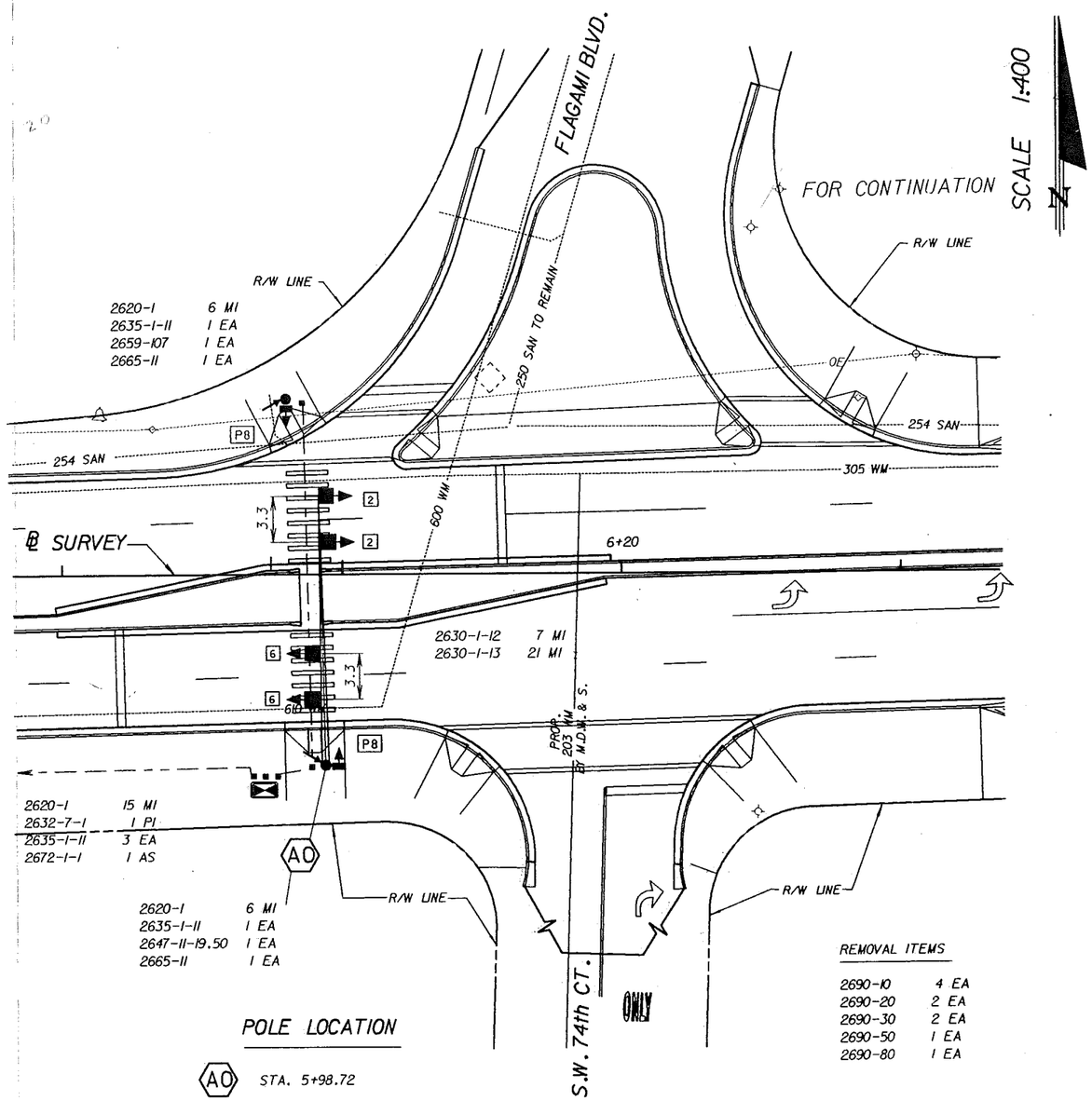
1. SOP #17
2. PHASE 2 ACTUATED; PHASE 1 RECALL
3. PED. SIGNAL UPON ACTUATION ONLY
4. SIGNAL COORDINATION PHASE 1

NEW FP&L ELECTRICAL SERVICE POINT AT EXISTING POWER POLE LOCATED ON STA. 9+71 (+/-) BASE LINE SW 75 AVE. 5.5 MI LEFT

2620-1	6 MI
2630-1-13	80 MI
2635-1-11	2 EA
2639-1-13	1 AS
2639-2-1	252 MI

EXISTING BST SVC POINT 75 METERS WEST FROM PROP. CONTROLLER AJAW-11 STA. 5+75 (+/-)

2630-1-12	75 MI
2635-1-11	1 EA



POLE LOCATION

AO STA. 5+98.72

REMOVAL ITEMS

2690-10	4 EA
2690-20	2 EA
2690-30	2 EA
2690-50	1 EA
2690-80	1 EA

CONTROLLER TIMING PLAN

TIMING INTERVAL	TIMING FUNCTION								
	1	2	3	4	5	6	7	8	9
MINIMUM GREEN (INITIAL)									
EXTENSION (PASSAGE)									
MAXIMUM GREEN I									
MAXIMUM GREEN II									
YELLOW									
ALL RED									
PEDESTRIAN WALK									
PEDESTRIAN CLEAR									

NOTES:

1. FINAL SIGNAL TIMING TO BE PROVIDED BY DADE COUNTY SIGNAL DIVISION.
2. MAST ARM POLE LOCATION SHALL BE VERIFIED BY THE CONTRACTOR TO PREVENT DAMAGE TO EXISTING UNDERGROUND UTILITIES. ANY COST FROM DAMAGED SHALL BE BORNE BY THE CONTRACTOR.

Rafael Pedroso 9/19/97

TAMIAMI TRAIL / S.W. 8TH. ST. AT S.W. 75 AVE./ 74 CT. (MIDBLOCK CROSSING)
ID NO. 2135 Sec 45

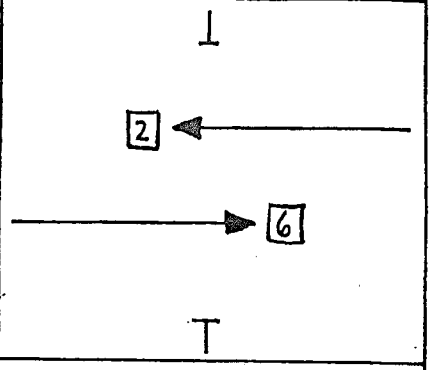
REVISIONS																	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

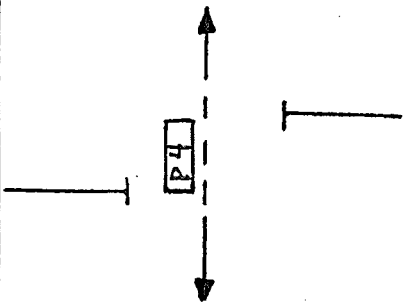
FLORIDA DEPARTMENT OF TRANSPORTATION

SR-90 SIGNALIZATION PLAN

SIGNAL OPERATING PLAN

PHASE		SIGNAL HEAD NUMBER													
	INT	2	6		P8										
Ø2+6	R/W	G	G		DW										
	X-PED	Y	Y		DW										
	TO CLEAR	R	R		DW										
EXCLUSIVE PEDESTRIAN	R/W	R	R		W										
	PED. CL.	R	R		FDW										
	TO CLEAR Ø2	R	R		DW										
	R/W														
	TO CLEAR														
	R/W														
	TO CLEAR														
FLASH. OPER. →		FY	FY												







Drawn: H. HERNANDEZ	Date: 4/29/99	METROPOLITAN DADE COUNTY DEPARTMENT OF TRAFFIC AND TRANSPORTATION
Check: F. PRATS	Date: 4/29/99	ASSET NO: 2135 SW 8 ST / SW 74 CT & 75 AV
Division Engineer	Date	

Placed In Service		Phasing Number
Date: 5/3/99		3

Intersection at SW 8th Street and SW 74th Avenue/Tamiami Blvd

TOD Schedule Report

for 2634: SW 74 Av&SW 8 St

Print Date: 3/21/2016

Print Time: 2:01 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2634	SW 74 Av&SW 8 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 10 - 10	50 - 33 - 33	4	2
2 WBT	7 - 7 - 7	11 - 11 - 11	7 - 7 - 7	2.5 - 2.5 - 2.5	40 - 40 - 40	0 - 0 - 0	4	2
3 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 6 - 6	16 - 6 - 6	3.7	2.4
4 NBT	7 - 7 - 7	13 - 13 - 13	7 - 7 - 7	2.5 - 2.5 - 2.5	16 - 16 - 16	29 - 20 - 20	4	2.4
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	33 - 11 - 11	4	2
6 EBT	7 - 7 - 7	11 - 11 - 11	7 - 7 - 7	2.5 - 2.5 - 2.5	40 - 40 - 40	0 - 0 - 0	4	2
7 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 6 - 6	16 - 6 - 6	3.7	2.4
8 SBT	7 - 7 - 7	13 - 13 - 13	7 - 7 - 7	2.5 - 2.5 - 2.5	16 - 16 - 16	29 - 20 - 20	4	2.4

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12345678
External Permit 0	--------
External Permit 1	1234-678
External Permit 2	12345678

TOD Schedule Report

for 2634: SW 74 Av&SW 8 St

Print Date: 3/21/2016

Print Time: 2:01 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT	Ring Offset	Offset
	1	135	32	56	5	18	6	82	5	18	0	95
	2	180	49	76	7	24	6	119	7	24	0	139
	3	135	32	56	5	18	6	82	5	18	0	86
	4	90	6	36	5	19	6	36	5	19	0	76
	5	120	6	67	6	17	6	67	6	17	0	24
	6	120	6	68	5	17	6	68	5	17	0	36
	7	180	6	119	9	22	15	110	9	22	0	136
	8	110	6	57	6	17	6	57	6	17	0	71
	9	130	6	77	6	17	6	77	6	17	0	38
	10	110	6	58	5	17	6	58	5	17	0	26
	11	70	6	18	5	17	6	18	5	17	0	60
	13	70	6	18	5	17	6	18	5	17	0	62
	14	100	10	43	5	18	10	43	5	18	0	21
	15	120	32	39	7	18	32	39	7	18	0	89
	16	130	6	60	14	26	6	60	14	26	0	88
	17	120	6	59	13	18	6	59	13	18	0	78
	18	130	6	68	14	18	6	68	14	18	0	107
	19	120	6	58	15	17	6	58	15	17	0	2
	20	130	6	68	13	19	6	68	13	19	0	52
	27	130	6	78	5	17	6	78	5	17	0	106

Local TOD Schedule

Time	Plan	DOW
0000	11	M T W Th F
0000	13	Su S
0115	Free	M T W Th F
0130	11	Su S
0215	Free	Su S
0500	Free	M T W Th F
0530	4	M T W Th F
0600	2	M T W Th F
0615	10	Su S
0900	17	Su S
0930	5	M T W Th F
1130	9	M T W Th F
1530	7	M T W Th F
1900	6	M T W Th F
2000	8	M T W Th F
2100	10	Su S
2200	10	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0630	TOD OUTPUTS	---5----	M T W ThF
0700	VEH MAX RECALL	-------1	M T W ThF
0930	VEH MAX RECALL	--------	M T W ThF
0930	TOD OUTPUTS	--------	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0630	TOD OUTPUTS	---5----	M T W ThF
0700	VEH MAX RECALL	-------1	M T W ThF
0930	VEH MAX RECALL	--------	M T W ThF
0930	TOD OUTPUTS	--------	M T W ThF

*** Settings**

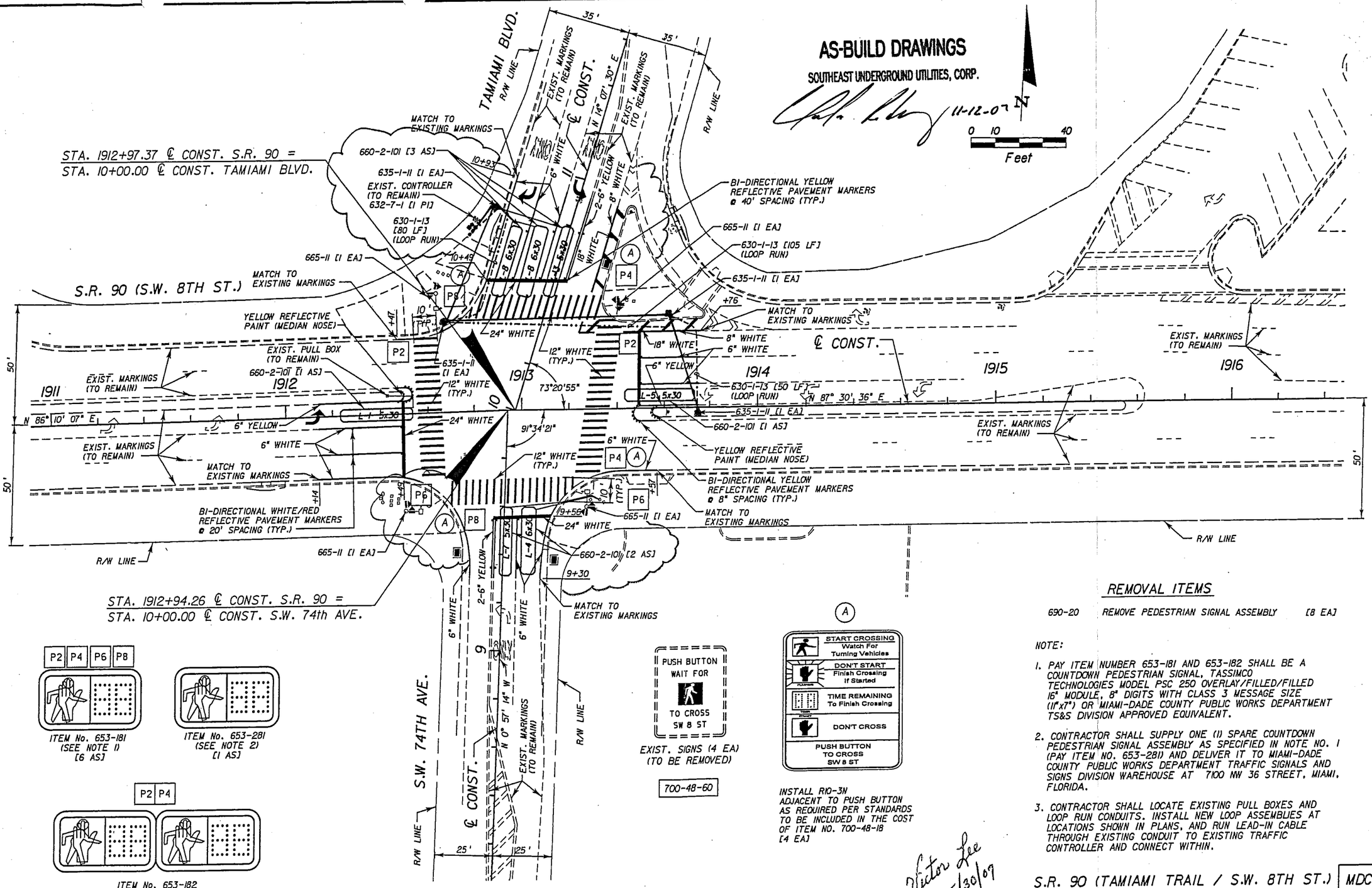
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

AS-BUILD DRAWINGS

SOUTHEAST UNDERGROUND UTILITIES, CORP.

11-12-07



P2 P4 P6 P8

ITEM No. 653-181 (SEE NOTE 1) [6 AS]

ITEM No. 653-281 (SEE NOTE 2) [1 AS]

P2 P4

ITEM No. 653-182 (SEE NOTE 1) [1 AS]

REMOVAL ITEMS

690-20 REMOVE PEDESTRIAN SIGNAL ASSEMBLY [8 EA]

NOTE:

1. PAY ITEM NUMBER 653-181 AND 653-182 SHALL BE A COUNTDOWN PEDESTRIAN SIGNAL, TASSIMCO TECHNOLOGIES MODEL PSC 250 OVERLAY/FILLED/FILLED 16" MODULE, 8" DIGITS WITH CLASS 3 MESSAGE SIZE (11"x7") OR MIAMI-DADE COUNTY PUBLIC WORKS DEPARTMENT TS&S DIVISION APPROVED EQUIVALENT.
2. CONTRACTOR SHALL SUPPLY ONE (1) SPARE COUNTDOWN PEDESTRIAN SIGNAL ASSEMBLY AS SPECIFIED IN NOTE NO. 1 (PAY ITEM NO. 653-281) AND DELIVER IT TO MIAMI-DADE COUNTY PUBLIC WORKS DEPARTMENT TRAFFIC SIGNALS AND SIGNS DIVISION WAREHOUSE AT 7100 NW 36 STREET, MIAMI, FLORIDA.
3. CONTRACTOR SHALL LOCATE EXISTING PULL BOXES AND LOOP RUN CONDUITS. INSTALL NEW LOOP ASSEMBLIES AT LOCATIONS SHOWN IN PLANS, AND RUN LEAD-IN CABLE THROUGH EXISTING CONDUIT TO EXISTING TRAFFIC CONTROLLER AND CONNECT WITHIN.

Victor Lee 05/30/07

S.R. 90 (TAMIAMI TRAIL / S.W. 8TH ST.) AND S.W. 74TH AVE.

MDC ID No. 2634

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
05-30-07	VL	REVISE LOOP HOMERUN AND PED HEAD ORIENTATION.			

DAVID PLUMMER & ASSOCIATES, INC.
1750 PONCE DE LEON BOULEVARD
CORAL GABLES, FLORIDA 33134
CERTIFICATE OF AUTHORIZATION EB 2690
VICTOR LEE P.E. NO. 35233

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

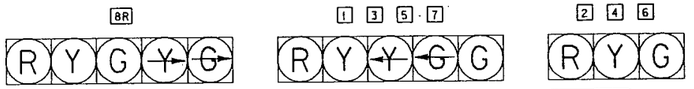
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 90	MIAMI-DADE	418236-2-52-01

SIGNING AND PAVEMENT MARKINGS

SHEET NO. 16

STATE PROJ. NO.	SHEET NO.
87120-3512	T-4

SIGNAL HEAD DETAIL



2650-1-151 1 AS — 2650-1-151 4 AS — 2650-1-131 3 AS

P2 P4 P6 P8



2653-171 8 AS



SPECIAL SIGN
300 X 300
4 EA

NOTE: COST OF SPECIAL SIGN IS INCLUDED IN ITEM 2665-11

X



D-3
600 X 1500
2700-48-18 1 EA

SERIES 'C' LETTERS
150 CAPITALS.
200 CAP. 250 NUMERALS.

Y



D-3
600 X 1500
2700-48-18 1 EA

SERIES 'C' LETTERS
150 CAPITALS.
200 CAP. 250 NUMERALS.

Z



D-3
600 X 1500
2700-48-18 2 EA

SERIES 'C' LETTERS
150 CAPITALS.
200 CAP. 250 NUMERALS.

W

R3-4
600 X 600
2700-48-18 1 EA

CONTROLLER OPERATION

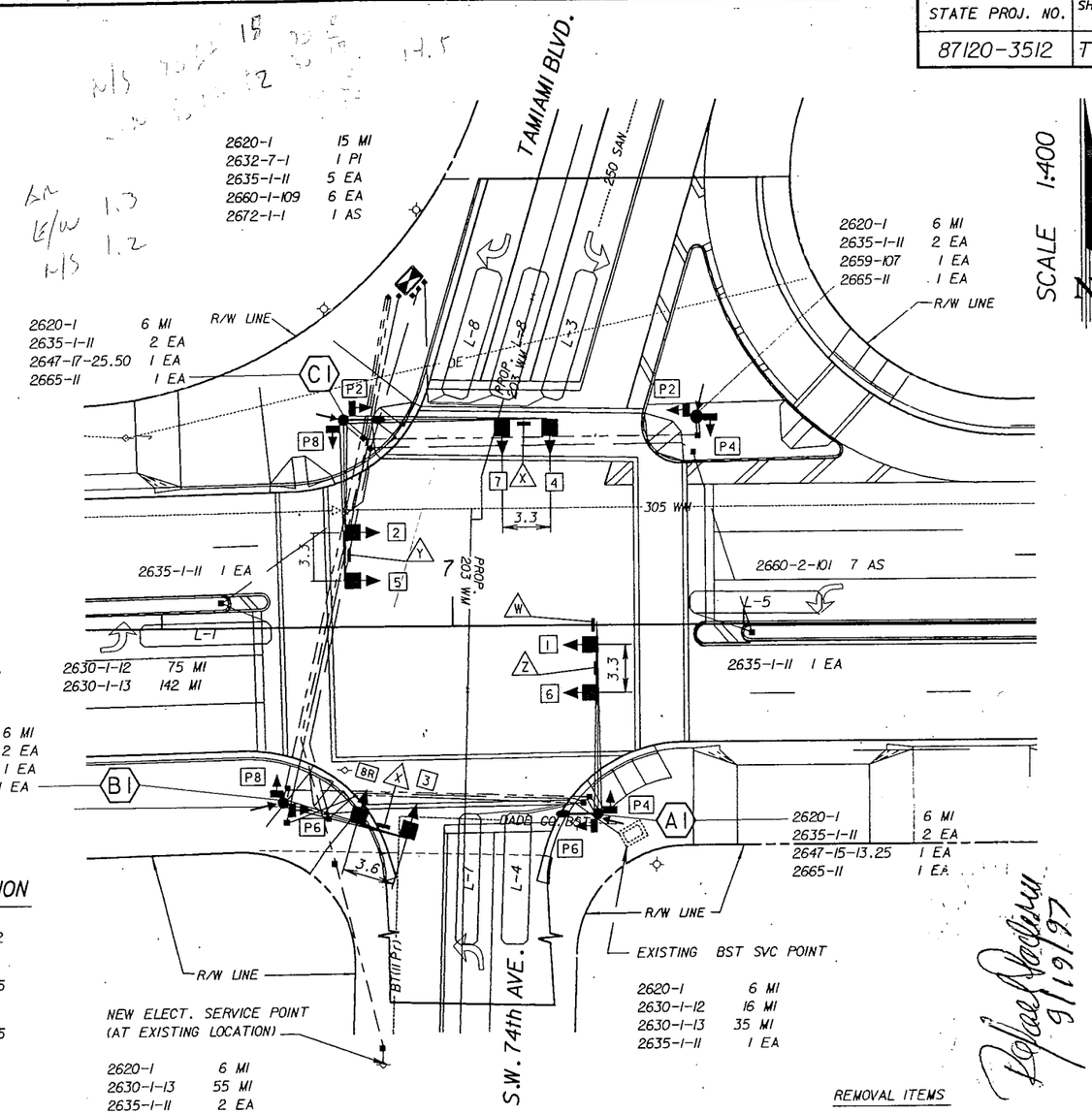
1. MAJOR STREET: TAMIAMI TRAIL / SW 8 ST.
   MINOR STREET: SW 74 AVE (TAMIAMI BLVD.)
2. SOP *10 *
3. PHASE 1,2,4,5,6 ACTUATED PHASE 3 RECALL
4. PED. SIGNALS UPON ACTUATION ONLY
5. SIGNAL COORDINATION PHASE 3
6. FLASHING OPERATION SW 8 ST. YELLOW
   SW 74 AVE. RED
* WITH PROTECTIVE RIGHT MOVEMENT FROM SOUTHBOUND IN PHASE 1

CONTROLLER TIMING PLAN

TIMING INTERVAL	TIMING FUNCTION 1	2	3	4	5	6	7	8	9
MINIMUM GREEN (INITIAL)									
EXTENSION (PASSAGE)									
MAXIMUM GREEN I									
MAXIMUM GREEN II									
YELLOW									
ALL RED									
PEDESTRIAN WALK									
PEDESTRIAN CLEAR									

DETECTORS FOR LOOPS

LOOP	NO. OF LOOPS	NO. OF DETS.
L-1	1	1
L-3	1	1
L-4	1	1
L-5	1	1
L-7	1	1
L-8	2	1



POLE LOCATION

A1 STA. 7+09.92

B1 STA. 6+88.25

C1 STA. 6+92.45

NOTES:

1. FINAL SIGNAL TIMING TO BE PROVIDED BY DADE COUNTY SIGNAL DIVISION.
2. LOOP ASSEMBLY 2660-2-101 DEVIATES FROM F.D.O.T. STANDARDS AND SHALL BE 1.8 X 9.0 FOR THRU LANES AND 1.5 X 9.0 FOR LEFT TURNING LANES.
3. MAST ARM POLE LOCATION SHALL BE VERIFIED BY THE CONTRACTOR TO PREVENT DAMAGE TO EXISTING UNDERGROUND UTIUTIES, ANY COST FROM DAMAGED SHALL BE BORNE BY THE CONTRACTOR.
4. THE SPACE BETWEEN LETTERS COULD BE REDUCED IN ORDER TO COMPLY WITH LETTER SIZE AND OVERALLL DIMENSION IN THE OVERHEAD STREET NAME SIGNS.
5. QUANTITY FOR CONDUIT HAS BEEN DUPLICATED FROM THE NEAREST PULL BOX TO POLE.

REMOVAL ITEMS

2690-10	8 EA
2690-20	8 EA
2690-30	4 EA
2690-31	1 EA
2690-50	1 EA
2690-80	1 EA

REMOVAL OF EXIST. GUARDRAIL AT CONTROLLER
2536-73 4 MI

Rafael Martinez 9/19/97

TAMIAMI TRAIL/S.W. 8TH. ST. AT S.W. 74TH. AVE. (TAMIAMI BLVD.)
ID NO. 2634 see 45

REVISIONS													
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION		

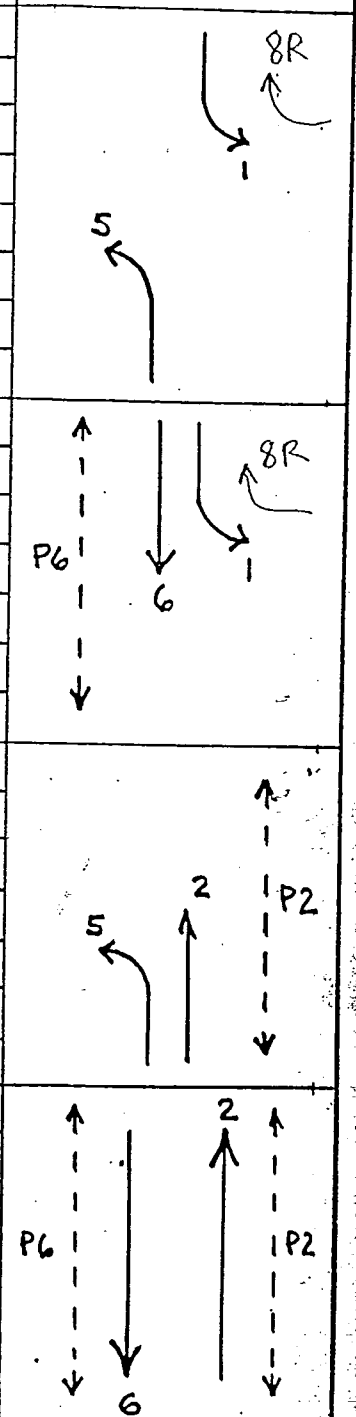
FLORIDA DEPARTMENT OF TRANSPORTATION

SR-90 SIGNALIZATION PLAN

SIGNAL OPERATING PLAN

PHASE	INT	SIGNAL HEAD NUMBER 1	2	3	4	5	6	7	8	8R			P2	P4	P6	P8
Φ 1+5 SW 8 ST E/W LTS	R/W	←R	R	R	R	←R	R	R	R	R/→			DW	DW	DW	DW
	TO 1+6	←R	R	R	R	↑R	R	R	R	R/→			DW	DW	DW	DW
	TO 2+5	↑R	R	R	R	←R	R	R	R	R/↑			DW	DW	DW	DW
	TO 2+6	↑R	R	R	R	↑R	R	R	R	R/↑			DW	DW	DW	DW
	CLEAR	①				①										
	CLEAR															
	CLEAR															
	CLEAR															
(ACTUATED)																
Φ 1+6 EB	R/W	←G	R	R	R	R	G	R	R	R/→			DW	DW	W	DW
	PED. CL.	←G	R	R	R	R	G	R	R	R/→			DW	DW	F D* W	DW
	TO 2+6	↑G	R	R	R	R	G	R	R	R/↑			DW	DW	*	DW
	CLEAR	②														
	CLEAR															
	CLEAR															
	CLEAR															
(ACTUATED)																
Φ 2+5 WB	R/W	R	G	R	R	←G	R	R	R	R			W	DW	DW	DW
	PED. CL.	R	G	R	R	←G	R	R	R	R			F D* W	DW	DW	DW
	TO 2+6	R	G	R	R	↑G	R	R	R	R			*	DW	DW	DW
	CLEAR					②										
	CLEAR															
	CLEAR															
	CLEAR															
(ACTUATED)																
Φ 2+6 E/W	R/W	G	G	R	R	G	G	R	R	R			W*	DW	W*	DW
	PED. CL.	G	G	R	R	G	G	R	R	R			F D* W	DW	F D* W	DW
	TO 3+7	Y	Y	R	R	Y	Y	R	R	R			DW	DW	DW	DW
	TO 3+8	Y	Y	R	R	Y	Y	R	R	R			DW	DW	DW	DW
	TO 4+7	Y	Y	R	R	Y	Y	R	R	R			DW	DW	DW	DW
	TO 4+8	Y	Y	R	R	Y	Y	R	R	R			DW	DW	DW	DW
	CLEAR															
(RECALL)																

IN



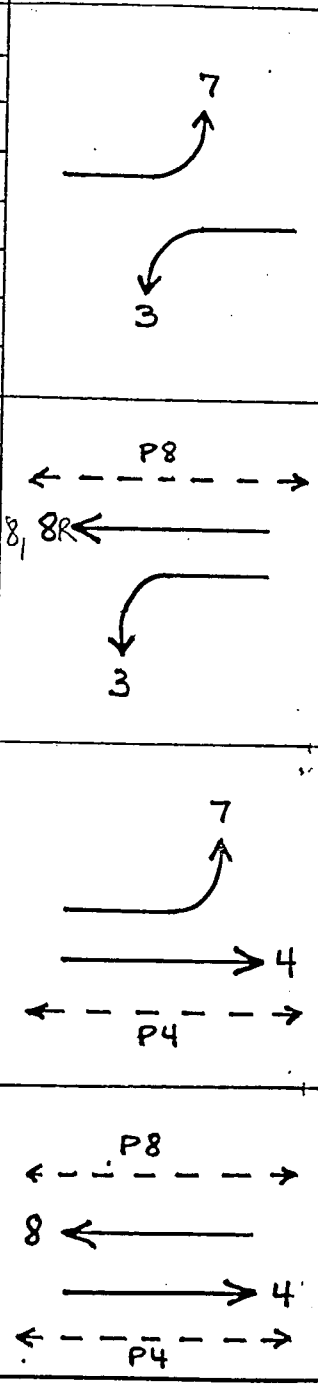
1 RED BALL DISPLAYED TOO ON 5-SECTION HEADS.

2 GREEN BALL DISPLAYED TOO ON 5-SECTION HEADS.

Drawn: H. HERNANDEZ	Date: 3/8/99	METROPOLITAN DADE COUNTY DEPARTMENT OF PUBLIC WORKS	
Check: J. C.	Date: 3/8/99	ASSET NO: 2634	
Division Engineer	Date	SW 74 Av & 8 St	
		Page 1 of 2	
Placed in Service Date:	By:		Phasing Number: 5

SIGNAL OPERATING PLAN

PHASE	INT	1	2	3	4	5	6	7	8	8R			P2	P4	P6	P8
		SIGNAL HEAD NUMBER														
	R/W	R	R	←R	R	R	R	←R	R	R			DW	DW	DW	DW
Φ3+7 SW74AV N/S CTS	TO 3+8	R	R	←R	R	R	R	↓R	R	R			DW	DW	DW	DW
	TO 4+7	R	R	↓R	R	R	R	←R	R	R			DW	DW	DW	DW
⚠1 RED BALL DISPLAYED TOO ON S-SECTION HEADS	TO 4+8	R	R	↓R	R	R	R	↓R	R	R			DW	DW	DW	DW
	CLEAR			⚠1				⚠1								
(ACTUATED)																
Φ3+8 SB	R/W	R	R	←G	R	R	R	R	G	G			DW	DW	DW	W
	PED. CL.	R	R	←G	R	R	R	R	G	G			DW	DW	DW	F_D^* W
⚠2 GREEN BALL DISPLAYED TOO ON S-SECTION HEADS.	TO 4+8	R	R	↓G	R	R	R	R	G	G			DW	DW	DW	*
	CLEAR			⚠2												
(ACTUATED)																
Φ4+7 NB	R/W	R	R	R	G	R	R	←G	R	R			DW	W	DW	DW
	PED. CL.	R	R	R	G	R	R	←G	R	R			DW	F_D^* W	DW	DW
⚠2 GREEN BALL DISPLAYED TOO ON S-SECTION HEADS	TO 4+8	R	R	R	G	R	R	↓G	R	R			DW	*	DW	DW
	CLEAR							⚠2								
(ACTUATED)																
Φ4+8 N/S	R/W	R	R	G	G	R	R	G	G	G			DW	W*	DW	W*
	PED. CL.	R	R	G	G	R	R	G	G	G			DW	F_D^* W	DW	F_D^* W
	TO 1+5	R	R	Y	Y	R	R	Y	Y	Y			DW	DW	DW	DW
	TO 1+6	R	R	Y	Y	R	R	Y	Y	Y			DW	DW	DW	DW
	TO 2+5	R	R	Y	Y	R	R	Y	Y	Y			DW	DW	DW	DW
(ACTUATED)	TO 2+6	R	R	Y	Y	R	R	Y	Y	Y			DW	DW	DW	DW
FLASHING OPER. →		FY	FY	FR	FR	FY	FY	FR	FR	FR						



Drawn: H. HERNANDEZ	Date: 3/8/99	METROPOLITAN DADE COUNTY DEPARTMENT OF PUBLIC WORKS
Check:	Date: 3/8/99	ASSET NO: 2634
Division Engineer	Date	SW 74 Av & 8 St
		Page 2 of 2

Placed in Service			Phasing Number
Date:	By:		5

Intersection at SW 8th Street and SW 72nd Avenue

TOD Schedule Report

for 5741: SW 72 Av&SW 8 St

Print Date: 3/15/2016

Print Time: 2:21 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5741	SW 72 Av&SW 8 St	HOLIDAY-3		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	2.5 - 2.5 - 2.5	40 - 40 - 40	0 - 0 - 0	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	2.5 - 2.5 - 2.5	13 - 12 - 12	44 - 12 - 12	4	2
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	6 - 6 - 6	11 - 6 - 6	4	2
6 EBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	2.5 - 2.5 - 2.5	40 - 40 - 40	0 - 0 - 0	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	13 - 12 - 12	44 - 12 - 12	4	2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-456-8
External Permit 0	--------
External Permit 1	-2-4-6-8
External Permit 2	12345678

TOD Schedule Report

for 5741: SW 72 Av&SW 8 St

Print Date: 3/15/2016

Print Time: 2:21 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 WBT	3 -	4 NBT	5 WBL	6 EBT	7 -	8 SBT	Ring Offset	Offset
	1	135	0	104	0	19	0	104	0	0	0	121
	2	180	0	144	0	24	0	144	0	24	0	142
	3	135	0	109	0	14	0	109	0	14	0	112
	4	90	0	64	0	14	0	64	0	14	0	20
	5	120	0	89	0	19	6	77	0	19	0	15
	6	120	0	91	0	17	5	80	0	17	0	41
	7	180	0	136	0	32	9	121	0	32	0	160
	8	110	0	81	0	17	0	81	0	17	0	75
	9	130	0	99	0	19	5	88	0	19	0	0
	10	110	0	81	0	17	0	81	0	17	0	25
	11	70	0	46	0	12	0	46	0	12	0	65
	13	70	0	41	0	17	0	41	0	17	0	68
	17	120	0	91	0	17	6	79	0	17	0	28
	27	130	0	101	0	17	0	101	0	17	0	2

Local TOD Schedule

Time	Plan	DOW
0000	11	M T W Th F
0000	13	Su S
0115	Flash	M T W Th F
0130	11	Su S
0215	Flash	Su S
0500	Flash	M T W Th F
0530	4	M T W Th F
0600	2	M T W Th F
0615	10	Su S
0900	17	Su S
0930	5	M T W Th F
1130	9	M T W Th F
1530	7	M T W Th F
1900	6	M T W Th F
2000	8	M T W Th F
2100	10	Su S
2200	10	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	M T W ThF
0930	TOD OUTPUTS	--------	M T W ThF
2000	TOD OUTPUTS	---5----	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	Su S
0000	TOD OUTPUTS	---5----	M T W ThF
0615	TOD OUTPUTS	--------	Su S
0930	TOD OUTPUTS	--------	M T W ThF
1900	TOD OUTPUTS	---5----	Su S
2000	TOD OUTPUTS	---5----	M T W ThF

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

AS-BUILD DRAWINGS

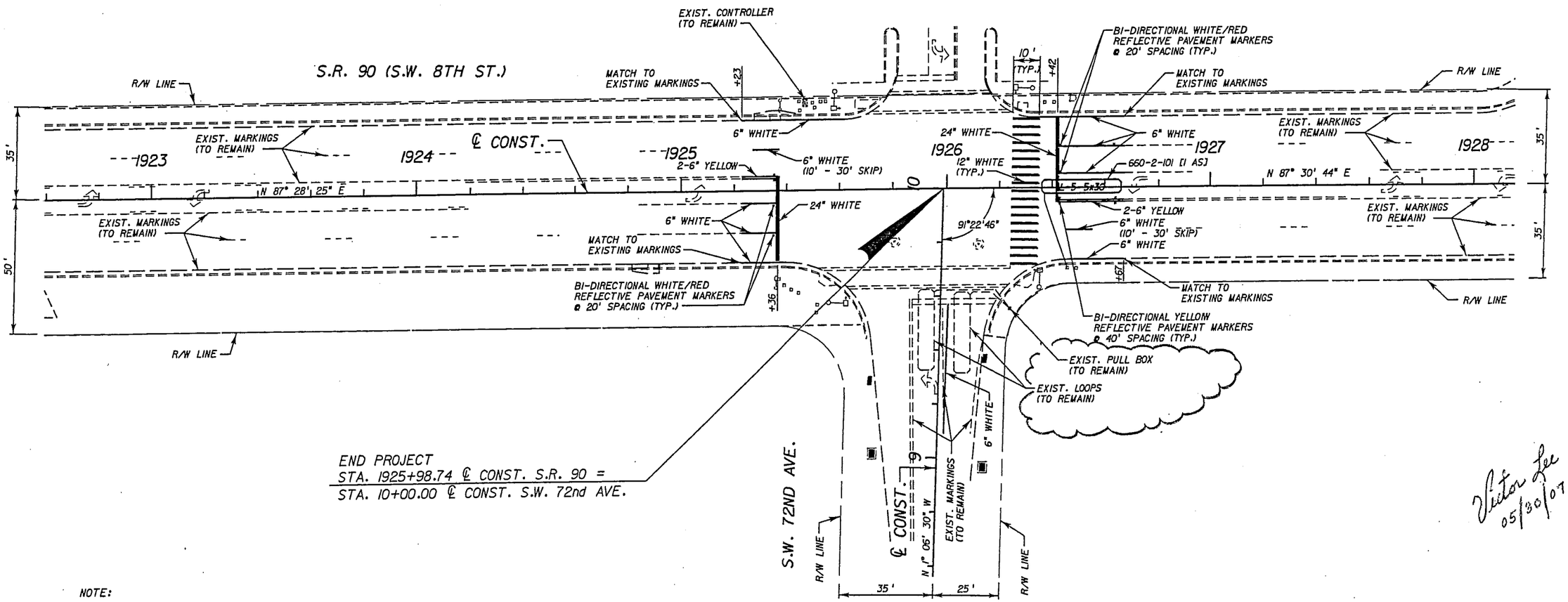
SOUTHEAST UNDERGROUND UTILITIES, CORP.

11-12-07

N

0 10 40

Feet



Victor Lee 05/30/07

NOTE:

1. CONTRACTOR SHALL LOCATE EXISTING PULL BOXES AND LOOP RUN CONDUITS. INSTALL NEW LOOP ASSEMBLIES AT LOCATIONS SHOWN IN PLANS, AND RUN LEAD-IN CABLE THROUGH EXISTING CONDUIT TO EXISTING TRAFFIC CONTROLLER AND CONNECT WITHIN.

S.R. 90 (TAMIAMI TRAIL / S.W. 8TH ST.) AND S.W. 72ND AVE.

MDC ID No. 5741

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
05-30-07	VL	SHOW EXIST. LOOPS AND PULL BOX.			

DAVID PLUMMER & ASSOCIATES, INC.
1750 PONCE DE LEON BOULEVARD
CORAL GABLES, FLORIDA 33134
CERTIFICATE OF AUTHORIZATION EB 2690
VICTOR LEE P.E. NO. 35233

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

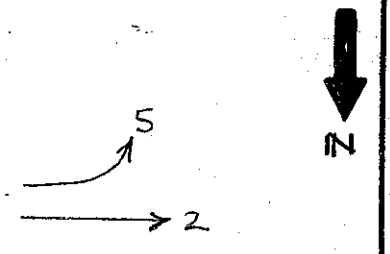
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 90	MIAMI-DADE	418236-2-52-01

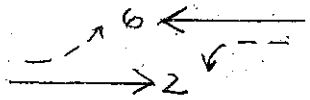
SIGNING AND PAVEMENT MARKINGS

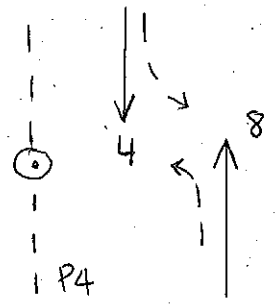
SHEET NO. 17

SIGNAL OPERATING PLAN

PHASE		INT	2		4	5	6		8		P4		
		R/W	G		R	G/←	R		R		DW		
		PED. CL.											
ϕ 2+5 WBL SW 8 ST (ACTUATED)	TO CLEAR	2+6	G		R	G/←	R		R		DW		
ϕ 2+6 E/W SW 8 ST (RECALL)		R/W	G		R	G	G		R		DW		
		PED. CL.											
	TO CLEAR	4+8	Y		R	Y	Y		R		DW		
ϕ 4+8 N/S SW 72 AV ACTUATED		R/W	R		G	R	R		G		W		
		PED. CL.	R		G	R	R		G		FDW		
	TO CLEAR	2+5	R		Y	R	R		Y		DW		
		2+6	R		Y	R	R		Y		DW		
		R/W											
		PED. CL.											
	TO CLEAR												
FLASH. OPER.			FY		FR	FY	FY		FR				







Drawn: H. HERNANDEZ	Date: 10/24/96	METROPOLITAN DADE COUNTY DEPARTMENT OF TRAFFIC AND TRANSPORTATION	
Check: E Lee	Date: 10/24/96	Revised 7/16/01 H.H. SW 72 Av & 8 ST	ASSET NO. 5741
Division Engineer	Date		

Placed in Service		Phasing Number
Date: 1/22/97	By:	1

Appendix E – Right of Way Maps

SECTIONS 3 & 10, TOWNSHIP 54 SOUTH, RANGE 40 EAST
MIAMI-DADE COUNTY

SCALE: 1" = 50'

N.E. CORNER OF S.W. ¼
SEC. 3-54-40
N. 522562.195
E. 877240.560
FND. CUT NAIL & T.T.

S.W. 82nd AVENUE

PLATTED WEST LINE S.E. 1/4, SEC. 3 TWP. 54 S., RGE. 40 E PER P.B. 44 PG. 44

2662.27'

S 01° 21' 50" E

CENTRAL BOULEVARD

TRACT 33
112.00' (P)

TRACT 35
237.00' (P)

TRACT 36
237.00' (P)

TRACT 37
237.00' (P)

TRACT 38
237.00' (P)

GRAND CANAL DRIVE

FLAGLER WATERWAY ESTATES
P.B. 44, PG. 44

TRACT 44

950.00' (P)

CORRECTED PLAT OF
FLAGAMI THIRD ADDITION
P.B. 34, PG. 16

TRACT 43

1400.00' (P)

±1500.00' (P)

±2350.00' (P)

25' STRIP RESERVED FOR CANAL WIDENING (P)

1131.00' (P)

TAMIAMI CANAL C-4

SOUTH LINE, S.W. ¼, SEC. 3, TWP. 54 S., RGE. 40 E
N 88° 36' 34" E 2660.80'

S.E. CORNER OF S.W. ¼
SEC. 10 TWP. 54 S., RGE. 40 E
(P.B. 44, PG. 44)
NOT SET

"SEE DETAIL"

N 88° 36' 34" E 2704.64'
NORTH LINE, N.W. ¼, SEC. 10, TWP. 54 S., RGE. 40 E

N 88° 36' 15" E 2747.67'
N 88° 36' 15" E 2703.84'

SOUTH LINE, S.W. ¼, SEC. 3, TWP. 54 S., RGE. 40 E
NORTH LINE, N.W. ¼, SEC. 10, TWP. 54 S., RGE. 40 E

TOP OF BANK (EXISTING R/W)

ORIGINAL LOT LINE

N 83° 53' 14" W
17.58'

SET 1/2" I.P.&C.
TSM LB7388
30' OFFSET
N. 519871.854
E. 877348.461

104.44'

N.E. CORNER OF N.W. ¼
SEC. 10-54-40
N. 519901.745
E. 877347.743
"FALLS IN CANAL"

±79'

S.R. 90 (S.W. 8th STREET / TAMIAMI TRAIL / U.S. 41)
SECTION 87120

1875

1880

1885

N 88° 26' 17" E

℄ OF SURVEY

MATCH LINE STA. 1871+00.00
SEE SHEET 20 OF 24

MATCH LINE STA. 1886+00.00
SEE SHEET 22 OF 24

STA. EQUATION:
STA. 1872+86.17 BK =
STA. 1872+86.02 AH

N 88° 26' 17" E 1091.02'

+50.90
75.00' RT
SET 1" I.P.&C
FDOT R/W

EXISTING R/W LINE

REVISED PLAT OF A PORTION
OF THE AMENDED PLAT OF MIRADOR
P.B. 34, PG. 55

PORTION OF TRACT No. 1

S 01° 20' 59" E

S.W. 82nd AVENUE

2642.55'

EAST LINE OF N.W. ¼ OF SEC. 10, TWP. 54 S., RGE. 40 E

EAST LINE OF N.E. ¼ OF SEC. 10, TWP. 54 S., RGE. 40 E

FND. ½" I.P.
35.74' WEST

G AND G SUBDIVISION
P.B. 133, PG. 95

C31

+45.78
40.00' RT
SET 1" I.P.&C
FDOT R/W

+20.78
64.91' RT
SET MAG N&W
FDOT R/W

N 88° 26' 17" E 399.97' (P)

10' U.E. (TYP.)

EXISTING R/W LINE

TRACT "A"

1

TERRA PARK
P.B. 114, PG. 70

C32

+45.86
40.00' RT
SET 1" I.P.&C
FDOT R/W

+70.86
65.17' RT
SET MAG N&W
FDOT R/W

15' X 6' U.E.

N 88° 26' 17" E 400.08'

STA. 1878+01.30

AVENUE SEVEN (P)
S.W. 80th COURT
S 01° 10' 12" E

449.37' (P)

6' EASEMENT

10' EASEMENT (TYP.)

ANA VIVIAN SUBDIVISION
P.B. 117, PG. 5

FND. ¾" I.P.
34.98' EAST

FND. ¾" I.P.
29.96' WEST

FND. ¾" I.P.
28.80' WEST

S.W. 9th TERRACE

C33

+55.86
40.00' RT
SET 1" I.P.&C
FDOT R/W

+30.81
65.18' RT
FND. ½" I.P.

+30.96
64.83' RT
SET MAG N&W
FDOT R/W

20' ALLEY

MARKET BASKET TRACT
P.B. 7, PG. 104

N 88° 26' 17" E 552.82'

EXISTING R/W LINE

TRACT 5

H A BABCOCK'S SUBDIVISION
P.B. 3, PG. 46

FOUNTAINEBLEAU GARDENS
P.B. 65, PG. 8

FND. ¼" I.P.
30.04' EAST

FND. NAIL
0.13' NORTH
4.55' EAST

C34

+08.68
40.00' RT
SET 1" I.P.&C
FDOT R/W

+33.68
65.40' RT
SET 1" I.P.&C
FDOT R/W

20' ALLEY

SECOND AMENDED PLAT OF
GLADEMOOR TRACT
P.B. 8, PG. 10

FND. NL IN
SIDEWALK
30.22' WEST

S.W. 9th TERRACE

FND. PK NL
30.05' WEST

STA. 1884+64.72

S.W. 79th AVENUE
S 00° 38' 43" E
AVENUE N.E. (P)

N 88° 26' 17" E
1494.04'

+94.09
40.00' RT
SET MAG N&W
FDOT R/W

+93.41
42.06' RT
FND. 1" I.P.

EXISTING R/W LINE

FND. ½" I.P.
29.91' EAST

TRACT "A"

F.R.F SUBDIVISION
P.B. 120, PG. 5

FND. MAG NL
30.00' EAST

DETAIL
N.T.S.

+10.15
84.00' LT
NOT ACCESSIBLE

N 88° 26' 17" E
100.00'

+10.15
79.00' LT
SET MAG N&W
FDOT R/W
5' OFFSET SOUTH

+27.57
81.65' LT
NOT ACCESSIBLE

N 83° 53' 14" W
17.58'

+27.57
76.65' LT
SET MAG N&W
FDOT R/W
5' OFFSET SOUTH

DETAIL SHEET
SEE SHEET 1 FOR LEGEND & GENERAL NOTES

S.E. CORNER OF N.W. ¼ OF
SECTION 10-54-40
N. 517259.929
E. 877410.006
FND. NAIL & STAMP DISC
DADE COUNTY
IN CUT OUT

C31
Δ = 89° 47' 16"
L = 39.18'
R = 25.00'
CD = 35.29'
CB = N 43° 32' 39" E

C32
Δ = 90° 23' 31"
L = 39.44'
R = 25.00'
CD = 35.48'
CB = S 46° 21' 58" E

C33
Δ = 89° 36' 29"
L = 39.10'
R = 25.00'
CD = 35.23'
CB = S 43° 38' 02" W

C34
Δ = 90° 55' 00"
L = 39.67'
R = 25.00'
CD = 35.64'
CB = N 46° 06' 13" W

NOTES:
1. SIDESTREET OCCUPATION TIES ARE RELATIVE TO THE CENTERLINE OF THE SIDESTREET IN WHICH THEY APPEAR.
2. RIGHT OF WAY LINE SHOWN HEREON IS PER FDOT R/W MAP SECTION 87120-2526.

STATE ROAD NO. 90 (S.W. 8th STREET / TAMIAMI TRAIL) FROM: S.W. 127th AVENUE TO: S.R. 826 (PALMETTO EXPRESSWAY)

TSM SKETCH NO. 2003
P:\Pro\2800\MSR2800-044 SR 90 Tamiami Tr\84321901\5202\vonage\RWDET121.dgn
10/8/2014 4:09:32 PM corriveri

RIGHT OF WAY MAP	FLORIDA DEPARTMENT OF TRANSPORTATION SURVEYING AND MAPPING	APPROVED BY / DATE CRISTINA KINMAN-ALBURY, PSM DISTRICT RIGHT-OF-WAY SURVEYOR 11/20/2015

REVISION	BY	DATE	REVISION	BY	DATE

	BY	DATE
PRELIM	CMP	09/26/2013
FINAL	JM	06/06/2014
CHECKED	JL	07/02/2014

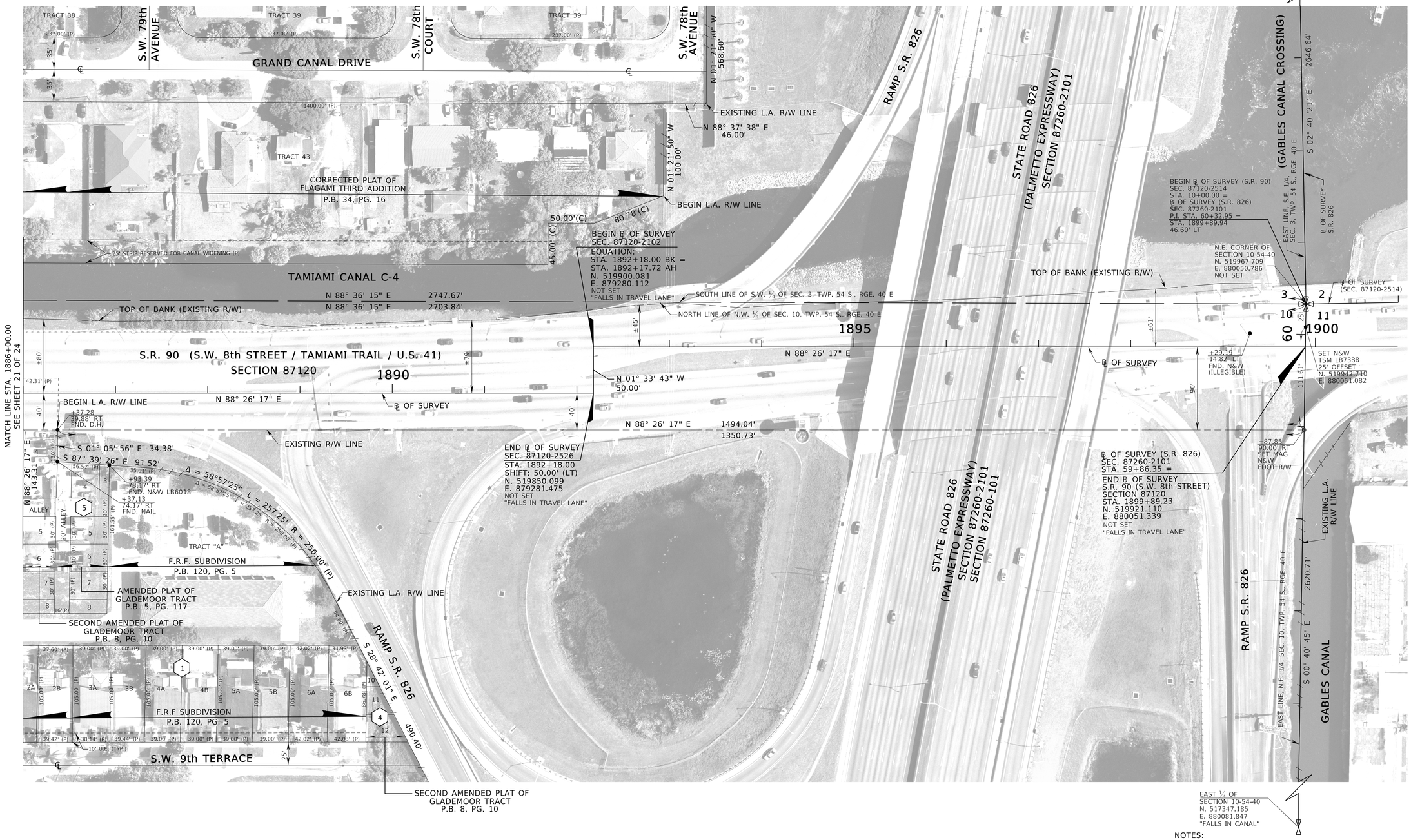
FED. PROJ. N/A	SECTION 87120
STATE ROAD NO. 90	MIAMI-DADE COUNTY
F.P. NO. N/A	SHEET 21 OF 24

MAPS PREPARED BY:
Triangle Surveying & Mapping, Inc.
8290 N.W. 64th St., Miami, FL 33166
305 597-9701 LB7388

DATA SOURCE:
FB 6430570 & 6430571

SCALE: 1" = 50'

SECTIONS 3 & 10, TOWNSHIP 54 SOUTH, RANGE 40 EAST
MIAMI-DADE COUNTY



NOTES:
1. SIDESTREET OCCUPATION TIES ARE RELATIVE TO THE CENTERLINE OF THE SIDESTREET IN WHICH THEY APPEAR.
2. RIGHT OF WAY LINE SHOWN HEREON IS PER FDOT R/W MAP SECTION 87120-2526.

STATE ROAD NO. 90 (S.W. 8th STREET / TAMIAMI TRAIL) FROM: S.W. 127th AVENUE TO: S.R. 826 (PALMETTO EXPRESSWAY)

DETAIL SHEET
SEE SHEET 1 FOR LEGEND & GENERAL NOTES

RIGHT OF WAY MAP	FLORIDA DEPARTMENT OF TRANSPORTATION SURVEYING AND MAPPING	APPROVED BY DATE CRISTINA KINMAN-ALBURY, PSM DISTRICT RIGHT-OF-WAY SURVEYOR	REVISION	BY	DATE	REVISION	BY	DATE		BY	DATE	FED. PROJ. N/A	SECTION 87120	MAPS PREPARED BY: Triangle Surveying & Mapping, Inc. 8290 N.W. 64th St., Miami, FL 33166 305 597-9701 LB7388	DATA SOURCE: FB 6430570 & 6430571	
									PRELIM	CMP	09/26/2013						
									FINAL	JM	06/06/2014						
									CHECKED	JL	07/02/2014	STATE ROAD NO. 90	MIAMI-DADE COUNTY		SCALE: 1" = 50'		
														F.P. NO. N/A		SHEET 22 OF 24	

TSM SKETCH NO. 2003
P:\Proj\2800 HDR\2800s\344 SR 90 Tamiami Trail\4321991520\2\mxsp\RWDETL22.dgn
10/10/2014 9:07:59 AM carmen

F.A. PROJECT NO.	SHEET NO.
F-020-2(7)	



CURVE DATA TABLE

Curve No.	C-1	C-2	C-3	C-4	C-5	C-6	C-7
Delta	13° 35' 01"	124° 40' 57"	68° 53' 32"	107° 35' 25"	72° 07' 48"	105° 45' 13"	90° 56' 02"
Radius	645.00'	50.00'	100.00'	50.00'	100.00'	50.61'	210.00'
Length	152.92'	108.81'	120.24'	93.89'	125.89'	93.41'	333.29'
Tangent	76.82'	95.40'	68.59'	68.30'	72.83'	66.86'	213.45'
Chord Bear.	N 20°38'34" E	N 34°54'24" W	S 48°18'22" W	N 39°56'07" W	S 50°12'17" W	N 38°44'14" W	N 42°55'09" E

Photograph taken August 22, 1983

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY ENGINEERING SECTION

RIGHT OF WAY MAP

STATE ROAD NO. 90 (U.S. 41) DADE COUNTY

	BY	DATE
DRAWN	PEREZ	7-85
TRACED	GRILLE	7-85
CHECKED	SANTIBAÑEZ	7-85

APPROVED BY Jesse C. Hewkins 7/31/85
DISTRICT RIGHT OF WAY ENGINEER
ADMINISTRATOR OF R/W SURVEYING & MAPPING

MAPS PREPARED BY BRISTOL, CHILDS & ASSOC., INC.
FIELD BOOK NO'S. 1029460
W.P.I. NO. 6112815
SCALE 1" = 50'
SECTION 87120-2514(2533) SHEET 2 OF 11

REVISION	BY	DATE
Rev. Plus/Tie P.C. Curve C-2. Rev. Cur. Data C-6, Add. Tan. Brg. To Cur. C-2 and Tan. Brg. And Plus/Tie To Curve C-7.	G. A. RUBIO	04-09-99
Add. Curves C-1 Through C-7 And Its Data-Table	G. A. RUBIO	10-06-97
Rev. South R/W Line On Lots 1, 2 And West 25' Of Lot 3, Block 1 PB. 46, Pg. 58.	G. A. RUBIO	12-11-96
Add. (2533) To Section Number	G. A. RUBIO	03-12-96

FROM PALMETTO EXPRESSWAY TO RED ROAD

SOUTHERN RESOURCE MAPPING CORP.
ORMOND BEACH, FLORIDA

F.A. PROJECT NO.	SHEET NO.
F-020-2(7)	

FLAGAMI

S.W. 73rd Court

S.W. 73rd Ave

S.W. 72nd Ave.

S.W. 71st Place

S.W. 7th Street

TAMIAMI GARDENS
P.B. 45, PG. 19

ALLEY

(END CURVE)
P.I. Sta. 36+06.08
Δ=0° 1' 28" RT.

T.B.=N74° 29' 34" W
+52.21
60.55'(L1)

90° 02' 10"(F)

SEC. LINE, ℄ CONST. & ℄ SURVEY

90° 02' 30"(F)

N 87° 29' 18" E

S.W. 8th. STREET (TAMIAMI TRAIL)

Existing R/W Line

N 87° 30' 46" E

90° 04' 30"(F)

Existing R/W Line Per O.R.B. 12200, PG. 1997

Existing R/W Line Per O.R.B. 6660, PG. 116

CITY OF MIAMI LIMITS

DADE COUNTY LIMITS

91° 30' 30"(F)

88° 35' 46"(F)

91° 22' 46"(F)

91° 17' 45"(F)

TRACT 47A
N.E. Cor N.W. 1/4
11-54-40

REVISED PLAT OF TAMIAMI CITY SEC B
PB 35, PG 22

TRACT 46A
REVISED PLAT OF TAMIAMI CITY SEC B
PB 35, PG 22

FLORENCE VILLA
PB 46, PG 58

SUNSET HEIGHTS
PB 46, PG 74

TAMIAMI CITY SEC 'B'
P.B. 15, PG. 50

SUGAR FREE GROVE SUBDIVISION
PB 44, PG

S.W. 9th Street

S.W. 8th. STREET (TAMIAMI TRAIL)

1/4 SEC. LINE

L.O.C.

Sta. 36+06.08

Sta. 38+71.89

41°03'(P)

41°38'(P)

2634.94'(F)

Fd. 3/4" I.P.
S.E. Corner
N.W. 1/4 SEC. 11-54-40

Photograph taken August 22, 1983

CURVE DATA TABLE

Curve No.	C-7	C-8	C-9
Delta	90° 56' 02"	71° 56' 42"	108° 03' 38"
Radius	210.00'	215.00'	50.80'
Length	333.29'	269.97'	95.81'
Tangent	213.45'	156.05'	70.00'
Chord Bear.	N42° 55' 09"E	N38° 31' 13"W	N51° 28' 37"E

REVISION	BY	DATE
Rev. Curve Data C-8 And C-9, Add. Tan Brg. And Plus / Tls To Curve C-9.	G. A. RUBIO	04-09-99
Add. Curves C-7 Through C-9 And Its Data - Table, Rev. South R/W Line: On The East 24' Of Lot 9 And Lots 10 And 11, Block 1 PB. 46, Pg. 58 And On The East 26.27' Of Lot 20, Block 2 PB. 46, Pg. 74.	G. A. RUBIO	10-06-97
	G. A. RUBIO	12-11-96
Add. (2533) To Section Number.	G. A. RUBIO	03-12-96

FLORIDA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY ENGINEERING SECTION

RIGHT OF WAY MAP

STATE ROAD NO. 90 (U.S. 41) DADE COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN	PEREZ	7/85	Leo C. Newhan	7/31/85
TRACED	GRILLE	7/85	DISTRICT RIGHT OF WAY ENGINEER	
CHECKED	SANTIBAÑEZ	7/85	J. Bernard Burke	
			ADMINISTRATOR OF R/W SURVEYING & MAPPING	

MAPS PREPARED BY: BRISTOL, CHILDS & ASSOC., INC.
FIELD BOOK NO'S.: 1029460
W.P.I. NO.: 6112815
SCALE: 1"=50'
SECTION 87120-2514 (2533)
SHEET 3 OF 11

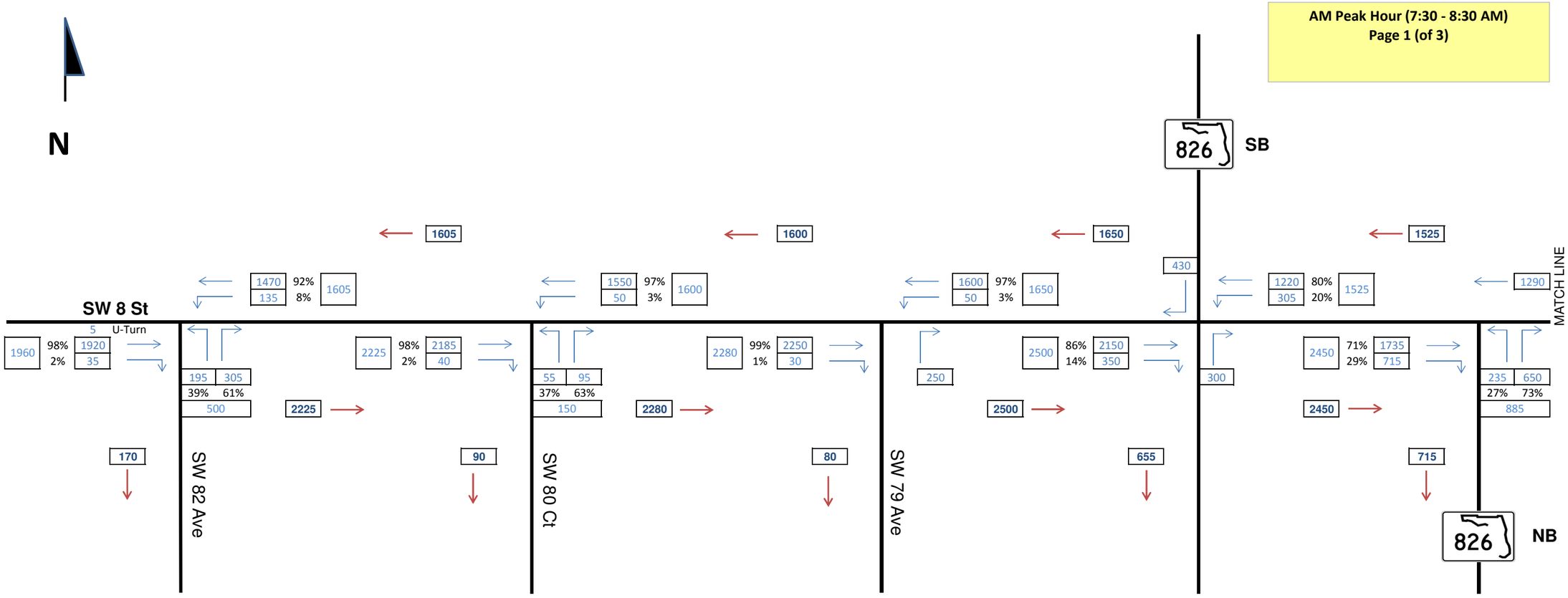
FROM PALMETTO EXPRESSWAY TO RED ROAD

SOUTHERN RESOURCE MAPPING CORP.
ORMOND BEACH, FLORIDA

Appendix F – Balanced Turning Volumes – Build Alternatives

2016 Alternative 1 Balanced Volumes - AM Peak Hour

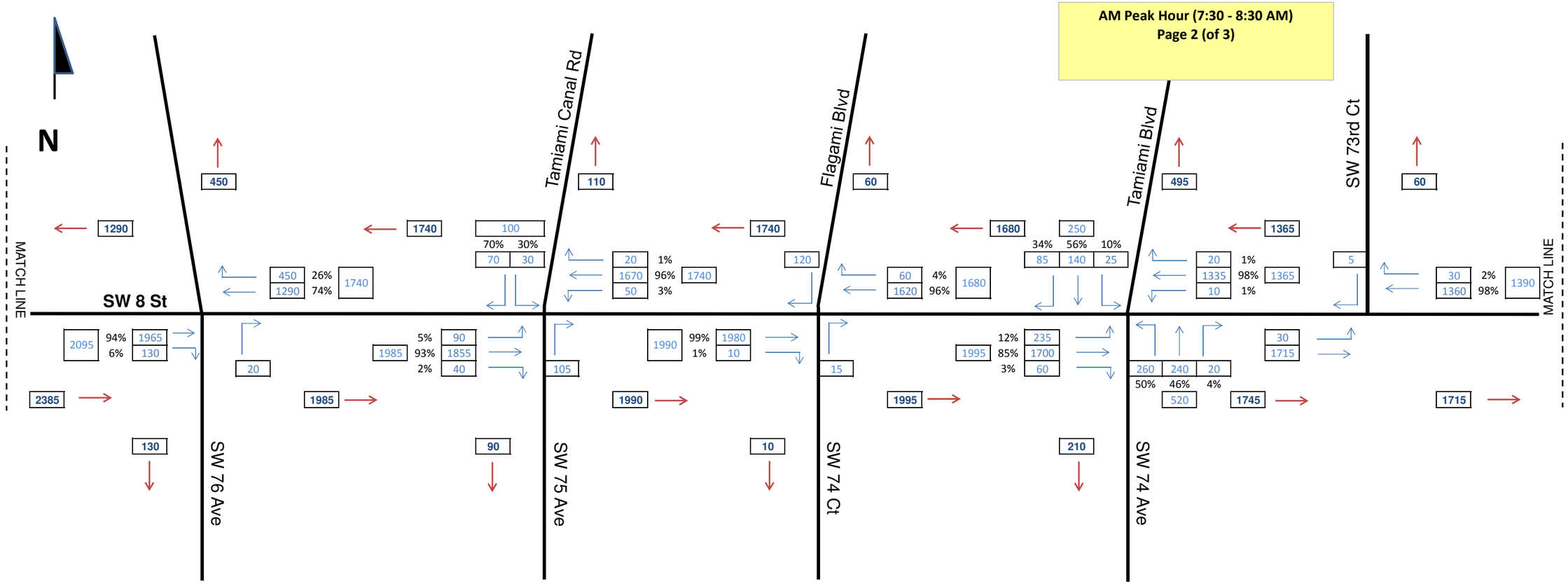
AM Peak Hour (7:30 - 8:30 AM)
Page 1 (of 3)



HNTB

2016 Alternative 1 Balanced Volumes - AM Peak Hour

AM Peak Hour (7:30 - 8:30 AM)
Page 2 (of 3)



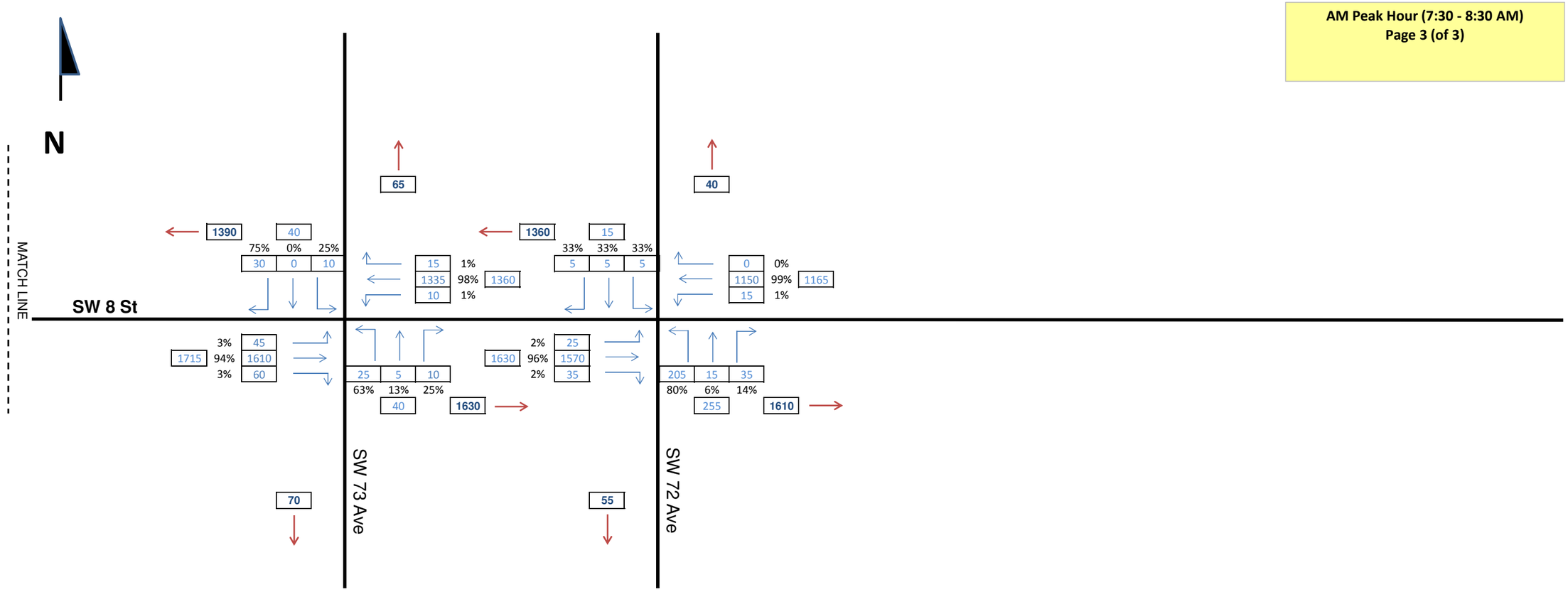
Legend

###	Turning Movement Counts
###	Intersection Exiting Volumes (Sum)
###	Turning Movement Percentage

HNTB

2016 Alternative 1 Balanced Volumes - AM Peak Hour

AM Peak Hour (7:30 - 8:30 AM)
Page 3 (of 3)

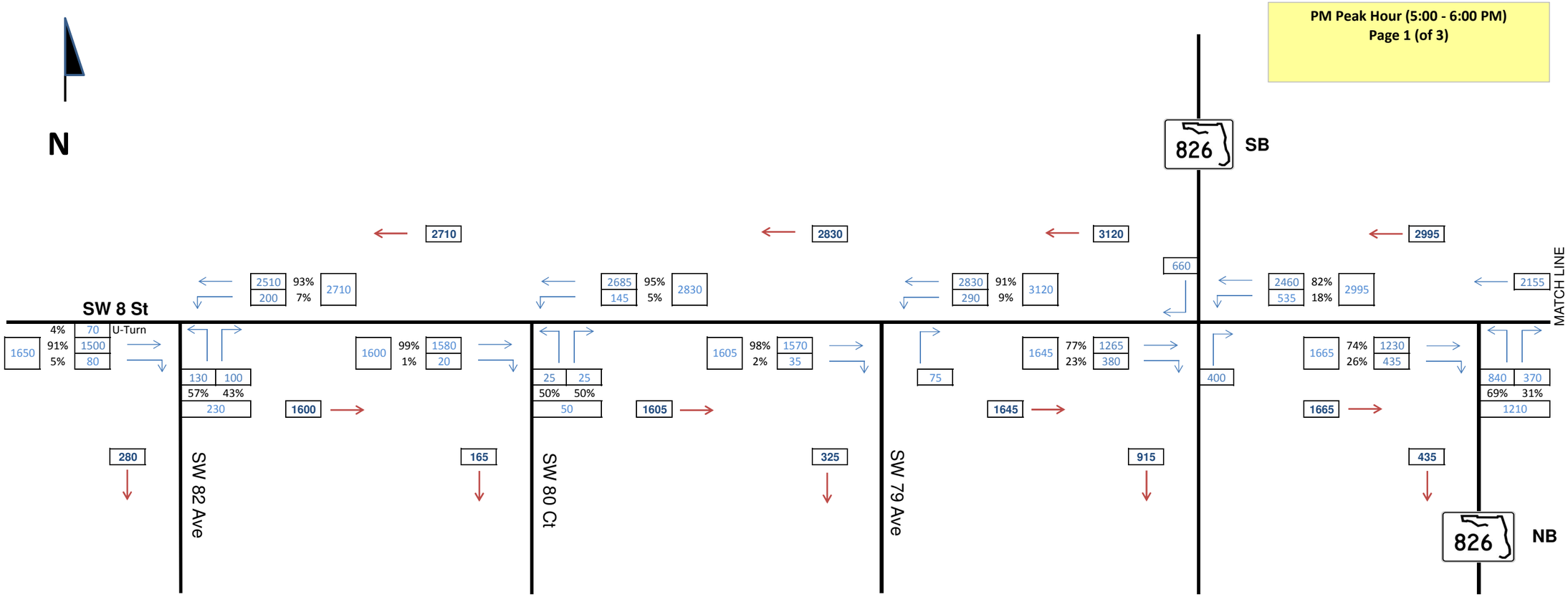


Legend

###	Turning Movement Counts
###	Intersection Exiting Volumes (Sum)
###	Turning Movement Percentage

2016 Alternative 1 Balanced Volumes - PM Peak Hour

PM Peak Hour (5:00 - 6:00 PM)
Page 1 (of 3)



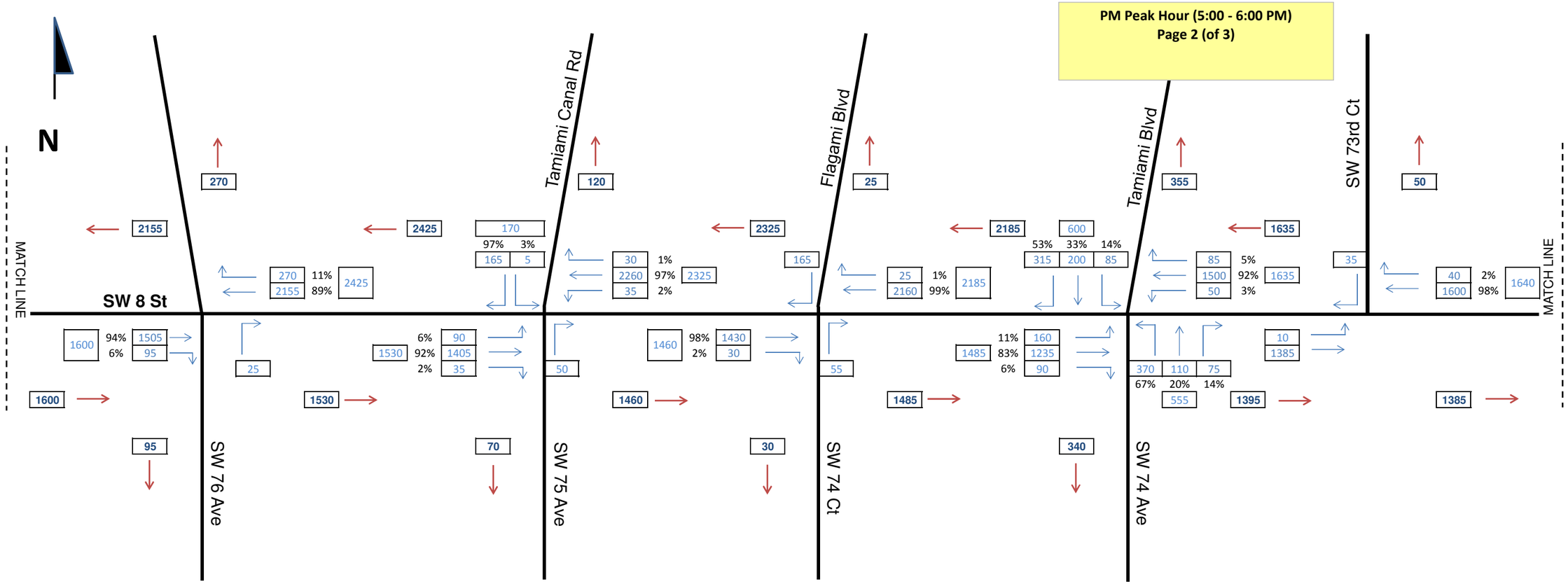
HNTB

Legend

###	Turning Movement Counts
###	Intersection Exiting Volumes (Sum)
###	Turning Movement Percentage

2016 Alternative 1 Balanced Volumes - PM Peak Hour

PM Peak Hour (5:00 - 6:00 PM)
Page 2 (of 3)



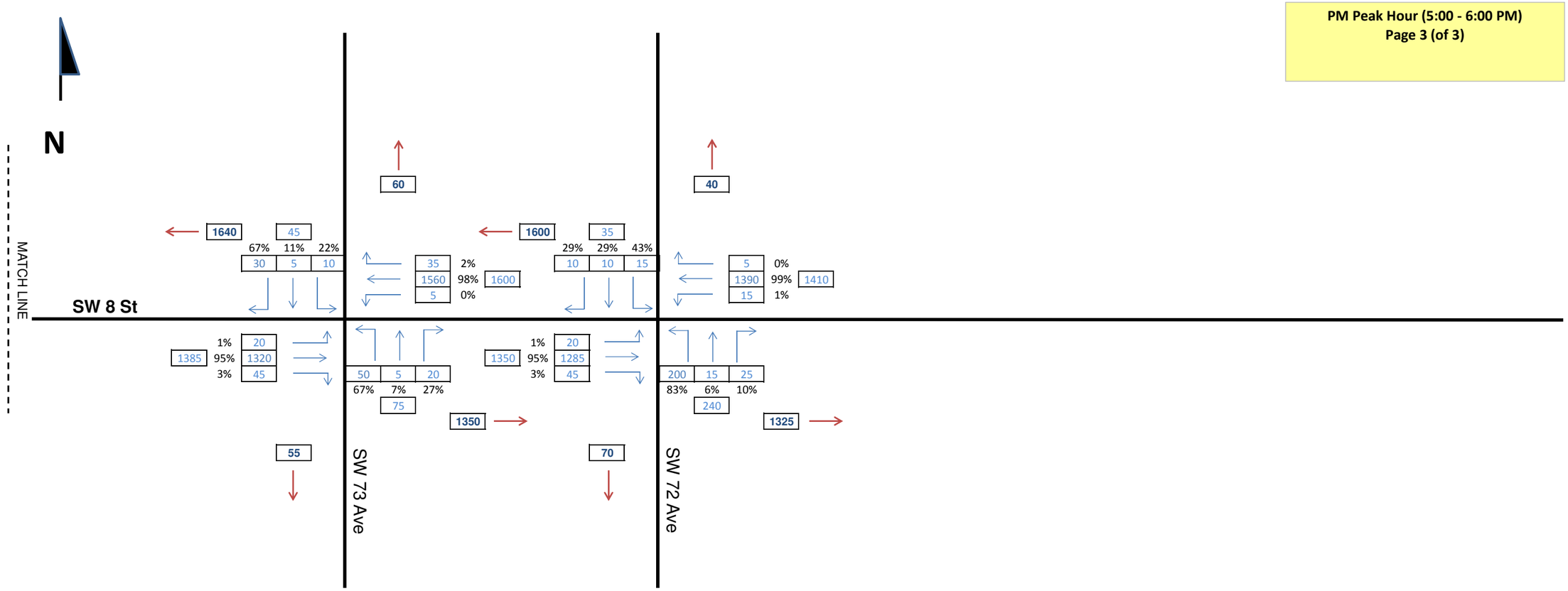
Legend

###	Turning Movement Counts
###	Intersection Exiting Volumes (Sum)
###	Turning Movement Percentage

HNTB

2016 Alternative 1 Balanced Volumes - PM Peak Hour

PM Peak Hour (5:00 - 6:00 PM)
Page 3 (of 3)

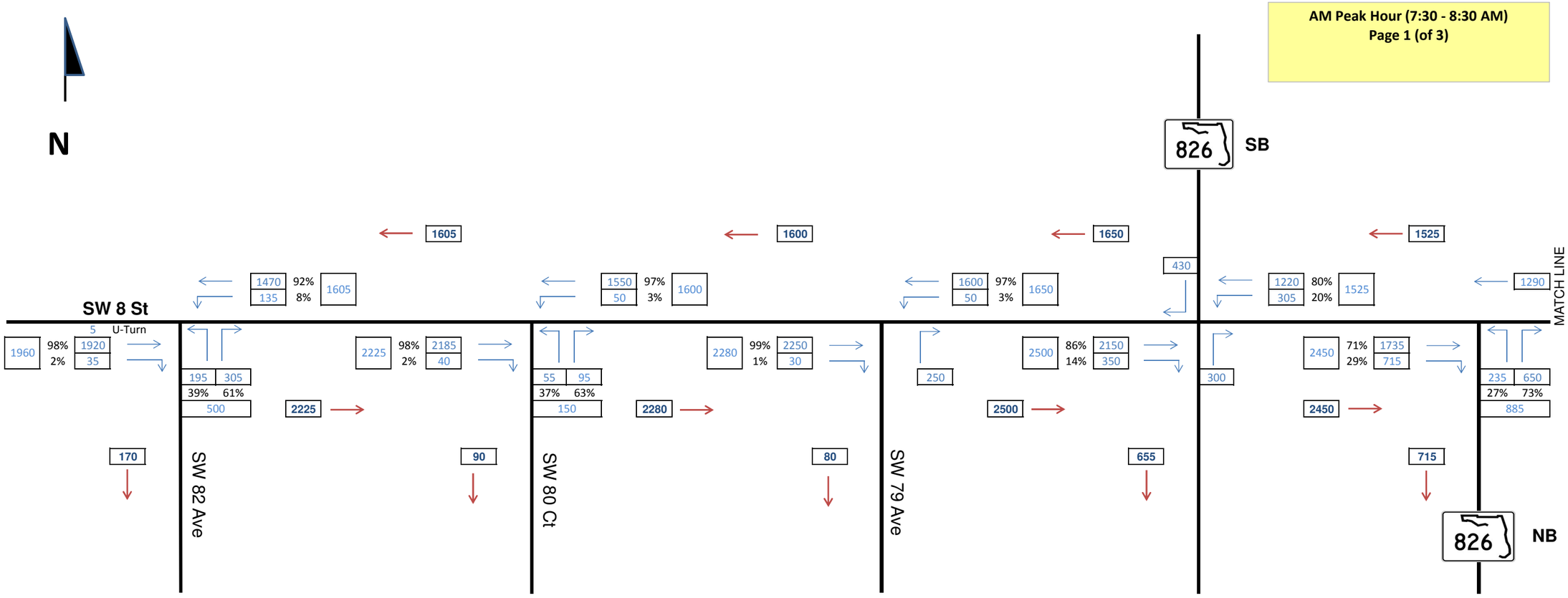


Legend

###	Turning Movement Counts
###	Intersection Exiting Volumes (Sum)
###	Turning Movement Percentage

2016 Alternative 2 Balanced Volumes - AM Peak Hour

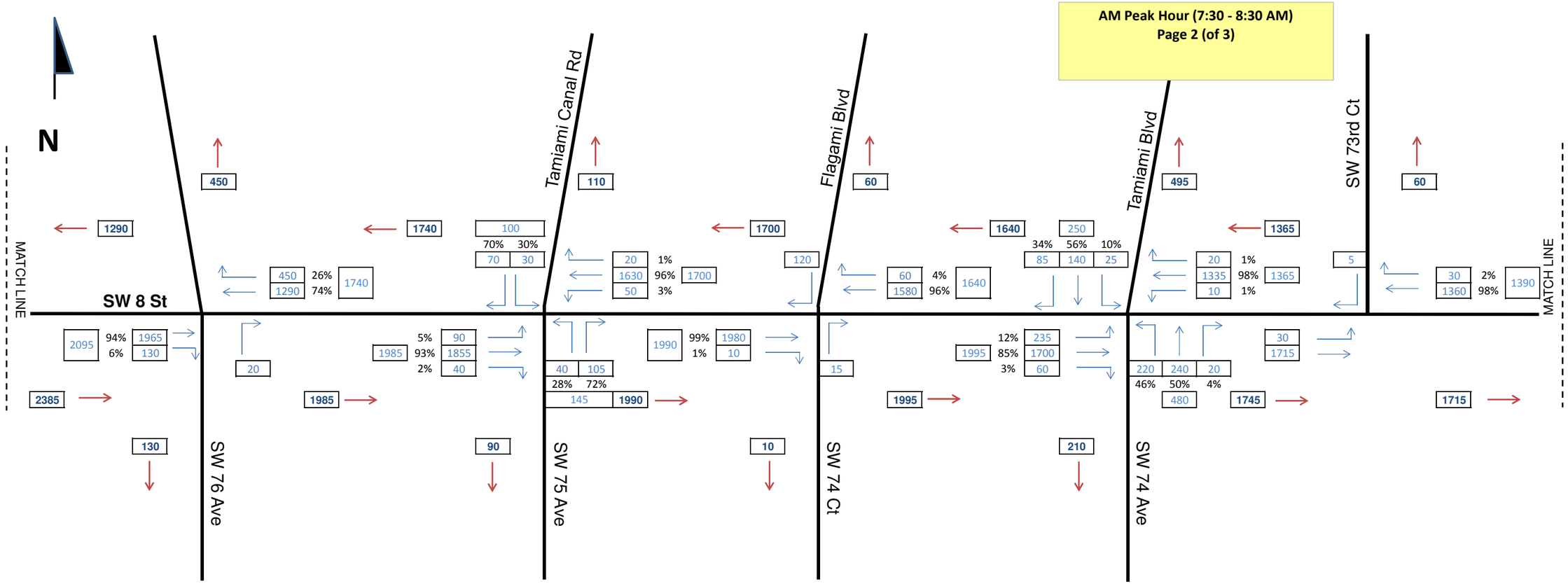
AM Peak Hour (7:30 - 8:30 AM)
Page 1 (of 3)



HNTB

2016 Alternative 2 Balanced Volumes - AM Peak Hour

AM Peak Hour (7:30 - 8:30 AM)
Page 2 (of 3)



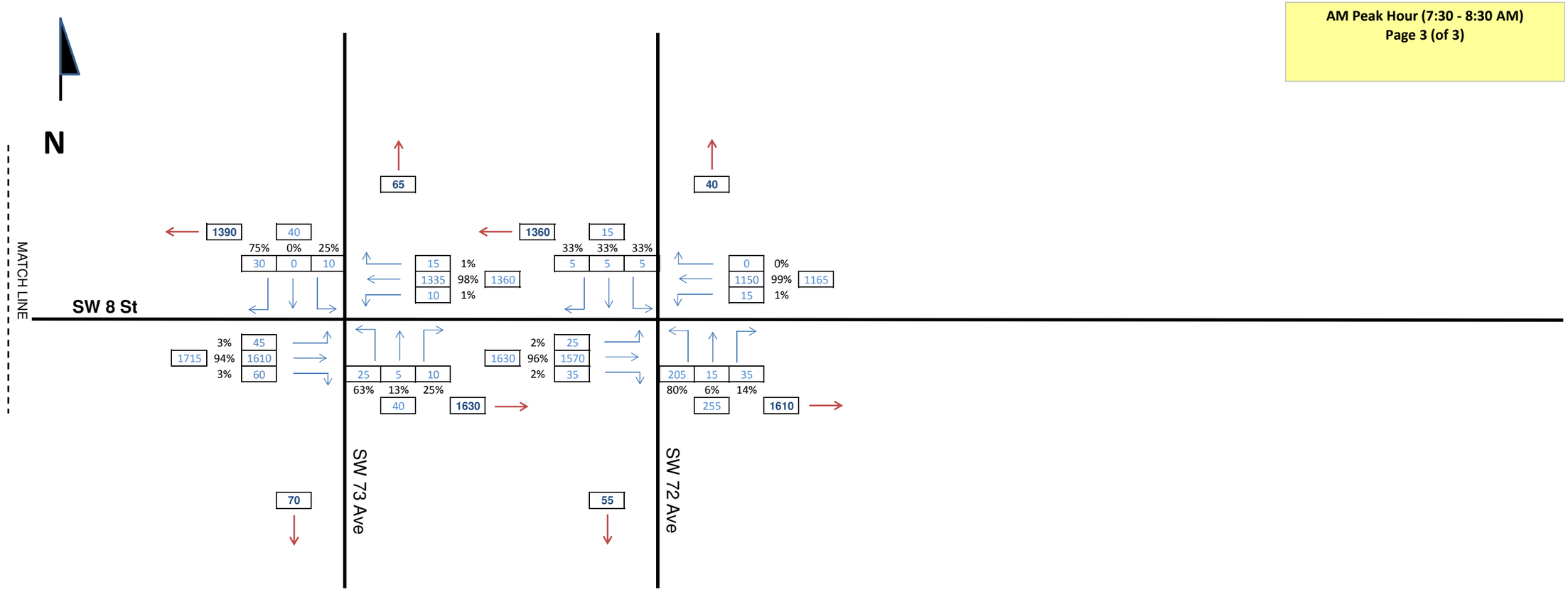
Legend

###	Turning Movement Counts
###	Intersection Exiting Volumes (Sum)
###	Turning Movement Percentage

HNTB

2016 Alternative 2 Balanced Volumes - AM Peak Hour

AM Peak Hour (7:30 - 8:30 AM)
Page 3 (of 3)

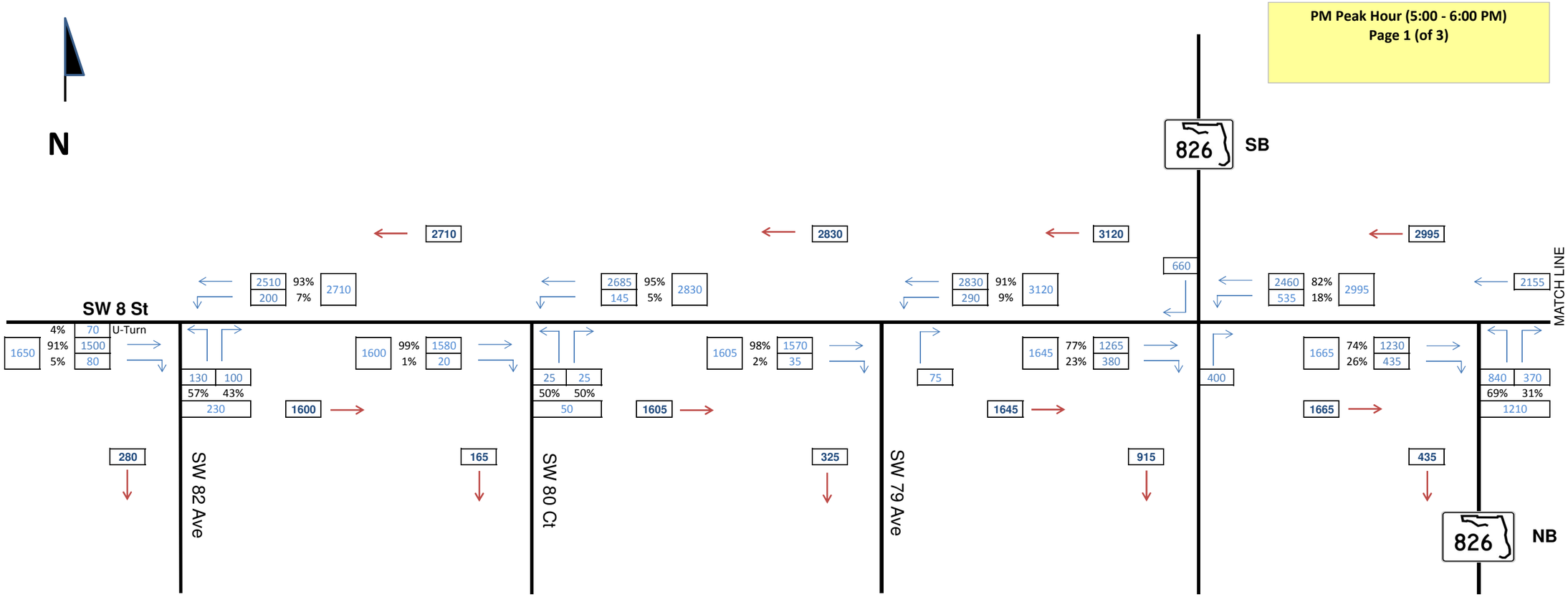


Legend

###	Turning Movement Counts
###	Intersection Exiting Volumes (Sum)
###	Turning Movement Percentage

2016 Alternative 2 Balanced Volumes - PM Peak Hour

PM Peak Hour (5:00 - 6:00 PM)
Page 1 (of 3)



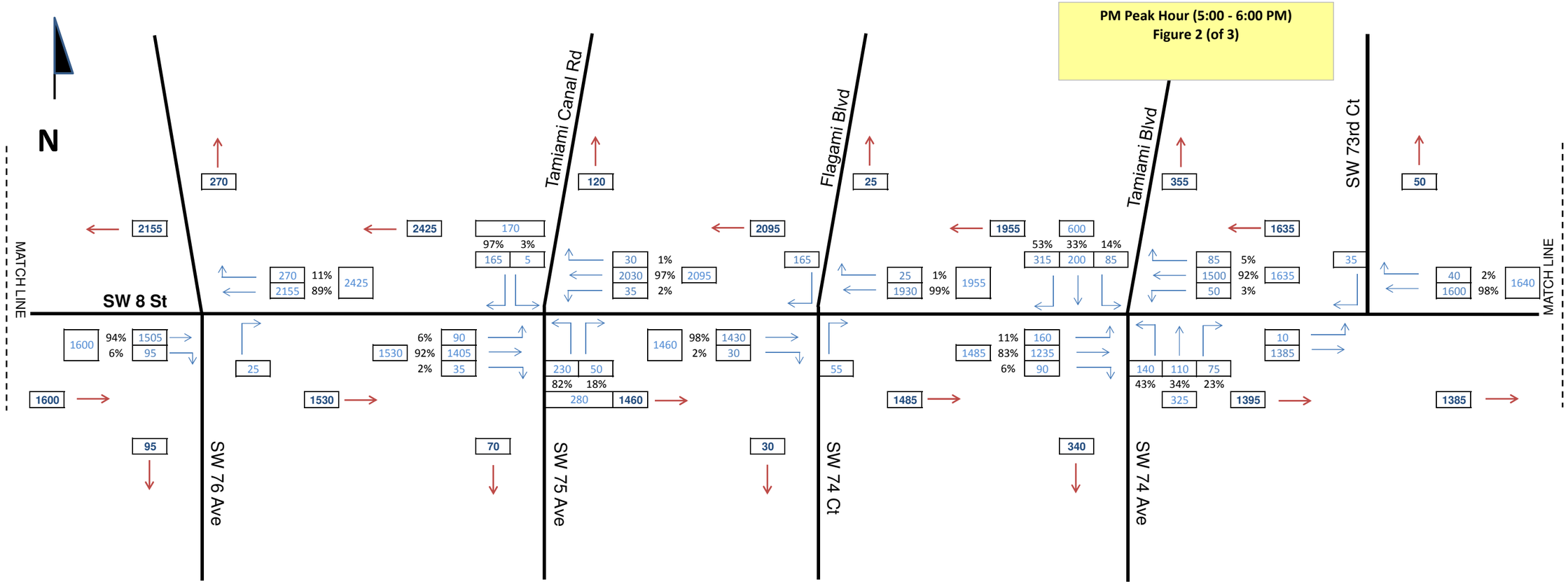
Legend

###	Turning Movement Counts
###	Intersection Exiting Volumes (Sum)
###	Turning Movement Percentage

HNTB

2016 Alternative 2 Balanced Volumes - PM Peak Hour

PM Peak Hour (5:00 - 6:00 PM)
Figure 2 (of 3)



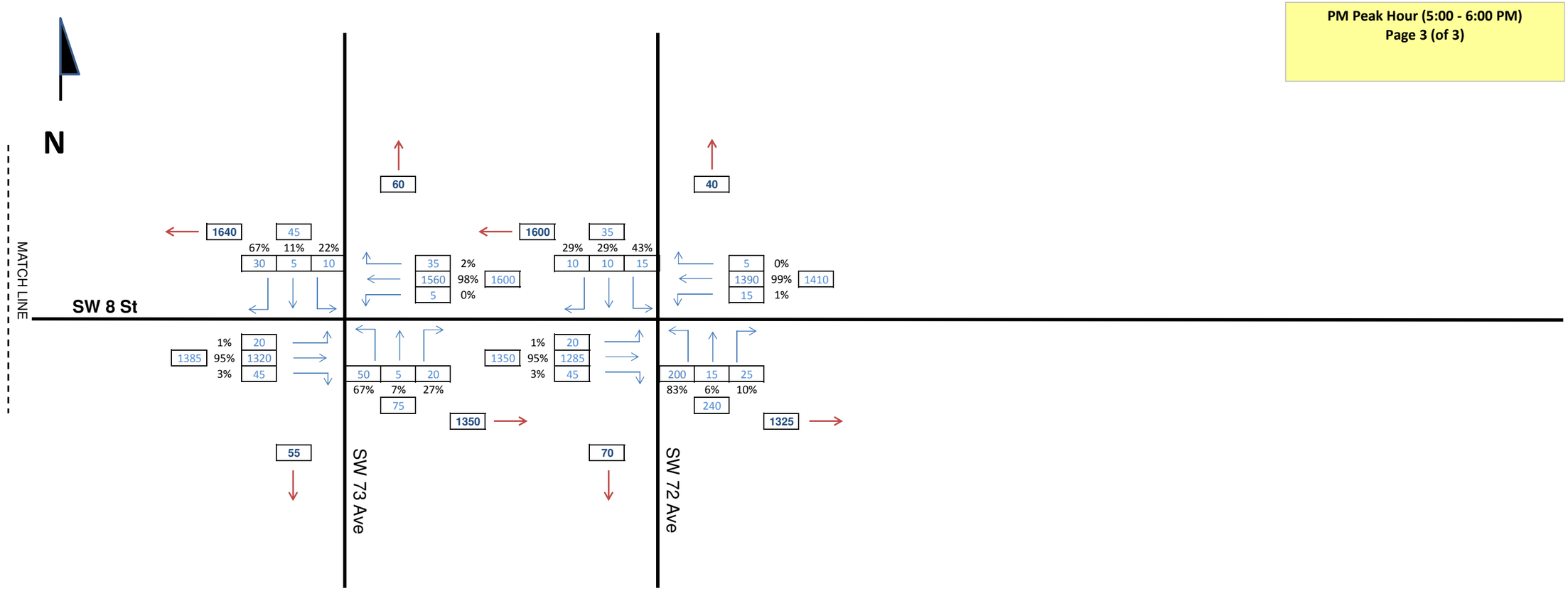
HNTB

Legend

###	Turning Movement Counts
###	Intersection Exiting Volumes (Sum)
###	Turning Movement Percentage

2016 Alternative 2 Balanced Volumes - PM Peak Hour

PM Peak Hour (5:00 - 6:00 PM)
Page 3 (of 3)



Legend

###	Turning Movement Counts
###	Intersection Exiting Volumes (Sum)
###	Turning Movement Percentage

Appendix G – Synchro Reports – Existing Conditions

AM Peak Hour

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	5	1920	35	135	1470	195	305
Future Volume (veh/h)	5	1920	35	135	1470	195	305
Number		6	16	5	2	7	14
Initial Q (Qb), veh		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)			1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1827	1900	1827	1827	1863	1863
Adj Flow Rate, veh/h		2065	38	145	1581	265	269
Adj No. of Lanes		3	0	1	3	1	1
Peak Hour Factor		0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %		4	4	4	4	2	2
Cap, veh/h		3677	68	164	4043	233	312
Arrive On Green		0.73	0.73	0.07	0.81	0.13	0.13
Sat Flow, veh/h		5207	93	1740	5152	1774	1583
Grp Volume(v), veh/h		1361	742	145	1581	265	269
Grp Sat Flow(s),veh/h/ln		1663	1811	1740	1663	1774	1583
Q Serve(g_s), s		35.6	35.8	10.1	16.7	25.0	25.0
Cycle Q Clear(g_c), s		35.6	35.8	10.1	16.7	25.0	25.0
Prop In Lane			0.05	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		2424	1320	164	4043	233	312
V/C Ratio(X)		0.56	0.56	0.88	0.39	1.14	0.86
Avail Cap(c_a), veh/h		2424	1320	316	4043	233	312
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		11.8	11.8	77.2	5.0	82.5	73.8
Incr Delay (d2), s/veh		0.9	1.7	14.0	0.3	100.2	21.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		16.6	18.4	8.2	7.7	18.8	27.3
LnGrp Delay(d),s/veh		12.7	13.5	91.2	5.3	182.7	94.8
LnGrp LOS		B	B	F	A	F	F
Approach Vol, veh/h		2103			1726	534	
Approach Delay, s/veh		13.0			12.5	138.4	
Approach LOS		B			B	F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		159.0		31.0	15.5	143.5		
Change Period (Y+Rc), s		5.0		6.0	3.0	5.0		
Max Green Setting (Gmax), s		122.0		25.0	29.0	122.0		
Max Q Clear Time (g_c+I1), s		18.7		27.0	12.1	37.8		
Green Ext Time (p_c), s		102.7		0.0	0.3	83.9		

Intersection Summary	
HCM 2010 Ctrl Delay	28.2
HCM 2010 LOS	C

Notes



Lane Group	EBU	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	5	2103	145	1581	279	259
v/c Ratio	0.09	0.58	0.71	0.40	1.20	0.72
Control Delay	92.0	13.7	43.4	6.1	185.9	75.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.0	13.7	43.4	6.1	185.9	75.1
Queue Length 50th (ft)	6	425	66	176	~412	304
Queue Length 95th (ft)	24	531	147	259	#621	403
Internal Link Dist (ft)		2282		433	921	
Turn Bay Length (ft)	160		145			150
Base Capacity (vph)	264	3605	340	3988	233	483
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.58	0.43	0.40	1.20	0.54

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Intersection	
Int Delay, s/veh	221.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2185	40	50	1550	55	95
Future Vol, veh/h	2185	40	50	1550	55	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	110	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	2401	44	55	1703	60	104

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2445	0	3214	1223
Stage 1	-	-	-	-	2423	-
Stage 2	-	-	-	-	791	-
Critical Hdwy	-	-	5.38	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.14	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	72	-	~ 20	147
Stage 1	-	-	-	-	~ 30	-
Stage 2	-	-	-	-	369	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	72	-	~ 5	147
Mov Cap-2 Maneuver	-	-	-	-	~ 5	-
Stage 1	-	-	-	-	~ 30	-
Stage 2	-	-	-	-	87	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.5	$ 5822.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	13	-	-	72	-
HCM Lane V/C Ratio	12.68	-	-	0.763	-
HCM Control Delay (s)	$ 5822.9	-	-	143.2	-
HCM Lane LOS	F	-	-	F	-
HCM 95th %tile Q(veh)	21.8	-	-	3.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	22.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2250	30	50	1600	0	250
Future Vol, veh/h	2250	30	50	1600	0	250
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	320	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	2320	31	52	1649	0	258

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2351	0	-	1175
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.38	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.14	-	-	3.92
Pot Cap-1 Maneuver	-	-	80	-	0	~ 158
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	80	-	-	~ 158
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.3	$ 361.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	158	-	-	80	-
HCM Lane V/C Ratio	1.631	-	-	0.644	-
HCM Control Delay (s)	$ 361.9	-	-	109.4	-
HCM Lane LOS	F	-	-	F	-
HCM 95th %tile Q(veh)	17.9	-	-	3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2150	350	305	1650	0	0
Future Volume (vph)	2150	350	305	1650	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0	4.0		
Lane Util. Factor	0.91		0.97	0.91		
Frt	0.98		1.00	1.00		
Flt Protected	1.00		0.95	1.00		
Satd. Flow (prot)	4883		3367	4988		
Flt Permitted	1.00		0.95	1.00		
Satd. Flow (perm)	4883		3367	4988		
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	2216	361	314	1701	0	0
RTOR Reduction (vph)	11	0	0	0	0	0
Lane Group Flow (vph)	2566	0	314	1701	0	0
Heavy Vehicles (%)	4%	4%	4%	4%	3%	3%
Turn Type	NA		Prot	NA		
Protected Phases	6		5	Free		
Permitted Phases						
Actuated Green, G (s)	144.3		21.7	180.0		
Effective Green, g (s)	144.3		21.7	180.0		
Actuated g/C Ratio	0.80		0.12	1.00		
Clearance Time (s)	7.0		7.0			
Vehicle Extension (s)	3.0		3.0			
Lane Grp Cap (vph)	3914		405	4988		
v/s Ratio Prot	c0.53		c0.09	0.34		
v/s Ratio Perm						
v/c Ratio	0.66		0.78	0.34		
Uniform Delay, d1	7.5		76.8	0.0		
Progression Factor	1.00		0.99	1.00		
Incremental Delay, d2	0.9		8.2	0.2		
Delay (s)	8.3		84.6	0.2		
Level of Service	A		F	A		
Approach Delay (s)	8.3			13.3	0.0	
Approach LOS	A			B	A	

Intersection Summary			
HCM 2000 Control Delay	10.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBT	WBL	WBT
Lane Group Flow (vph)	2577	314	1701
v/c Ratio	0.66	0.77	0.34
Control Delay	8.5	88.3	0.2
Queue Delay	0.0	0.0	0.0
Total Delay	8.5	88.3	0.2
Queue Length 50th (ft)	406	191	0
Queue Length 95th (ft)	491	239	0
Internal Link Dist (ft)	321		363
Turn Bay Length (ft)		230	
Base Capacity (vph)	3925	486	4988
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.66	0.65	0.34

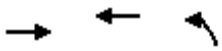
Intersection Summary



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1735	715	0	1290	235	0
Future Volume (veh/h)	1735	715	0	1290	235	0
Number	6	16	5	2	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1900	0	1827	1845	0
Adj Flow Rate, veh/h	1846	0	0	1372	250	0
Adj No. of Lanes	3	0	0	2	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	4	0	4	3	0
Cap, veh/h	4794	0	0	3336	0	0
Arrive On Green	0.96	0.00	0.00	0.96	0.00	0.00
Sat Flow, veh/h	5316	0	0	3654	0	0
Grp Volume(v), veh/h	1846	0	0	1372	0	0
Grp Sat Flow(s),veh/h/ln	1663	0	0	1736	0	0
Q Serve(g_s), s	4.1	0.0	0.0	4.6	0.0	0.0
Cycle Q Clear(g_c), s	4.1	0.0	0.0	4.6	0.0	0.0
Prop In Lane		0.00	0.00		0.00	0.00
Lane Grp Cap(c), veh/h	4794	0	0	3336	0	0
V/C Ratio(X)	0.39	0.00	0.00	0.41	0.00	0.00
Avail Cap(c_a), veh/h	4794	0	0	3336	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.2	0.0	0.0	0.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	2.1	0.0	0.0
LnGrp Delay(d),s/veh	0.5	0.0	0.0	0.6	0.0	0.0
LnGrp LOS	A			A		
Approach Vol, veh/h	1846			1372	0	
Approach Delay, s/veh	0.5			0.6	0.0	
Approach LOS	A			A		

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		180.0		0.0		180.0		
Change Period (Y+Rc), s		7.0		7.0		7.0		
Max Green Setting (Gmax), s		127.0		39.0		127.0		
Max Q Clear Time (g_c+I1), s		6.6		0.0		6.1		
Green Ext Time (p_c), s		116.4		0.0		116.8		

Intersection Summary	
HCM 2010 Ctrl Delay	0.5
HCM 2010 LOS	A



Lane Group	EBT	WBT	NBL
Lane Group Flow (vph)	2607	1372	250
v/c Ratio	0.66	0.48	0.71
Control Delay	4.3	5.3	88.7
Queue Delay	0.0	0.1	0.0
Total Delay	4.3	5.4	88.7
Queue Length 50th (ft)	157	115	150
Queue Length 95th (ft)	163	246	195
Internal Link Dist (ft)	330	146	377
Turn Bay Length (ft)			
Base Capacity (vph)	3925	2838	736
Starvation Cap Reductn	122	346	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.69	0.55	0.34

Intersection Summary

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Traffic Vol, veh/h	0	1966	130	0	1250	450	0	28	0	0
Future Vol, veh/h	0	1966	130	0	1250	450	0	28	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	-	-	-	-	-	-	0	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2
Mvmt Flow	0	2006	133	0	1276	459	0	29	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	1735	0	0	2139	0	0	2710	1069	
Stage 1	-	-	-	-	-	-	2072	-	
Stage 2	-	-	-	-	-	-	638	-	
Critical Hdwy	4.18	-	-	5.38	-	-	6.29	7.14	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.64	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-	
Follow-up Hdwy	2.24	-	-	3.14	-	-	3.67	3.92	
Pot Cap-1 Maneuver	351	-	-	104	-	-	25	187	
Stage 1	-	-	-	-	-	-	52	-	
Stage 2	-	-	-	-	-	-	474	-	
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	351	-	-	104	-	-	25	187	
Mov Cap-2 Maneuver	-	-	-	-	-	-	25	-	
Stage 1	-	-	-	-	-	-	52	-	
Stage 2	-	-	-	-	-	-	474	-	

Approach	EB	WB	NB
HCM Control Delay, s	0	0	158.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	25	187	351	-	-	104	-	-
HCM Lane V/C Ratio	0.816	0.153	-	-	-	-	-	-
HCM Control Delay (s)	$ 341.4	27.7	0	-	-	0	-	-
HCM Lane LOS	F	D	A	-	-	A	-	-
HCM 95th %tile Q(veh)	2.5	0.5	0	-	-	0	-	-

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	90	1895	1630	20	30	70
Future Vol, veh/h	90	1895	1630	20	30	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	65
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	98	2060	1772	22	33	76

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1793	0	-	0	2803	897
Stage 1	-	-	-	-	1783	-
Stage 2	-	-	-	-	1020	-
Critical Hdwy	4.18	-	-	-	6.29	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	2.24	-	-	-	3.67	3.32
Pot Cap-1 Maneuver	333	-	-	-	~ 22	283
Stage 1	-	-	-	-	118	-
Stage 2	-	-	-	-	285	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	333	-	-	-	~ 16	283
Mov Cap-2 Maneuver	-	-	-	-	~ 16	-
Stage 1	-	-	-	-	118	-
Stage 2	-	-	-	-	201	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	$ 307.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	333	-	-	-	16	283
HCM Lane V/C Ratio	0.294	-	-	-	2.038	0.269
HCM Control Delay (s)	20.2	-	-	-	$ 974.3	22.3
HCM Lane LOS	C	-	-	-	F	C
HCM 95th %tile Q(veh)	1.2	-	-	-	4.7	1.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1855	40	50	1650	0	105
Future Vol, veh/h	1855	40	50	1650	0	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	110	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	2016	43	54	1793	0	114

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2060	0	-	1030
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.18	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.24	-	-	3.32
Pot Cap-1 Maneuver	-	-	261	-	0	231
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	261	-	-	231
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

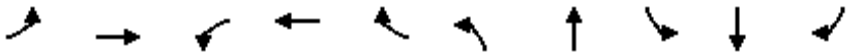
Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	34.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	231	-	-	261	-
HCM Lane V/C Ratio	0.494	-	-	0.208	-
HCM Control Delay (s)	34.9	-	-	22.4	-
HCM Lane LOS	D	-	-	C	-
HCM 95th %tile Q(veh)	2.5	-	-	0.8	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	1700	60	10	1335	20	220	240	20	25	140	85
Future Volume (veh/h)	235	1700	60	10	1335	20	220	240	20	25	140	85
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1900	1827	1827	1827	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	240	1735	61	10	1362	0	224	245	20	26	143	87
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	309	2403	84	134	2275	1018	156	227	18	76	214	182
Arrive On Green	0.04	0.47	0.47	0.01	0.66	0.00	0.04	0.13	0.13	0.02	0.11	0.11
Sat Flow, veh/h	1740	3422	120	1740	3471	1553	1774	1700	139	1774	1863	1583
Grp Volume(v), veh/h	240	876	920	10	1362	0	224	0	265	26	143	87
Grp Sat Flow(s),veh/h/ln	1740	1736	1806	1740	1736	1553	1774	0	1838	1774	1863	1583
Q Serve(g_s), s	7.7	72.7	73.7	0.3	40.1	0.0	7.0	0.0	24.0	2.3	13.3	9.3
Cycle Q Clear(g_c), s	7.7	72.7	73.7	0.3	40.1	0.0	7.0	0.0	24.0	2.3	13.3	9.3
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	309	1219	1268	134	2275	1018	156	0	245	76	214	182
V/C Ratio(X)	0.78	0.72	0.73	0.07	0.60	0.00	1.44	0.00	1.08	0.34	0.67	0.48
Avail Cap(c_a), veh/h	682	1219	1268	173	2275	1018	156	0	245	109	248	211
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	33.5	33.7	22.4	17.6	0.0	78.2	0.0	78.0	69.5	76.4	74.6
Incr Delay (d2), s/veh	2.7	2.4	2.4	0.2	1.2	0.0	228.7	0.0	80.8	2.7	5.5	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	35.9	37.6	0.2	19.5	0.0	14.2	0.0	17.7	1.2	7.2	4.2
LnGrp Delay(d),s/veh	24.3	35.9	36.1	22.6	18.8	0.0	306.9	0.0	158.8	72.2	81.9	76.6
LnGrp LOS	C	D	D	C	B		F		F	E	F	E
Approach Vol, veh/h		2036			1372			489			256	
Approach Delay, s/veh		34.6			18.8			226.6			79.1	
Approach LOS		C			B			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	124.0	9.6	30.0	8.0	132.4	13.0	26.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	49.0	76.0	7.0	24.0	6.0	119.0	7.0	24.0
Max Q Clear Time (g_c+I1), s	9.7	42.1	4.3	26.0	2.3	75.7	9.0	15.3
Green Ext Time (p_c), s	0.7	32.4	0.0	0.0	0.0	41.0	0.0	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	54.7
HCM 2010 LOS	D



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	240	1796	10	1362	20	224	265	26	143	87
v/c Ratio	0.71	0.74	0.07	0.70	0.02	1.20	0.89	0.23	0.58	0.27
Control Delay	42.7	11.5	11.3	33.0	0.1	186.7	100.9	62.8	83.7	4.1
Queue Delay	0.6	0.8	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.1
Total Delay	43.3	12.3	11.3	33.0	0.1	187.7	100.9	62.8	83.7	4.2
Queue Length 50th (ft)	146	350	3	664	0	~309	~344	25	161	0
Queue Length 95th (ft)	232	817	m7	m783	m0	#520	#547	57	244	14
Internal Link Dist (ft)		197		260			920		920	
Turn Bay Length (ft)	215		150			100		100		100
Base Capacity (vph)	552	2426	138	1941	924	186	298	119	248	321
Starvation Cap Reductn	97	323	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	10	0	0	0	20
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.85	0.07	0.70	0.02	1.27	0.89	0.22	0.58	0.29

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Int Delay, s/veh	23.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	1610	60	10	1335	15	25	5	10	10	0	30
Future Vol, veh/h	45	1610	60	10	1335	15	25	5	10	10	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	47	1677	63	10	1391	16	26	5	10	10	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1406	0	0	1740	0	0	2518	3229	870	2354	3252	703
Stage 1	-	-	-	-	-	-	1802	1802	-	1419	1419	-
Stage 2	-	-	-	-	-	-	716	1427	-	935	1833	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	471	-	-	349	-	-	~ 14	9	295	19	9	380
Stage 1	-	-	-	-	-	-	82	130	-	144	201	-
Stage 2	-	-	-	-	-	-	387	199	-	285	125	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	471	-	-	349	-	-	~ 12	8	295	~ 8	8	380
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 12	8	-	~ 8	8	-
Stage 1	-	-	-	-	-	-	74	117	-	130	195	-
Stage 2	-	-	-	-	-	-	345	193	-	236	113	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	$ 1323.2	$ 500
HCM LOS			F	F

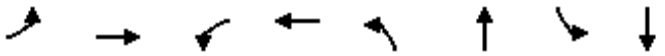
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	15	471	-	-	349	-	-	30
HCM Lane V/C Ratio	2.778	0.1	-	-	0.03	-	-	1.389
HCM Control Delay (s)	$ 1323.2	13.5	-	-	15.6	-	-	$ 500
HCM Lane LOS	F	B	-	-	C	-	-	F
HCM 95th %tile Q(veh)	6	0.3	-	-	0.1	-	-	4.7

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1570	35	15	1150	0	205	15	35	5	5	5
Future Volume (veh/h)	25	1570	35	15	1150	0	205	15	35	5	5	5
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1900	1827	1827	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	27	1670	37	16	1223	0	218	16	37	5	5	5
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	348	2778	61	212	2777	0	219	67	154	181	114	114
Arrive On Green	0.80	0.80	0.80	0.80	0.80	0.00	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	446	3472	77	280	3563	0	1399	501	1158	1346	856	856
Grp Volume(v), veh/h	27	833	874	16	1223	0	218	0	53	5	0	10
Grp Sat Flow(s),veh/h/ln	446	1736	1813	280	1736	0	1399	0	1658	1346	0	1712
Q Serve(g_s), s	3.6	33.2	33.5	4.2	19.6	0.0	23.1	0.0	5.2	0.6	0.0	0.9
Cycle Q Clear(g_c), s	23.2	33.2	33.5	37.7	19.6	0.0	24.0	0.0	5.2	5.8	0.0	0.9
Prop In Lane	1.00		0.04	1.00		0.00	1.00		0.70	1.00		0.50
Lane Grp Cap(c), veh/h	348	1388	1451	212	2777	0	219	0	221	181	0	228
V/C Ratio(X)	0.08	0.60	0.60	0.08	0.44	0.00	0.99	0.00	0.24	0.03	0.00	0.04
Avail Cap(c_a), veh/h	348	1388	1451	212	2777	0	219	0	221	181	0	228
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.1	6.9	6.9	14.2	5.6	0.0	80.5	0.0	69.8	72.4	0.0	68.0
Incr Delay (d2), s/veh	0.4	1.9	1.9	0.7	0.5	0.0	58.8	0.0	0.6	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	16.5	17.3	0.4	9.5	0.0	14.4	0.0	2.4	0.2	0.0	0.4
LnGrp Delay(d),s/veh	9.6	8.8	8.8	14.9	6.1	0.0	139.3	0.0	70.4	72.5	0.0	68.1
LnGrp LOS	A	A	A	B	A		F		E	E		E
Approach Vol, veh/h		1734			1239			271			15	
Approach Delay, s/veh		8.8			6.2			125.8			69.5	
Approach LOS		A			A			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		150.0		30.0		150.0		30.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		144.0		24.0		144.0		24.0
Max Q Clear Time (g_c+I1), s		39.7		26.0		35.5		7.8
Green Ext Time (p_c), s		87.5		0.0		90.4		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	17.8
HCM 2010 LOS	B



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	27	1707	16	1223	218	53	5	10
v/c Ratio	0.09	0.62	0.10	0.44	1.17	0.21	0.03	0.04
Control Delay	3.6	4.4	5.4	6.1	183.1	29.9	68.6	47.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.6	4.5	5.4	6.1	183.1	29.9	68.6	47.4
Queue Length 50th (ft)	4	144	4	207	~305	17	5	5
Queue Length 95th (ft)	m6	153	11	237	#491	64	20	26
Internal Link Dist (ft)		561		851		960		180
Turn Bay Length (ft)	110		110		175			
Base Capacity (vph)	302	2769	162	2776	186	254	179	234
Starvation Cap Reductn	0	95	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.64	0.10	0.44	1.17	0.21	0.03	0.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

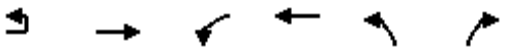
PM Peak Hour

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	70	1500	80	200	2510	130	100
Future Volume (veh/h)	70	1500	80	200	2510	130	100
Number		6	16	5	2	7	14
Initial Q (Qb), veh		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)			1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1827	1900	1827	1827	1863	1863
Adj Flow Rate, veh/h		1579	84	211	2642	137	105
Adj No. of Lanes		3	0	1	3	1	1
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %		4	4	4	4	2	2
Cap, veh/h		3597	191	231	4252	159	292
Arrive On Green		0.74	0.74	0.09	0.85	0.09	0.09
Sat Flow, veh/h		5013	258	1740	5152	1774	1583
Grp Volume(v), veh/h		1083	580	211	2642	137	105
Grp Sat Flow(s),veh/h/ln		1663	1781	1740	1663	1774	1583
Q Serve(g_s), s		23.7	23.7	15.6	31.5	14.5	11.0
Cycle Q Clear(g_c), s		23.7	23.7	15.6	31.5	14.5	11.0
Prop In Lane			0.14	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		2467	1322	231	4252	159	292
V/C Ratio(X)		0.44	0.44	0.92	0.62	0.86	0.36
Avail Cap(c_a), veh/h		2467	1322	340	4252	261	383
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		9.4	9.4	78.2	4.4	85.3	67.7
Incr Delay (d2), s/veh		0.6	1.1	21.7	0.7	14.6	0.7
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		11.0	12.0	12.3	14.5	7.8	10.1
LnGrp Delay(d),s/veh		9.9	10.4	99.9	5.1	100.0	68.4
LnGrp LOS		A	B	F	A	F	E
Approach Vol, veh/h		1663			2853	242	
Approach Delay, s/veh		10.1			12.1	86.3	
Approach LOS		B			B	F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		167.0		23.0	21.0	146.0		
Change Period (Y+Rc), s		5.0		6.0	3.0	5.0		
Max Green Setting (Gmax), s		118.0		28.0	30.0	118.0		
Max Q Clear Time (g_c+I1), s		33.5		16.5	17.6	25.7		
Green Ext Time (p_c), s		84.0		0.5	0.4	91.8		

Intersection Summary	
HCM 2010 Ctrl Delay	15.2
HCM 2010 LOS	B

Notes



Lane Group	EBU	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	74	1663	211	2642	148	94
v/c Ratio	0.60	0.45	0.74	0.71	0.76	0.27
Control Delay	104.9	10.9	27.6	15.6	103.7	37.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	104.9	10.9	27.6	15.6	103.7	37.4
Queue Length 50th (ft)	92	267	44	608	180	64
Queue Length 95th (ft)	151	409	151	825	259	113
Internal Link Dist (ft)		2282		433	921	
Turn Bay Length (ft)	160		145			150
Base Capacity (vph)	274	3675	419	3716	261	475
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.45	0.50	0.71	0.57	0.20

Intersection Summary

Intersection	
Int Delay, s/veh	31.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1580	20	145	2685	25	25
Future Vol, veh/h	1580	20	145	2685	25	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	110	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	1629	21	149	2768	26	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1649	0	3045	825
Stage 1	-	-	-	-	1639	-
Stage 2	-	-	-	-	1406	-
Critical Hdwy	-	-	5.38	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.14	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	184	-	~ 25	271
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	171	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	184	-	~ 5	271
Mov Cap-2 Maneuver	-	-	-	-	~ 5	-
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	33	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.9	$ 2607
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	10	-	-	184	-
HCM Lane V/C Ratio	5.155	-	-	0.812	-
HCM Control Delay (s)	$ 2607	-	-	76.9	-
HCM Lane LOS	F	-	-	F	-
HCM 95th %tile Q(veh)	7.7	-	-	5.6	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	23.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1570	35	290	2830	0	75
Future Vol, veh/h	1570	35	290	2830	0	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	315	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	1635	36	302	2948	0	78

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1672	0	-	836
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.38	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.14	-	-	3.92
Pot Cap-1 Maneuver	-	-	~ 179	-	0	267
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	~ 179	-	-	267
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	35.1	24
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	267	-	-	~ 179	-
HCM Lane V/C Ratio	0.293	-	-	1.688	-
HCM Control Delay (s)	24	-	-	$ 377.8	-
HCM Lane LOS	C	-	-	F	-
HCM 95th %tile Q(veh)	1.2	-	-	20.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1265	380	535	3120	0	0
Future Volume (vph)	1265	380	535	3120	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0	4.0		
Lane Util. Factor	0.91		0.97	0.91		
Frt	0.97		1.00	1.00		
Flt Protected	1.00		0.95	1.00		
Satd. Flow (prot)	4815		3367	4988		
Flt Permitted	1.00		0.95	1.00		
Satd. Flow (perm)	4815		3367	4988		
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	1304	392	552	3216	0	0
RTOR Reduction (vph)	20	0	0	0	0	0
Lane Group Flow (vph)	1676	0	552	3216	0	0
Heavy Vehicles (%)	4%	4%	4%	4%	3%	3%
Turn Type	NA		Prot	NA		
Protected Phases	6		5	Free		
Permitted Phases						
Actuated Green, G (s)	56.2		19.8	90.0		
Effective Green, g (s)	56.2		19.8	90.0		
Actuated g/C Ratio	0.62		0.22	1.00		
Clearance Time (s)	7.0		7.0			
Vehicle Extension (s)	3.0		3.0			
Lane Grp Cap (vph)	3006		740	4988		
v/s Ratio Prot	0.35		0.16	0.64		
v/s Ratio Perm						
v/c Ratio	0.56		0.75	0.64		
Uniform Delay, d1	9.7		32.8	0.0		
Progression Factor	1.00		0.89	1.00		
Incremental Delay, d2	0.8		0.4	0.4		
Delay (s)	10.5		29.5	0.4		
Level of Service	B		C	A		
Approach Delay (s)	10.5			4.6	0.0	
Approach LOS	B			A	A	

Intersection Summary			
HCM 2000 Control Delay	6.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBT	WBL	WBT
Lane Group Flow (vph)	1696	552	3216
v/c Ratio	0.56	0.75	0.64
Control Delay	10.6	29.6	0.4
Queue Delay	0.0	0.0	0.0
Total Delay	10.6	29.6	0.4
Queue Length 50th (ft)	188	157	0
Queue Length 95th (ft)	234	m147	m0
Internal Link Dist (ft)	321		363
Turn Bay Length (ft)		230	
Base Capacity (vph)	3025	823	4988
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.56	0.67	0.64

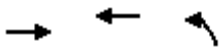
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1230	435	0	2155	840	0
Future Volume (vph)	1230	435	0	2155	840	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0			7.0	7.0	
Lane Util. Factor	0.91			0.95	0.97	
Frt	0.96			1.00	1.00	
Flt Protected	1.00			1.00	0.95	
Satd. Flow (prot)	4792			3471	3400	
Flt Permitted	1.00			1.00	0.95	
Satd. Flow (perm)	4792			3471	3400	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1323	468	0	2317	903	0
RTOR Reduction (vph)	35	0	0	0	0	0
Lane Group Flow (vph)	1756	0	0	2317	903	0
Heavy Vehicles (%)	4%	4%	4%	4%	3%	3%
Turn Type	NA			NA	Prot	
Protected Phases	6			2	4	
Permitted Phases						
Actuated Green, G (s)	127.0			127.0	39.0	
Effective Green, g (s)	127.0			127.0	39.0	
Actuated g/C Ratio	0.71			0.71	0.22	
Clearance Time (s)	7.0			7.0	7.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	3381			2448	736	
v/s Ratio Prot	0.37			c0.67	c0.27	
v/s Ratio Perm						
v/c Ratio	0.52			0.95	1.23	
Uniform Delay, d1	12.3			23.5	70.5	
Progression Factor	1.50			1.21	1.00	
Incremental Delay, d2	0.5			8.2	114.0	
Delay (s)	19.0			36.5	184.5	
Level of Service	B			D	F	
Approach Delay (s)	19.0			36.5	184.5	
Approach LOS	B			D	F	

Intersection Summary			
HCM 2000 Control Delay	56.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	95.2%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBT	WBT	NBL
Lane Group Flow (vph)	1791	2317	903
v/c Ratio	0.52	0.95	1.23
Control Delay	17.7	36.5	169.8
Queue Delay	0.0	44.3	0.0
Total Delay	17.7	80.8	169.8
Queue Length 50th (ft)	357	1190	~673
Queue Length 95th (ft)	366	1205	#811
Internal Link Dist (ft)	330	146	377
Turn Bay Length (ft)			
Base Capacity (vph)	3417	2448	736
Starvation Cap Reductn	0	400	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.52	1.13	1.23

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Intersection	
Int Delay, s/veh	247.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↱			↱		
Traffic Vol, veh/h	0	1505	95	0	1925	270	0	25	0	0
Future Vol, veh/h	0	1505	95	0	1925	270	0	25	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	-	-	-	-	-	-	0	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2
Mvmt Flow	0	1636	103	0	2092	293	0	27	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	-	0	0	-	-	0	2734	870	
Stage 1	-	-	-	-	-	-	1688	-	
Stage 2	-	-	-	-	-	-	1046	-	
Critical Hdwy	-	-	-	-	-	-	6.29	7.14	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.64	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-	
Follow-up Hdwy	-	-	-	-	-	-	3.67	3.92	
Pot Cap-1 Maneuver	0	-	-	0	-	-	~ 25	253	
Stage 1	0	-	-	0	-	-	~ 91	-	
Stage 2	0	-	-	0	-	-	292	-	
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	-	~ 25	253	
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 25	-	
Stage 1	-	-	-	-	-	-	~ 91	-	
Stage 2	-	-	-	-	-	-	292	-	

Approach	EB	WB	NB
HCM Control Delay, s	0	0	$ 3928.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBT	WBR
Capacity (veh/h)	25	253	-	-	-	-
HCM Lane V/C Ratio	10	0.107	-	-	-	-
HCM Control Delay (s)	$ 4353.1	20.9	-	-	-	-
HCM Lane LOS	F	C	-	-	-	-
HCM 95th %tile Q(veh)	31.1	0.4	-	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	90	1440	2030	30	5	165
Future Vol, veh/h	90	1440	2030	30	5	165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	65
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	97	1548	2183	32	5	177

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	2215	0	-	0	3012	1108
Stage 1	-	-	-	-	2199	-
Stage 2	-	-	-	-	813	-
Critical Hdwy	4.18	-	-	-	6.29	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	2.24	-	-	-	3.67	3.32
Pot Cap-1 Maneuver	226	-	-	-	16	204
Stage 1	-	-	-	-	69	-
Stage 2	-	-	-	-	369	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	226	-	-	-	9	204
Mov Cap-2 Maneuver	-	-	-	-	9	-
Stage 1	-	-	-	-	69	-
Stage 2	-	-	-	-	211	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	98.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	226	-	-	-	9	204
HCM Lane V/C Ratio	0.428	-	-	-	0.597	0.87
HCM Control Delay (s)	32.4	-	-	-	$ 654.6	81.5
HCM Lane LOS	D	-	-	-	F	F
HCM 95th %tile Q(veh)	2	-	-	-	1.2	6.7

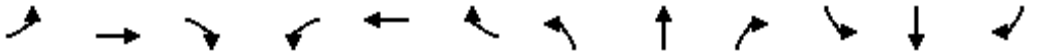
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1405	35	35	2060	0	50
Future Vol, veh/h	1405	35	35	2060	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	110	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	1511	38	38	2215	0	54

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1548	0	-	774
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.18	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.24	-	-	3.32
Pot Cap-1 Maneuver	-	-	415	-	0	341
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	415	-	-	341
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	17.5
HCM LOS			C

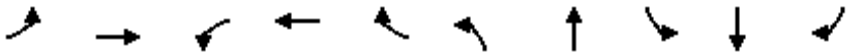
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	341	-	-	415	-
HCM Lane V/C Ratio	0.158	-	-	0.091	-
HCM Control Delay (s)	17.5	-	-	14.5	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.6	-	-	0.3	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1235	90	50	1500	85	140	110	75	85	200	315
Future Volume (veh/h)	160	1235	90	50	1500	85	140	110	75	85	200	315
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1900	1827	1827	1827	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	172	1328	97	54	1613	0	151	118	81	91	215	339
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	210	2194	160	328	2295	1027	135	126	86	139	228	194
Arrive On Green	0.07	1.00	1.00	0.03	0.66	0.00	0.05	0.12	0.12	0.05	0.12	0.12
Sat Flow, veh/h	1740	3281	239	1740	3471	1553	1774	1031	707	1774	1863	1583
Grp Volume(v), veh/h	172	701	724	54	1613	0	151	0	199	91	215	339
Grp Sat Flow(s),veh/h/ln	1740	1736	1785	1740	1736	1553	1774	0	1738	1774	1863	1583
Q Serve(g_s), s	6.0	0.0	0.0	1.8	53.0	0.0	9.0	0.0	20.4	8.1	20.6	22.0
Cycle Q Clear(g_c), s	6.0	0.0	0.0	1.8	53.0	0.0	9.0	0.0	20.4	8.1	20.6	22.0
Prop In Lane	1.00		0.13	1.00		1.00	1.00		0.41	1.00		1.00
Lane Grp Cap(c), veh/h	210	1160	1193	328	2295	1027	135	0	212	139	228	194
V/C Ratio(X)	0.82	0.60	0.61	0.16	0.70	0.00	1.12	0.00	0.94	0.65	0.94	1.75
Avail Cap(c_a), veh/h	210	1160	1193	428	2295	1027	135	0	212	139	228	194
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	0.0	0.0	9.1	19.3	0.0	72.6	0.0	78.3	66.3	78.4	79.0
Incr Delay (d2), s/veh	17.4	1.8	1.8	0.2	1.8	0.0	112.1	0.0	44.3	10.6	44.3	358.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	0.6	0.6	0.9	25.9	0.0	4.2	0.0	12.5	4.3	13.4	28.9
LnGrp Delay(d),s/veh	45.8	1.8	1.8	9.3	21.1	0.0	184.7	0.0	122.6	76.8	122.6	437.7
LnGrp LOS	D	A	A	A	C		F		F	E	F	F
Approach Vol, veh/h		1597			1667			350			645	
Approach Delay, s/veh		6.5			20.8			149.4			281.8	
Approach LOS		A			C			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	125.0	15.0	28.0	10.7	126.3	15.0	28.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	119.0	9.0	22.0	15.0	110.0	9.0	22.0
Max Q Clear Time (g_c+I1), s	8.0	55.0	10.1	22.4	3.8	2.0	11.0	24.0
Green Ext Time (p_c), s	0.0	57.5	0.0	0.0	0.1	90.7	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	65.5
HCM 2010 LOS	E



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	172	1425	54	1613	91	151	199	91	215	339
v/c Ratio	1.02	0.62	0.24	0.70	0.09	1.16	0.87	0.64	0.95	1.12
Control Delay	98.4	10.7	8.5	16.6	1.3	182.2	104.2	81.6	123.7	127.7
Queue Delay	0.0	1.2	0.0	2.5	0.0	8.1	0.0	0.0	0.0	3.8
Total Delay	98.4	12.0	8.5	19.1	1.3	190.3	104.2	81.6	123.7	131.5
Queue Length 50th (ft)	~70	472	15	442	0	~157	217	91	257	~318
Queue Length 95th (ft)	#201	510	m26	473	m14	#318	#373	#151	#433	#535
Internal Link Dist (ft)		197		260			920		920	
Turn Bay Length (ft)	215		150			100		100		100
Base Capacity (vph)	169	2299	295	2294	1057	130	228	144	227	304
Starvation Cap Reductn	0	601	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	530	0	39	0	0	0	77
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.84	0.18	0.91	0.09	1.66	0.87	0.63	0.95	1.49

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Int Delay, s/veh	195.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	1320	45	5	1560	35	50	5	20	10	5	30
Future Vol, veh/h	20	1320	45	5	1560	35	50	5	20	10	5	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	22	1483	51	6	1753	39	56	6	22	11	6	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1792	0	0	1534	0	0	2443	3356	767	2573	3363	896
Stage 1	-	-	-	-	-	-	1553	1553	-	1784	1784	-
Stage 2	-	-	-	-	-	-	890	1803	-	789	1579	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	333	-	-	420	-	-	~ 16	8	345	13	8	283
Stage 1	-	-	-	-	-	-	118	173	-	85	133	-
Stage 2	-	-	-	-	-	-	304	130	-	350	168	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	333	-	-	420	-	-	~ 4	7	345	~ 4	7	283
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 4	7	-	~ 4	7	-
Stage 1	-	-	-	-	-	-	110	162	-	79	131	-
Stage 2	-	-	-	-	-	-	253	128	-	295	157	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	$ 7062.5	$ 1723.3
HCM LOS			F	F

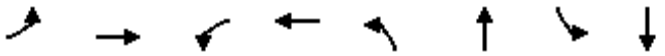
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	6	333	-	-	420	-	-	14
HCM Lane V/C Ratio	14.045	0.067	-	-	0.013	-	-	3.612
HCM Control Delay (s)	$ 7062.5	16.6	-	-	13.7	-	-	$ 1723.3
HCM Lane LOS	F	C	-	-	B	-	-	F
HCM 95th %tile Q(veh)	12.3	0.2	-	-	0	-	-	7.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	1285	45	15	1390	5	200	15	25	15	10	10
Future Volume (veh/h)	20	1285	45	15	1390	5	200	15	25	15	10	10
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1900	1827	1827	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	21	1353	47	16	1463	5	211	16	26	16	11	11
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	246	2420	84	260	2681	9	271	114	185	253	152	152
Arrive On Green	0.71	0.71	0.71	0.02	0.76	0.76	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	352	3423	119	1740	3548	12	1384	640	1040	1359	856	856
Grp Volume(v), veh/h	21	685	715	16	715	753	211	0	42	16	0	22
Grp Sat Flow(s),veh/h/ln	352	1736	1806	1740	1736	1825	1384	0	1679	1359	0	1712
Q Serve(g_s), s	4.7	34.4	34.5	0.4	30.9	30.9	27.0	0.0	3.8	1.8	0.0	1.9
Cycle Q Clear(g_c), s	26.9	34.4	34.5	0.4	30.9	30.9	28.9	0.0	3.8	5.6	0.0	1.9
Prop In Lane	1.00		0.07	1.00		0.01	1.00		0.62	1.00		0.50
Lane Grp Cap(c), veh/h	246	1227	1277	260	1311	1379	271	0	299	253	0	304
V/C Ratio(X)	0.09	0.56	0.56	0.06	0.55	0.55	0.78	0.00	0.14	0.06	0.00	0.07
Avail Cap(c_a), veh/h	246	1227	1277	321	1311	1379	271	0	299	253	0	304
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.6	12.8	12.8	10.3	9.1	9.2	73.7	0.0	62.4	64.8	0.0	61.6
Incr Delay (d2), s/veh	0.7	1.8	1.8	0.1	1.6	1.6	19.5	0.0	1.0	0.5	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	17.0	17.7	0.2	15.3	16.1	11.8	0.0	1.8	0.7	0.0	0.9
LnGrp Delay(d),s/veh	17.2	14.6	14.6	10.4	10.8	10.7	93.1	0.0	63.4	65.2	0.0	62.1
LnGrp LOS	B	B	B	B	B	B	F		E	E		E
Approach Vol, veh/h		1421			1484			253			38	
Approach Delay, s/veh		14.6			10.7			88.2			63.4	
Approach LOS		B			B			F			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		142.0		38.0	8.8	133.2		38.0
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s		136.0		32.0	9.0	121.0		32.0
Max Q Clear Time (g_c+I1), s		32.9		30.9	2.4	36.5		7.6
Green Ext Time (p_c), s		81.8		0.1	0.0	69.6		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	19.2
HCM 2010 LOS	B



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	21	1400	16	1468	211	42	16	22
v/c Ratio	0.10	0.57	0.07	0.56	0.86	0.13	0.07	0.07
Control Delay	5.8	10.2	6.0	10.3	101.4	30.8	62.7	38.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.8	10.2	6.0	10.3	101.4	30.8	62.7	38.6
Queue Length 50th (ft)	5	471	4	353	246	16	16	11
Queue Length 95th (ft)	m8	524	11	400	#399	56	42	40
Internal Link Dist (ft)		561		851		960		180
Turn Bay Length (ft)	110		110		175			
Base Capacity (vph)	200	2470	264	2620	246	321	241	315
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.57	0.06	0.56	0.86	0.13	0.07	0.07

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Appendix H – Synchro Reports – Build Alternatives

Alternative 1

AM Peak Hour

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	5	1920	35	135	1470	195	305
Future Volume (veh/h)	5	1920	35	135	1470	195	305
Number		6	16	5	2	7	14
Initial Q (Qb), veh		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)			1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1827	1900	1827	1827	1863	1863
Adj Flow Rate, veh/h		2065	38	145	1581	210	328
Adj No. of Lanes		3	0	1	3	1	2
Peak Hour Factor		0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %		4	4	4	4	2	2
Cap, veh/h		3656	67	164	4022	241	561
Arrive On Green		0.73	0.73	0.07	0.81	0.14	0.14
Sat Flow, veh/h		5207	93	1740	5152	1774	2787
Grp Volume(v), veh/h		1361	742	145	1581	210	328
Grp Sat Flow(s),veh/h/ln		1663	1811	1740	1663	1774	1393
Q Serve(g_s), s		36.2	36.3	10.1	17.1	22.0	20.2
Cycle Q Clear(g_c), s		36.2	36.3	10.1	17.1	22.0	20.2
Prop In Lane			0.05	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		2411	1313	164	4022	241	561
V/C Ratio(X)		0.56	0.57	0.88	0.39	0.87	0.58
Avail Cap(c_a), veh/h		2411	1313	298	4022	373	769
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		12.2	12.2	77.0	5.2	80.5	68.7
Incr Delay (d2), s/veh		1.0	1.8	14.1	0.3	13.0	1.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		16.8	18.6	8.2	7.9	11.7	15.6
LnGrp Delay(d),s/veh		13.1	13.9	91.0	5.5	93.5	69.7
LnGrp LOS		B	B	F	A	F	E
Approach Vol, veh/h		2103			1726	538	
Approach Delay, s/veh		13.4			12.7	79.0	
Approach LOS		B			B	E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		158.2		31.8	15.4	142.8		
Change Period (Y+Rc), s		5.0		6.0	3.0	5.0		
Max Green Setting (Gmax), s		131.0		40.0	27.0	109.0		
Max Q Clear Time (g_c+I1), s		19.1		24.0	12.1	38.3		
Green Ext Time (p_c), s		111.3		1.8	0.3	70.4		

Intersection Summary	
HCM 2010 Ctrl Delay	21.2
HCM 2010 LOS	C

Notes



Lane Group	EBU	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	5	2103	145	1581	210	328
v/c Ratio	0.09	0.60	0.67	0.40	0.81	0.45
Control Delay	92.0	17.2	42.5	7.6	101.2	57.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.0	17.2	42.5	7.6	101.2	57.2
Queue Length 50th (ft)	6	473	73	193	258	189
Queue Length 95th (ft)	24	669	161	332	346	218
Internal Link Dist (ft)		2282		433	921	
Turn Bay Length (ft)	160		145			120
Base Capacity (vph)	56	3481	318	3914	372	901
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.60	0.46	0.40	0.56	0.36

Intersection Summary

Intersection	
Int Delay, s/veh	292.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2185	40	50	1550	55	95
Future Vol, veh/h	2185	40	50	1550	55	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	110	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	2401	44	55	1703	60	104

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2445	0	3214	1223
Stage 1	-	-	-	-	2423	-
Stage 2	-	-	-	-	791	-
Critical Hdwy	-	-	5.38	-	6.44	7.14
Critical Hdwy Stg 1	-	-	-	-	7.34	-
Critical Hdwy Stg 2	-	-	-	-	6.74	-
Follow-up Hdwy	-	-	3.14	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	72	-	~ 11	147
Stage 1	-	-	-	-	~ 19	-
Stage 2	-	-	-	-	317	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	72	-	~ 4	147
Mov Cap-2 Maneuver	-	-	-	-	~ 4	-
Stage 1	-	-	-	-	~ 19	-
Stage 2	-	-	-	-	75	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.5	$ 7696.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	10	-	-	72	-
HCM Lane V/C Ratio	16.484	-	-	0.763	-
HCM Control Delay (s)	$ 7696.8	-	-	143.2	-
HCM Lane LOS	F	-	-	F	-
HCM 95th %tile Q(veh)	22.1	-	-	3.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	22.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2250	30	50	1600	0	250
Future Vol, veh/h	2250	30	50	1600	0	250
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	320	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	2320	31	52	1649	0	258

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2351	0	-	1175
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.38	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.14	-	-	3.92
Pot Cap-1 Maneuver	-	-	80	-	0	~ 158
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	80	-	-	~ 158
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.3	$ 361.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	158	-	-	80	-
HCM Lane V/C Ratio	1.631	-	-	0.644	-
HCM Control Delay (s)	$ 361.9	-	-	109.4	-
HCM Lane LOS	F	-	-	F	-
HCM 95th %tile Q(veh)	17.9	-	-	3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2150	350	305	1650	0	0
Future Volume (vph)	2150	350	305	1650	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0	4.0		
Lane Util. Factor	0.91		0.97	0.91		
Frt	0.98		1.00	1.00		
Flt Protected	1.00		0.95	1.00		
Satd. Flow (prot)	4883		3367	4988		
Flt Permitted	1.00		0.95	1.00		
Satd. Flow (perm)	4883		3367	4988		
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	2216	361	314	1701	0	0
RTOR Reduction (vph)	10	0	0	0	0	0
Lane Group Flow (vph)	2567	0	314	1701	0	0
Heavy Vehicles (%)	4%	4%	4%	4%	3%	3%
Turn Type	NA		Prot	NA		
Protected Phases	6		5	Free		
Permitted Phases						
Actuated Green, G (s)	143.8		22.2	180.0		
Effective Green, g (s)	143.8		22.2	180.0		
Actuated g/C Ratio	0.80		0.12	1.00		
Clearance Time (s)	7.0		7.0			
Vehicle Extension (s)	3.0		3.0			
Lane Grp Cap (vph)	3900		415	4988		
v/s Ratio Prot	c0.53		c0.09	0.34		
v/s Ratio Perm						
v/c Ratio	0.66		0.76	0.34		
Uniform Delay, d1	7.7		76.3	0.0		
Progression Factor	1.00		0.88	1.00		
Incremental Delay, d2	0.9		6.9	0.2		
Delay (s)	8.6		74.2	0.2		
Level of Service	A		E	A		
Approach Delay (s)	8.6			11.7	0.0	
Approach LOS	A			B	A	

Intersection Summary			
HCM 2000 Control Delay	9.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



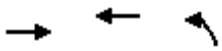
Lane Group	EBT	WBL	WBT
Lane Group Flow (vph)	2577	314	1701
v/c Ratio	0.66	0.75	0.34
Control Delay	8.9	77.7	0.2
Queue Delay	0.0	0.0	0.0
Total Delay	8.9	77.7	0.2
Queue Length 50th (ft)	408	185	0
Queue Length 95th (ft)	526	225	0
Internal Link Dist (ft)	321		363
Turn Bay Length (ft)		230	
Base Capacity (vph)	3909	579	4988
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.66	0.54	0.34

Intersection Summary



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1735	715	0	1290	235	0
Future Volume (vph)	1735	715	0	1290	235	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0			7.0	7.0	
Lane Util. Factor	0.91			0.95	0.97	
Frt	0.96			1.00	1.00	
Flt Protected	1.00			1.00	0.95	
Satd. Flow (prot)	4769			3471	3400	
Flt Permitted	1.00			1.00	0.95	
Satd. Flow (perm)	4769			3471	3400	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	1846	761	0	1372	250	0
RTOR Reduction (vph)	34	0	0	0	0	0
Lane Group Flow (vph)	2573	0	0	1372	250	0
Heavy Vehicles (%)	4%	4%	4%	4%	3%	3%
Turn Type	NA			NA	Prot	
Protected Phases	6			2	4	
Permitted Phases						
Actuated Green, G (s)	147.3			147.3	18.7	
Effective Green, g (s)	147.3			147.3	18.7	
Actuated g/C Ratio	0.82			0.82	0.10	
Clearance Time (s)	7.0			7.0	7.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	3902			2840	353	
v/s Ratio Prot	c0.54			0.40	c0.07	
v/s Ratio Perm						
v/c Ratio	0.66			0.48	0.71	
Uniform Delay, d1	6.5			4.9	78.0	
Progression Factor	0.07			0.15	1.00	
Incremental Delay, d2	0.8			0.5	6.4	
Delay (s)	1.2			1.3	84.4	
Level of Service	A			A	F	
Approach Delay (s)	1.2			1.3	84.4	
Approach LOS	A			A	F	

Intersection Summary			
HCM 2000 Control Delay	6.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBT	WBT	NBL
Lane Group Flow (vph)	2607	1372	250
v/c Ratio	0.66	0.48	0.71
Control Delay	1.2	1.3	89.0
Queue Delay	0.0	0.1	0.0
Total Delay	1.3	1.4	89.0
Queue Length 50th (ft)	24	31	150
Queue Length 95th (ft)	29	38	195
Internal Link Dist (ft)	330	146	377
Turn Bay Length (ft)			
Base Capacity (vph)	3936	2840	491
Starvation Cap Reductn	131	352	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.69	0.55	0.51

Intersection Summary

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↱			↱		
Traffic Vol, veh/h	0	1965	130	0	1290	450	0	20	0	0
Future Vol, veh/h	0	1965	130	0	1290	450	0	20	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2
Mvmt Flow	0	2005	133	0	1316	459	0	20	0	0

Major/Minor	Major1			Major2			Minor1			
Conflicting Flow All	-	0	0	-	-	0	-	1069		
Stage 1	-	-	-	-	-	-	-	-		
Stage 2	-	-	-	-	-	-	-	-		
Critical Hdwy	-	-	-	-	-	-	-	7.14		
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-		
Follow-up Hdwy	-	-	-	-	-	-	-	3.92		
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	187		
Stage 1	0	-	-	0	-	-	0	-		
Stage 2	0	-	-	0	-	-	0	-		
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	187		
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-		
Stage 1	-	-	-	-	-	-	-	-		
Stage 2	-	-	-	-	-	-	-	-		

Approach	EB	WB	NB
HCM Control Delay, s	0	0	26.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR
Capacity (veh/h)	187	-	-	-	-
HCM Lane V/C Ratio	0.109	-	-	-	-
HCM Control Delay (s)	26.6	-	-	-	-
HCM Lane LOS	D	-	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-	-

Intersection	
Int Delay, s/veh	9.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	90	1895	1670	20	30	70
Future Vol, veh/h	90	1895	1670	20	30	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	65
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	98	2060	1815	22	33	76

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1837	0	-	0	2846	918
Stage 1	-	-	-	-	1826	-
Stage 2	-	-	-	-	1020	-
Critical Hdwy	4.18	-	-	-	6.29	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	2.24	-	-	-	3.67	3.32
Pot Cap-1 Maneuver	320	-	-	-	~ 21	274
Stage 1	-	-	-	-	112	-
Stage 2	-	-	-	-	285	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	320	-	-	-	~ 15	274
Mov Cap-2 Maneuver	-	-	-	-	~ 15	-
Stage 1	-	-	-	-	112	-
Stage 2	-	-	-	-	198	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	$ 334.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	320	-	-	-	15	274
HCM Lane V/C Ratio	0.306	-	-	-	2.174	0.278
HCM Control Delay (s)	21.1	-	-	-	$ 1061	23.1
HCM Lane LOS	C	-	-	-	F	C
HCM 95th %tile Q(veh)	1.3	-	-	-	4.8	1.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

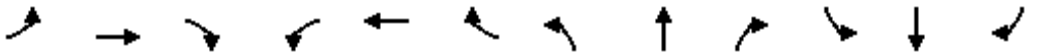
Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1855	40	50	1690	0	105
Future Vol, veh/h	1855	40	50	1690	0	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	110	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	2016	43	54	1837	0	114

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2060	0	-	1030
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.18	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.24	-	-	3.32
Pot Cap-1 Maneuver	-	-	261	-	0	231
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	261	-	-	231
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	34.9
HCM LOS			D

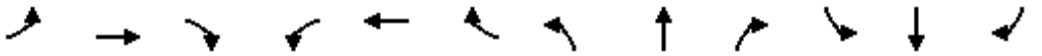
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	231	-	-	261	-
HCM Lane V/C Ratio	0.494	-	-	0.208	-
HCM Control Delay (s)	34.9	-	-	22.4	-
HCM Lane LOS	D	-	-	C	-
HCM 95th %tile Q(veh)	2.5	-	-	0.8	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1977	9	0	1598	35	0	0	20	0	0	138
Future Volume (vph)	0	1977	9	0	1598	35	0	0	20	0	0	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0				4.0			4.0
Lane Util. Factor		0.95			0.95				1.00			1.00
Frpb, ped/bikes		1.00			1.00				1.00			0.96
Flpb, ped/bikes		1.00			1.00				1.00			1.00
Frt		1.00			1.00				0.86			0.86
Flt Protected		1.00			1.00				1.00			1.00
Satd. Flow (prot)		3469			3460				1611			1545
Flt Permitted		1.00			1.00				1.00			1.00
Satd. Flow (perm)		3469			3460				1611			1545
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	2059	9	0	1665	36	0	0	21	0	0	144
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2068	0	0	1700	0	0	0	21	0	0	144
Confl. Peds. (#/hr)												100
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Turn Type		NA			NA				Free			Free
Protected Phases		6			2							
Permitted Phases									Free			Free
Actuated Green, G (s)		152.0			152.0				180.0			180.0
Effective Green, g (s)		152.0			152.0				180.0			180.0
Actuated g/C Ratio		0.84			0.84				1.00			1.00
Clearance Time (s)		5.0			5.0							
Vehicle Extension (s)		3.0			3.0							
Lane Grp Cap (vph)		2929			2921				1611			1545
v/s Ratio Prot		c0.60			0.49							
v/s Ratio Perm									0.01			c0.09
v/c Ratio		0.71			0.58				0.01			0.09
Uniform Delay, d1		5.4			4.3				0.0			0.0
Progression Factor		0.56			0.41				1.00			1.00
Incremental Delay, d2		1.3			0.7				0.0			0.1
Delay (s)		4.4			2.4				0.0			0.1
Level of Service		A			A				A			A
Approach Delay (s)		4.4			2.4			0.0			0.1	
Approach LOS		A			A			A			A	

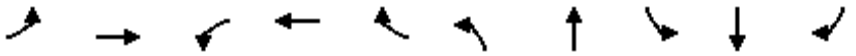
Intersection Summary			
HCM 2000 Control Delay	3.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	59.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	1700	60	10	1335	20	260	240	20	25	140	85
Future Volume (vph)	235	1700	60	10	1335	20	260	240	20	25	140	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	0.97	1.00		1.00	0.95	0.95
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.99		1.00	0.99	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1736	3453		1736	3471	1553	3433	1842		1770	1754	1504
Flt Permitted	0.10	1.00		0.05	1.00	1.00	0.42	1.00		0.19	1.00	1.00
Satd. Flow (perm)	186	3453		86	3471	1553	1523	1842		360	1754	1504
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	240	1735	61	10	1362	20	265	245	20	26	143	87
RTOR Reduction (vph)	0	1	0	0	0	9	0	2	0	0	2	69
Lane Group Flow (vph)	240	1795	0	10	1362	11	265	263	0	26	150	9
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4			8		8
Actuated Green, G (s)	127.6	119.6		97.8	95.8	95.8	40.4	31.1		24.0	20.7	20.7
Effective Green, g (s)	127.6	119.6		97.8	95.8	95.8	40.4	31.1		24.0	20.7	20.7
Actuated g/C Ratio	0.71	0.66		0.54	0.53	0.53	0.22	0.17		0.13	0.11	0.11
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	354	2294		65	1847	826	487	318		73	201	172
v/s Ratio Prot	c0.10	c0.52		0.00	0.39		c0.04	c0.14		0.01	0.09	
v/s Ratio Perm	0.38			0.08		0.01	0.08			0.04		0.01
v/c Ratio	0.68	0.78		0.15	0.74	0.01	0.54	0.83		0.36	0.75	0.05
Uniform Delay, d1	46.4	21.1		59.3	32.4	19.8	69.0	71.9		84.0	77.1	70.9
Progression Factor	0.83	0.62		0.81	0.75	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.6	1.9		1.0	2.5	0.0	1.2	16.1		3.0	14.1	0.1
Delay (s)	42.1	15.1		48.9	26.8	19.9	70.2	87.9		87.0	91.2	71.0
Level of Service	D	B		D	C	B	E	F		F	F	E
Approach Delay (s)		18.3			26.8			79.1			84.6	
Approach LOS		B			C			E			F	

Intersection Summary			
HCM 2000 Control Delay	32.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	91.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	240	1796	10	1362	20	265	265	26	152	78
v/c Ratio	0.74	0.75	0.10	0.69	0.02	0.60	0.83	0.27	0.75	0.27
Control Delay	48.5	14.1	13.3	24.9	0.1	72.5	92.4	64.6	97.4	2.7
Queue Delay	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.5	14.7	13.3	24.9	0.1	72.5	92.4	64.6	97.4	2.7
Queue Length 50th (ft)	140	636	2	455	0	135	305	24	184	0
Queue Length 95th (ft)	250	984	m6	518	m0	175	407	53	265	2
Internal Link Dist (ft)		197		260			920		920	
Turn Bay Length (ft)	215		150			120		100		100
Base Capacity (vph)	381	2410	96	1963	933	476	370	95	303	364
Starvation Cap Reductn	0	263	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.84	0.10	0.69	0.02	0.56	0.72	0.27	0.50	0.21

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Int Delay, s/veh	23.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	1610	60	10	1335	15	25	5	10	10	0	30
Future Vol, veh/h	45	1610	60	10	1335	15	25	5	10	10	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	47	1677	63	10	1391	16	26	5	10	10	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1406	0	0	1740	0	0	2518	3229	870	2354	3252	703
Stage 1	-	-	-	-	-	-	1802	1802	-	1419	1419	-
Stage 2	-	-	-	-	-	-	716	1427	-	935	1833	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	471	-	-	349	-	-	~ 14	9	295	19	9	380
Stage 1	-	-	-	-	-	-	82	130	-	144	201	-
Stage 2	-	-	-	-	-	-	387	199	-	285	125	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	471	-	-	349	-	-	~ 12	8	295	~ 8	8	380
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 12	8	-	~ 8	8	-
Stage 1	-	-	-	-	-	-	74	117	-	130	195	-
Stage 2	-	-	-	-	-	-	345	193	-	236	113	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	$ 1323.2	$ 500
HCM LOS			F	F

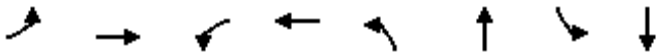
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	15	471	-	-	349	-	-	30
HCM Lane V/C Ratio	2.778	0.1	-	-	0.03	-	-	1.389
HCM Control Delay (s)	$ 1323.2	13.5	-	-	15.6	-	-	$ 500
HCM Lane LOS	F	B	-	-	C	-	-	F
HCM 95th %tile Q(veh)	6	0.3	-	-	0.1	-	-	4.7

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1570	35	15	1150	0	205	15	35	5	5	5
Future Volume (veh/h)	25	1570	35	15	1150	0	205	15	35	5	5	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1900	1827	1827	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	27	1670	37	16	1223	0	218	16	37	5	5	5
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	256	2315	51	140	2314	0	407	134	309	366	228	228
Arrive On Green	0.67	0.67	0.67	0.67	0.67	0.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	446	3472	77	280	3563	0	1399	501	1158	1346	856	856
Grp Volume(v), veh/h	27	833	874	16	1223	0	218	0	53	5	0	10
Grp Sat Flow(s),veh/h/ln	446	1736	1813	280	1736	0	1399	0	1658	1346	0	1712
Q Serve(g_s), s	6.0	55.4	55.8	7.0	32.6	0.0	24.5	0.0	4.4	0.5	0.0	0.8
Cycle Q Clear(g_c), s	38.6	55.4	55.8	62.8	32.6	0.0	25.3	0.0	4.4	4.9	0.0	0.8
Prop In Lane	1.00		0.04	1.00		0.00	1.00		0.70	1.00		0.50
Lane Grp Cap(c), veh/h	256	1157	1209	140	2314	0	407	0	442	366	0	456
V/C Ratio(X)	0.11	0.72	0.72	0.11	0.53	0.00	0.54	0.00	0.12	0.01	0.00	0.02
Avail Cap(c_a), veh/h	256	1157	1209	140	2314	0	407	0	442	366	0	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.4	19.2	19.3	39.5	15.4	0.0	58.0	0.0	50.0	51.8	0.0	48.7
Incr Delay (d2), s/veh	0.8	3.9	3.8	1.7	0.9	0.0	5.0	0.0	0.6	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	27.6	28.9	0.6	15.9	0.0	10.1	0.0	2.1	0.2	0.0	0.4
LnGrp Delay(d),s/veh	26.2	23.1	23.1	41.2	16.3	0.0	63.0	0.0	50.6	51.9	0.0	48.8
LnGrp LOS	C	C	C	D	B		E		D	D		D
Approach Vol, veh/h		1734			1239			271			15	
Approach Delay, s/veh		23.1			16.6			60.6			49.8	
Approach LOS		C			B			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		54.0		126.0		54.0		126.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		48.0		120.0		48.0		120.0
Max Q Clear Time (g_c+I1), s		27.3		57.8		6.9		64.8
Green Ext Time (p_c), s		0.8		55.8		0.8		50.1

Intersection Summary	
HCM 2010 Ctrl Delay	23.9
HCM 2010 LOS	C



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	27	1707	16	1223	218	53	5	10
v/c Ratio	0.13	0.74	0.17	0.53	0.58	0.11	0.01	0.02
Control Delay	3.0	7.4	16.5	16.5	64.8	20.6	49.0	33.8
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.0	7.5	16.5	16.5	64.8	20.6	49.0	33.8
Queue Length 50th (ft)	2	279	7	373	226	14	4	4
Queue Length 95th (ft)	m2	62	22	426	326	54	17	22
Internal Link Dist (ft)		561		851		960		180
Turn Bay Length (ft)	110		110		175			
Base Capacity (vph)	215	2308	94	2314	373	471	358	463
Starvation Cap Reductn	0	43	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.75	0.17	0.53	0.58	0.11	0.01	0.02

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Alternative 1

PM Peak Hour

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	70	1500	80	200	2510	130	100
Future Volume (veh/h)	70	1500	80	200	2510	130	100
Number		6	16	5	2	7	14
Initial Q (Qb), veh		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)			1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1827	1900	1827	1827	1863	1863
Adj Flow Rate, veh/h		1579	84	211	2642	137	105
Adj No. of Lanes		3	0	1	3	1	2
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %		4	4	4	4	2	2
Cap, veh/h		3599	191	230	4251	159	513
Arrive On Green		0.74	0.74	0.09	0.85	0.09	0.09
Sat Flow, veh/h		5013	258	1740	5152	1774	2787
Grp Volume(v), veh/h		1083	580	211	2642	137	105
Grp Sat Flow(s),veh/h/ln		1663	1781	1740	1663	1774	1393
Q Serve(g_s), s		23.6	23.7	15.6	31.6	14.5	6.1
Cycle Q Clear(g_c), s		23.6	23.7	15.6	31.6	14.5	6.1
Prop In Lane			0.14	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		2468	1322	230	4251	159	513
V/C Ratio(X)		0.44	0.44	0.92	0.62	0.86	0.20
Avail Cap(c_a), veh/h		2468	1322	294	4251	261	674
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		9.4	9.4	78.3	4.4	85.3	65.7
Incr Delay (d2), s/veh		0.6	1.1	27.9	0.7	14.4	0.2
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		11.0	12.0	12.7	14.5	7.8	5.0
LnGrp Delay(d),s/veh		9.9	10.4	106.2	5.1	99.7	65.9
LnGrp LOS		A	B	F	A	F	E
Approach Vol, veh/h		1663			2853	242	
Approach Delay, s/veh		10.1			12.6	85.1	
Approach LOS		B			B	F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		167.0		23.0	20.9	146.0		
Change Period (Y+Rc), s		5.0		6.0	3.0	5.0		
Max Green Setting (Gmax), s		131.0		28.0	25.0	123.0		
Max Q Clear Time (g_c+I1), s		33.6		16.5	17.6	25.7		
Green Ext Time (p_c), s		96.8		0.6	0.3	96.8		

Intersection Summary	
HCM 2010 Ctrl Delay	15.4
HCM 2010 LOS	B

Notes



Lane Group	EBU	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	74	1663	211	2642	137	105
v/c Ratio	0.61	0.45	0.74	0.71	0.74	0.16
Control Delay	105.6	10.4	27.2	14.9	104.6	20.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	105.6	10.4	27.2	14.9	104.6	20.0
Queue Length 50th (ft)	92	258	40	591	169	19
Queue Length 95th (ft)	151	398	147	799	245	46
Internal Link Dist (ft)		2282		433	921	
Turn Bay Length (ft)	160		145			120
Base Capacity (vph)	157	3709	381	3745	260	800
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.45	0.55	0.71	0.53	0.13

Intersection Summary

Intersection	
Int Delay, s/veh	31.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1580	20	145	2685	25	25
Future Vol, veh/h	1580	20	145	2685	25	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	110	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	1629	21	149	2768	26	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1649	0	3045	825
Stage 1	-	-	-	-	1639	-
Stage 2	-	-	-	-	1406	-
Critical Hdwy	-	-	5.38	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.14	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	184	-	~ 25	271
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	171	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	184	-	~ 5	271
Mov Cap-2 Maneuver	-	-	-	-	~ 5	-
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	33	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.9	$ 2607
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	10	-	-	184	-
HCM Lane V/C Ratio	5.155	-	-	0.812	-
HCM Control Delay (s)	$ 2607	-	-	76.9	-
HCM Lane LOS	F	-	-	F	-
HCM 95th %tile Q(veh)	7.7	-	-	5.6	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	23.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1570	35	290	2830	0	75
Future Vol, veh/h	1570	35	290	2830	0	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	315	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	1635	36	302	2948	0	78

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1672	0	-	836
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.38	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.14	-	-	3.92
Pot Cap-1 Maneuver	-	-	~ 179	-	0	267
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	~ 179	-	-	267
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	35.1	24
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	267	-	-	~ 179	-
HCM Lane V/C Ratio	0.293	-	-	1.688	-
HCM Control Delay (s)	24	-	-	$ 377.8	-
HCM Lane LOS	C	-	-	F	-
HCM 95th %tile Q(veh)	1.2	-	-	20.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1265	380	535	3120	0	0
Future Volume (vph)	1265	380	535	3120	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0	4.0		
Lane Util. Factor	0.91		0.97	0.91		
Frt	0.97		1.00	1.00		
Flt Protected	1.00		0.95	1.00		
Satd. Flow (prot)	4815		3367	4988		
Flt Permitted	1.00		0.95	1.00		
Satd. Flow (perm)	4815		3367	4988		
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	1304	392	552	3216	0	0
RTOR Reduction (vph)	41	0	0	0	0	0
Lane Group Flow (vph)	1655	0	552	3216	0	0
Heavy Vehicles (%)	4%	4%	4%	4%	3%	3%
Turn Type	NA		Prot	NA		
Protected Phases	6		5	Free		
Permitted Phases						
Actuated Green, G (s)	54.8		21.2	90.0		
Effective Green, g (s)	54.8		21.2	90.0		
Actuated g/C Ratio	0.61		0.24	1.00		
Clearance Time (s)	7.0		7.0			
Vehicle Extension (s)	3.0		3.0			
Lane Grp Cap (vph)	2931		793	4988		
v/s Ratio Prot	0.34		0.16	0.64		
v/s Ratio Perm						
v/c Ratio	0.56		0.70	0.64		
Uniform Delay, d1	10.5		31.5	0.0		
Progression Factor	1.00		1.00	1.00		
Incremental Delay, d2	0.8		0.2	0.4		
Delay (s)	11.3		31.7	0.4		
Level of Service	B		C	A		
Approach Delay (s)	11.3			5.0	0.0	
Approach LOS	B			A	A	

Intersection Summary			
HCM 2000 Control Delay	6.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBT	WBL	WBT
Lane Group Flow (vph)	1696	552	3216
v/c Ratio	0.57	0.70	0.64
Control Delay	11.3	31.5	0.4
Queue Delay	0.0	0.0	0.0
Total Delay	11.3	31.5	0.4
Queue Length 50th (ft)	182	159	0
Queue Length 95th (ft)	264	m145	m0
Internal Link Dist (ft)	321		363
Turn Bay Length (ft)		230	
Base Capacity (vph)	2971	1047	4988
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.57	0.53	0.64

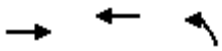
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1230	435	0	2155	840	0
Future Volume (vph)	1230	435	0	2155	840	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0			7.0	7.0	
Lane Util. Factor	0.91			0.95	0.97	
Frt	0.96			1.00	1.00	
Flt Protected	1.00			1.00	0.95	
Satd. Flow (prot)	4792			3471	3400	
Flt Permitted	1.00			1.00	0.95	
Satd. Flow (perm)	4792			3471	3400	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1323	468	0	2317	903	0
RTOR Reduction (vph)	35	0	0	0	0	0
Lane Group Flow (vph)	1756	0	0	2317	903	0
Heavy Vehicles (%)	4%	4%	4%	4%	3%	3%
Turn Type	NA			NA	Prot	
Protected Phases	6			2	4	
Permitted Phases						
Actuated Green, G (s)	120.0			120.0	46.0	
Effective Green, g (s)	120.0			120.0	46.0	
Actuated g/C Ratio	0.67			0.67	0.26	
Clearance Time (s)	7.0			7.0	7.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	3194			2314	868	
v/s Ratio Prot	0.37			c0.67	c0.27	
v/s Ratio Perm						
v/c Ratio	0.55			1.00	1.04	
Uniform Delay, d1	15.8			30.0	67.0	
Progression Factor	0.74			0.91	1.00	
Incremental Delay, d2	0.7			15.9	41.5	
Delay (s)	12.4			43.3	108.5	
Level of Service	B			D	F	
Approach Delay (s)	12.4			43.3	108.5	
Approach LOS	B			D	F	

Intersection Summary			
HCM 2000 Control Delay	44.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	95.2%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBT	WBT	NBL
Lane Group Flow (vph)	1791	2317	903
v/c Ratio	0.55	1.00	1.04
Control Delay	11.7	42.3	104.7
Queue Delay	0.0	3.7	0.0
Total Delay	11.7	46.0	104.7
Queue Length 50th (ft)	346	985	~590
Queue Length 95th (ft)	356	998	#727
Internal Link Dist (ft)	330	146	377
Turn Bay Length (ft)			
Base Capacity (vph)	3230	2314	868
Starvation Cap Reductn	0	31	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.55	1.01	1.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↱			↱		
Traffic Vol, veh/h	0	1505	95	0	2155	270	0	25	0	0
Future Vol, veh/h	0	1505	95	0	2155	270	0	25	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2
Mvmt Flow	0	1636	103	0	2342	293	0	27	0	0

Major/Minor	Major1			Major2			Minor1			
Conflicting Flow All	-	0	0	-	-	0	-	870		
Stage 1	-	-	-	-	-	-	-	-		
Stage 2	-	-	-	-	-	-	-	-		
Critical Hdwy	-	-	-	-	-	-	-	7.14		
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-		
Follow-up Hdwy	-	-	-	-	-	-	-	3.92		
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	253		
Stage 1	0	-	-	0	-	-	0	-		
Stage 2	0	-	-	0	-	-	0	-		
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	253		
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-		
Stage 1	-	-	-	-	-	-	-	-		
Stage 2	-	-	-	-	-	-	-	-		

Approach	EB	WB	NB
HCM Control Delay, s	0	0	20.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR
Capacity (veh/h)	253	-	-	-	-
HCM Lane V/C Ratio	0.107	-	-	-	-
HCM Control Delay (s)	20.9	-	-	-	-
HCM Lane LOS	C	-	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-	-

Intersection	
Int Delay, s/veh	8.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	90	1440	2260	30	5	165
Future Vol, veh/h	90	1440	2260	30	5	165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	65
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	97	1548	2430	32	5	177

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	2462	0	-	0	3259	1231
Stage 1	-	-	-	-	2446	-
Stage 2	-	-	-	-	813	-
Critical Hdwy	4.18	-	-	-	6.29	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	2.24	-	-	-	3.67	3.32
Pot Cap-1 Maneuver	180	-	-	-	11	~ 169
Stage 1	-	-	-	-	50	-
Stage 2	-	-	-	-	369	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	180	-	-	-	~ 5	~ 169
Mov Cap-2 Maneuver	-	-	-	-	~ 5	-
Stage 1	-	-	-	-	50	-
Stage 2	-	-	-	-	170	-

Approach	EB	WB	SB
HCM Control Delay, s	2.7	0	173.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	180	-	-	-	5	169
HCM Lane V/C Ratio	0.538	-	-	-	1.075	1.05
HCM Control Delay (s)	46.1	-	-	-	$ 1332.4	138.5
HCM Lane LOS	E	-	-	-	F	F
HCM 95th %tile Q(veh)	2.8	-	-	-	1.4	8.7

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

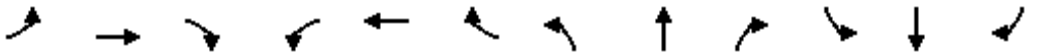
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1405	35	35	2290	0	50
Future Vol, veh/h	1405	35	35	2290	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	110	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	1511	38	38	2462	0	54

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1548	0	-	774
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.18	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.24	-	-	3.32
Pot Cap-1 Maneuver	-	-	415	-	0	341
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	415	-	-	341
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	17.5
HCM LOS			C

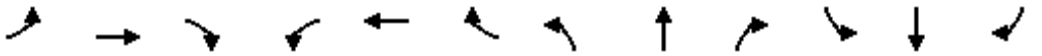
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	341	-	-	415	-
HCM Lane V/C Ratio	0.158	-	-	0.091	-
HCM Control Delay (s)	17.5	-	-	14.5	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.6	-	-	0.3	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1432	29	0	2190	24	0	0	13	0	0	200
Future Volume (vph)	0	1432	29	0	2190	24	0	0	13	0	0	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0				4.0			4.0
Lane Util. Factor		0.95			0.95				1.00			1.00
Frpb, ped/bikes		1.00			1.00				1.00			0.96
Flpb, ped/bikes		1.00			1.00				1.00			1.00
Frt		1.00			1.00				0.86			0.86
Flt Protected		1.00			1.00				1.00			1.00
Satd. Flow (prot)		3461			3466				1611			1545
Flt Permitted		1.00			1.00				1.00			1.00
Satd. Flow (perm)		3461			3466				1611			1545
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	0	1446	29	0	2212	24	0	0	13	0	0	202
RTOR Reduction (vph)	0	2	0	0	1	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1473	0	0	2235	0	0	0	13	0	0	202
Confl. Peds. (#/hr)												100
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Turn Type		NA			NA				Free			Free
Protected Phases		6			2							
Permitted Phases									Free			Free
Actuated Green, G (s)		62.0			62.0				90.0			90.0
Effective Green, g (s)		62.0			62.0				90.0			90.0
Actuated g/C Ratio		0.69			0.69				1.00			1.00
Clearance Time (s)		5.0			5.0							
Vehicle Extension (s)		3.0			3.0							
Lane Grp Cap (vph)		2384			2387				1611			1545
v/s Ratio Prot		0.43			c0.64							
v/s Ratio Perm									0.01			c0.13
v/c Ratio		0.62			0.94				0.01			0.13
Uniform Delay, d1		7.6			12.3				0.0			0.0
Progression Factor		1.41			0.88				1.00			1.00
Incremental Delay, d2		1.2			4.7				0.0			0.2
Delay (s)		11.9			15.6				0.0			0.2
Level of Service		B			B				A			A
Approach Delay (s)		11.9			15.6			0.0			0.2	
Approach LOS		B			B			A			A	

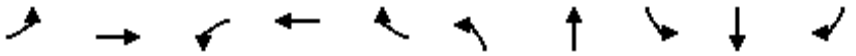
Intersection Summary			
HCM 2000 Control Delay	13.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	65.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	1235	90	50	1500	85	370	110	75	85	200	315
Future Volume (vph)	160	1235	90	50	1500	85	370	110	75	85	200	315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	0.97	1.00		1.00	0.95	0.95
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.94		1.00	0.96	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1736	3436		1736	3471	1553	3433	1749		1770	1699	1504
Flt Permitted	0.04	1.00		0.13	1.00	1.00	0.37	1.00		0.19	1.00	1.00
Satd. Flow (perm)	81	3436		240	3471	1553	1338	1749		357	1699	1504
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	172	1328	97	54	1613	91	398	118	81	91	215	339
RTOR Reduction (vph)	0	3	0	0	0	43	0	14	0	0	7	122
Lane Group Flow (vph)	172	1422	0	54	1613	48	398	185	0	91	286	139
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4			8		8
Actuated Green, G (s)	104.8	104.8		94.8	94.8	94.8	35.2	35.2		32.1	32.1	32.1
Effective Green, g (s)	104.8	104.8		94.8	94.8	94.8	35.2	35.2		32.1	32.1	32.1
Actuated g/C Ratio	0.58	0.58		0.53	0.53	0.53	0.20	0.20		0.18	0.18	0.18
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	183	2000		166	1828	817	428	342		151	302	268
v/s Ratio Prot	c0.08	0.41		0.01	c0.46		c0.07	0.11		0.04	c0.17	
v/s Ratio Perm	c0.47			0.16		0.03	c0.11			0.07		0.09
v/c Ratio	0.94	0.71		0.33	0.88	0.06	0.93	0.54		0.60	0.95	0.52
Uniform Delay, d1	61.0	26.8		41.5	37.7	20.8	73.4	65.1		64.9	73.1	66.9
Progression Factor	1.35	0.54		0.70	0.71	0.04	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	43.7	1.8		1.0	5.7	0.1	26.5	1.8		6.6	37.2	1.7
Delay (s)	126.0	16.4		30.0	32.4	1.0	99.9	66.9		71.5	110.3	68.6
Level of Service	F	B		C	C	A	F	E		E	F	E
Approach Delay (s)		28.2			30.7			88.9			88.0	
Approach LOS		C			C			F			F	

Intersection Summary			
HCM 2000 Control Delay	45.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	97.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	172	1425	54	1613	91	398	199	91	293	261
v/c Ratio	0.95	0.70	0.31	0.88	0.10	0.93	0.56	0.60	0.95	0.67
Control Delay	113.0	16.3	24.5	32.9	0.2	103.5	66.5	80.9	108.6	37.8
Queue Delay	14.2	6.7	0.0	2.9	0.0	0.0	0.0	0.0	28.1	1.5
Total Delay	127.2	23.0	24.5	35.8	0.2	103.5	66.5	80.9	136.8	39.3
Queue Length 50th (ft)	173	351	23	915	0	224	197	94	353	131
Queue Length 95th (ft)	#324	367	m38	980	m0	#334	292	155	#551	249
Internal Link Dist (ft)		197		260			920		920	
Turn Bay Length (ft)	215		150			120		100		100
Base Capacity (vph)	184	2026	175	1828	878	427	355	157	318	397
Starvation Cap Reductn	12	554	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	132	0	0	0	0	38	42
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.97	0.31	0.95	0.10	0.93	0.56	0.58	1.05	0.74

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Int Delay, s/veh	195.7

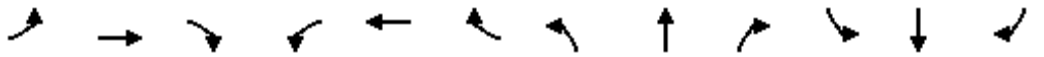
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	1320	45	5	1560	35	50	5	20	10	5	30
Future Vol, veh/h	20	1320	45	5	1560	35	50	5	20	10	5	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	22	1483	51	6	1753	39	56	6	22	11	6	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1792	0	0	1534	0	0	2443	3356	767	2573	3363	896
Stage 1	-	-	-	-	-	-	1553	1553	-	1784	1784	-
Stage 2	-	-	-	-	-	-	890	1803	-	789	1579	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	333	-	-	420	-	-	~ 16	8	345	13	8	283
Stage 1	-	-	-	-	-	-	118	173	-	85	133	-
Stage 2	-	-	-	-	-	-	304	130	-	350	168	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	333	-	-	420	-	-	~ 4	7	345	~ 4	7	283
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 4	7	-	~ 4	7	-
Stage 1	-	-	-	-	-	-	110	162	-	79	131	-
Stage 2	-	-	-	-	-	-	253	128	-	295	157	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	$ 7062.5	$ 1723.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	6	333	-	-	420	-	-	14
HCM Lane V/C Ratio	14.045	0.067	-	-	0.013	-	-	3.612
HCM Control Delay (s)	$ 7062.5	16.6	-	-	13.7	-	-	$ 1723.3
HCM Lane LOS	F	C	-	-	B	-	-	F
HCM 95th %tile Q(veh)	12.3	0.2	-	-	0	-	-	7.2

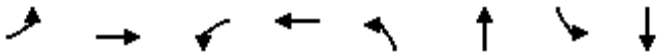
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	1285	45	15	1390	5	200	15	25	15	10	10
Future Volume (veh/h)	20	1285	45	15	1390	5	200	15	25	15	10	10
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1900	1827	1827	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	21	1353	47	16	1463	5	211	16	26	16	11	11
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	168	2054	71	211	2346	8	404	174	283	385	233	233
Arrive On Green	0.60	0.60	0.60	0.03	0.66	0.66	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	352	3423	119	1740	3548	12	1384	640	1040	1359	856	856
Grp Volume(v), veh/h	21	685	715	16	715	753	211	0	42	16	0	22
Grp Sat Flow(s),veh/h/ln	352	1736	1806	1740	1736	1825	1384	0	1679	1359	0	1712
Q Serve(g_s), s	7.3	47.0	47.2	0.0	42.8	42.8	23.9	0.0	3.4	1.6	0.0	1.7
Cycle Q Clear(g_c), s	50.1	47.0	47.2	0.0	42.8	42.8	25.6	0.0	3.4	5.0	0.0	1.7
Prop In Lane	1.00		0.07	1.00		0.01	1.00		0.62	1.00		0.50
Lane Grp Cap(c), veh/h	168	1041	1084	211	1147	1206	404	0	457	385	0	466
V/C Ratio(X)	0.13	0.66	0.66	0.08	0.62	0.62	0.52	0.00	0.09	0.04	0.00	0.05
Avail Cap(c_a), veh/h	168	1041	1084	211	1147	1206	404	0	457	385	0	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.9	23.8	23.8	39.1	17.6	17.6	57.7	0.0	48.9	50.7	0.0	48.3
Incr Delay (d2), s/veh	1.5	3.3	3.2	0.2	2.6	2.4	4.8	0.0	0.4	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	23.4	24.4	0.5	21.3	22.3	9.7	0.0	1.6	0.6	0.0	0.8
LnGrp Delay(d),s/veh	40.5	27.1	27.0	39.3	20.1	20.0	62.5	0.0	49.3	50.9	0.0	48.5
LnGrp LOS	D	C	C	D	C	C	E		D	D		D
Approach Vol, veh/h		1421			1484			253			38	
Approach Delay, s/veh		27.2			20.3			60.3			49.5	
Approach LOS		C			C			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		125.0		55.0	11.0	114.0		55.0
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s		119.0		49.0	5.0	108.0		49.0
Max Q Clear Time (g_c+I1), s		44.8		27.6	2.0	52.1		7.0
Green Ext Time (p_c), s		26.4		0.8	2.6	23.0		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	26.9
HCM 2010 LOS	C



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	21	1400	16	1468	211	42	16	22
v/c Ratio	0.16	0.65	0.08	0.64	0.56	0.09	0.04	0.05
Control Delay	6.7	6.2	12.7	19.5	63.0	23.9	48.9	30.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.7	6.2	12.7	19.5	63.0	23.9	48.9	30.1
Queue Length 50th (ft)	3	124	6	512	216	14	14	10
Queue Length 95th (ft)	m5	134	16	580	313	49	37	36
Internal Link Dist (ft)		561		851		960		180
Turn Bay Length (ft)	110		110		175			
Base Capacity (vph)	129	2157	189	2292	376	478	370	477
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.65	0.08	0.64	0.56	0.09	0.04	0.05

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Alternative 2

AM Peak Hour

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	5	1920	35	135	1470	195	305
Future Volume (veh/h)	5	1920	35	135	1470	195	305
Number		6	16	5	2	7	14
Initial Q (Qb), veh		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)			1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1827	1900	1827	1827	1863	1863
Adj Flow Rate, veh/h		2065	38	145	1581	210	328
Adj No. of Lanes		3	0	1	3	1	2
Peak Hour Factor		0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %		4	4	4	4	2	2
Cap, veh/h		3656	67	164	4022	241	561
Arrive On Green		0.73	0.73	0.07	0.81	0.14	0.14
Sat Flow, veh/h		5207	93	1740	5152	1774	2787
Grp Volume(v), veh/h		1361	742	145	1581	210	328
Grp Sat Flow(s),veh/h/ln		1663	1811	1740	1663	1774	1393
Q Serve(g_s), s		36.2	36.3	10.1	17.1	22.0	20.2
Cycle Q Clear(g_c), s		36.2	36.3	10.1	17.1	22.0	20.2
Prop In Lane			0.05	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		2411	1313	164	4022	241	561
V/C Ratio(X)		0.56	0.57	0.88	0.39	0.87	0.58
Avail Cap(c_a), veh/h		2411	1313	298	4022	373	769
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		12.2	12.2	77.0	5.2	80.5	68.7
Incr Delay (d2), s/veh		1.0	1.8	14.1	0.3	13.0	1.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		16.8	18.6	8.2	7.9	11.7	15.6
LnGrp Delay(d),s/veh		13.1	13.9	91.0	5.5	93.5	69.7
LnGrp LOS		B	B	F	A	F	E
Approach Vol, veh/h		2103			1726	538	
Approach Delay, s/veh		13.4			12.7	79.0	
Approach LOS		B			B	E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		158.2		31.8	15.4	142.8		
Change Period (Y+Rc), s		5.0		6.0	3.0	5.0		
Max Green Setting (Gmax), s		131.0		40.0	27.0	109.0		
Max Q Clear Time (g_c+I1), s		19.1		24.0	12.1	38.3		
Green Ext Time (p_c), s		111.3		1.8	0.3	70.4		

Intersection Summary	
HCM 2010 Ctrl Delay	21.2
HCM 2010 LOS	C

Notes



Lane Group	EBU	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	5	2103	145	1581	210	328
v/c Ratio	0.09	0.60	0.67	0.40	0.81	0.45
Control Delay	92.0	17.2	42.5	7.6	101.2	57.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.0	17.2	42.5	7.6	101.2	57.2
Queue Length 50th (ft)	6	473	73	193	258	189
Queue Length 95th (ft)	24	669	161	332	346	218
Internal Link Dist (ft)		2282		433	921	
Turn Bay Length (ft)	160		145			120
Base Capacity (vph)	56	3481	318	3914	372	901
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.60	0.46	0.40	0.56	0.36

Intersection Summary

Intersection	
Int Delay, s/veh	221.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2185	40	50	1550	55	95
Future Vol, veh/h	2185	40	50	1550	55	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	110	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	2401	44	55	1703	60	104

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2445	0	3214	1223
Stage 1	-	-	-	-	2423	-
Stage 2	-	-	-	-	791	-
Critical Hdwy	-	-	5.38	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.14	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	72	-	~ 20	147
Stage 1	-	-	-	-	~ 30	-
Stage 2	-	-	-	-	369	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	72	-	~ 5	147
Mov Cap-2 Maneuver	-	-	-	-	~ 5	-
Stage 1	-	-	-	-	~ 30	-
Stage 2	-	-	-	-	87	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.5	$ 5822.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	13	-	-	72	-
HCM Lane V/C Ratio	12.68	-	-	0.763	-
HCM Control Delay (s)	$ 5822.9	-	-	143.2	-
HCM Lane LOS	F	-	-	F	-
HCM 95th %tile Q(veh)	21.8	-	-	3.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	22.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2250	30	50	1600	0	250
Future Vol, veh/h	2250	30	50	1600	0	250
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	320	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	2320	31	52	1649	0	258

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2351	0	-	1175
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.38	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.14	-	-	3.92
Pot Cap-1 Maneuver	-	-	80	-	0	~ 158
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	80	-	-	~ 158
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.3	$ 361.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	158	-	-	80	-
HCM Lane V/C Ratio	1.631	-	-	0.644	-
HCM Control Delay (s)	$ 361.9	-	-	109.4	-
HCM Lane LOS	F	-	-	F	-
HCM 95th %tile Q(veh)	17.9	-	-	3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2150	350	305	1650	0	0
Future Volume (vph)	2150	350	305	1650	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0	4.0		
Lane Util. Factor	0.91		0.97	0.91		
Frt	0.98		1.00	1.00		
Flt Protected	1.00		0.95	1.00		
Satd. Flow (prot)	4883		3367	4988		
Flt Permitted	1.00		0.95	1.00		
Satd. Flow (perm)	4883		3367	4988		
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	2216	361	314	1701	0	0
RTOR Reduction (vph)	10	0	0	0	0	0
Lane Group Flow (vph)	2567	0	314	1701	0	0
Heavy Vehicles (%)	4%	4%	4%	4%	3%	3%
Turn Type	NA		Prot	NA		
Protected Phases	6		5	Free		
Permitted Phases						
Actuated Green, G (s)	143.8		22.2	180.0		
Effective Green, g (s)	143.8		22.2	180.0		
Actuated g/C Ratio	0.80		0.12	1.00		
Clearance Time (s)	7.0		7.0			
Vehicle Extension (s)	3.0		3.0			
Lane Grp Cap (vph)	3900		415	4988		
v/s Ratio Prot	c0.53		c0.09	0.34		
v/s Ratio Perm						
v/c Ratio	0.66		0.76	0.34		
Uniform Delay, d1	7.7		76.3	0.0		
Progression Factor	1.00		0.87	1.00		
Incremental Delay, d2	0.9		6.9	0.2		
Delay (s)	8.6		72.9	0.2		
Level of Service	A		E	A		
Approach Delay (s)	8.6			11.5	0.0	
Approach LOS	A			B	A	

Intersection Summary			
HCM 2000 Control Delay	9.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



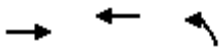
Lane Group	EBT	WBL	WBT
Lane Group Flow (vph)	2577	314	1701
v/c Ratio	0.66	0.75	0.34
Control Delay	8.9	76.4	0.2
Queue Delay	0.0	0.0	0.0
Total Delay	8.9	76.4	0.2
Queue Length 50th (ft)	408	192	0
Queue Length 95th (ft)	526	232	0
Internal Link Dist (ft)	321		363
Turn Bay Length (ft)		230	
Base Capacity (vph)	3909	579	4988
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.66	0.54	0.34

Intersection Summary



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1735	715	0	1290	235	0
Future Volume (vph)	1735	715	0	1290	235	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0			7.0	7.0	
Lane Util. Factor	0.91			0.95	0.97	
Frt	0.96			1.00	1.00	
Flt Protected	1.00			1.00	0.95	
Satd. Flow (prot)	4769			3471	3400	
Flt Permitted	1.00			1.00	0.95	
Satd. Flow (perm)	4769			3471	3400	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	1846	761	0	1372	250	0
RTOR Reduction (vph)	34	0	0	0	0	0
Lane Group Flow (vph)	2573	0	0	1372	250	0
Heavy Vehicles (%)	4%	4%	4%	4%	3%	3%
Turn Type	NA			NA	Prot	
Protected Phases	6			2	4	
Permitted Phases						
Actuated Green, G (s)	147.3			147.3	18.7	
Effective Green, g (s)	147.3			147.3	18.7	
Actuated g/C Ratio	0.82			0.82	0.10	
Clearance Time (s)	7.0			7.0	7.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	3902			2840	353	
v/s Ratio Prot	c0.54			0.40	c0.07	
v/s Ratio Perm						
v/c Ratio	0.66			0.48	0.71	
Uniform Delay, d1	6.5			4.9	78.0	
Progression Factor	0.07			0.07	1.00	
Incremental Delay, d2	0.8			0.4	6.4	
Delay (s)	1.2			0.7	84.4	
Level of Service	A			A	F	
Approach Delay (s)	1.2			0.7	84.4	
Approach LOS	A			A	F	

Intersection Summary			
HCM 2000 Control Delay	6.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBT	WBT	NBL
Lane Group Flow (vph)	2607	1372	250
v/c Ratio	0.66	0.48	0.71
Control Delay	1.2	0.8	89.0
Queue Delay	0.0	0.2	0.0
Total Delay	1.3	1.0	89.0
Queue Length 50th (ft)	24	12	150
Queue Length 95th (ft)	29	23	195
Internal Link Dist (ft)	330	146	377
Turn Bay Length (ft)			
Base Capacity (vph)	3936	2840	491
Starvation Cap Reductn	152	611	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.69	0.62	0.51

Intersection Summary

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↱			↱		
Traffic Vol, veh/h	0	1965	130	0	1290	450	0	20	0	0
Future Vol, veh/h	0	1965	130	0	1290	450	0	20	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2
Mvmt Flow	0	2005	133	0	1316	459	0	20	0	0

Major/Minor	Major1			Major2			Minor1			
Conflicting Flow All	-	0	0	-	-	0	-	1069		
Stage 1	-	-	-	-	-	-	-	-		
Stage 2	-	-	-	-	-	-	-	-		
Critical Hdwy	-	-	-	-	-	-	-	7.14		
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-		
Follow-up Hdwy	-	-	-	-	-	-	-	3.92		
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	187		
Stage 1	0	-	-	0	-	-	0	-		
Stage 2	0	-	-	0	-	-	0	-		
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	187		
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-		
Stage 1	-	-	-	-	-	-	-	-		
Stage 2	-	-	-	-	-	-	-	-		

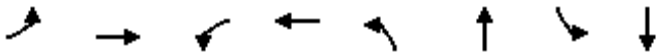
Approach	EB	WB	NB
HCM Control Delay, s	0	0	26.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR
Capacity (veh/h)	187	-	-	-	-
HCM Lane V/C Ratio	0.109	-	-	-	-
HCM Control Delay (s)	26.6	-	-	-	-
HCM Lane LOS	D	-	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	1855	10	50	1630	20	40	0	105	30	0	70
Future Volume (veh/h)	90	1855	10	50	1630	20	40	0	105	30	0	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1900	1827	1827	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	98	2016	11	54	1772	0	43	0	114	33	0	76
Adj No. of Lanes	1	3	0	1	2	0	1	1	0	1	1	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
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	117	3299	18	116	2235	0	138	0	123	138	0	123
Arrive On Green	0.07	0.64	0.64	0.07	0.64	0.00	0.08	0.00	0.08	0.08	0.00	0.08
Sat Flow, veh/h	1740	5119	28	1740	3563	0	1774	0	1583	1774	0	1583
Grp Volume(v), veh/h	98	1309	718	54	1772	0	43	0	114	33	0	76
Grp Sat Flow(s),veh/h/ln	1740	1663	1822	1740	1736	0	1774	0	1583	1774	0	1583
Q Serve(g_s), s	10.0	41.6	41.6	5.4	66.9	0.0	4.1	0.0	12.9	3.1	0.0	8.4
Cycle Q Clear(g_c), s	10.0	41.6	41.6	5.4	66.9	0.0	4.1	0.0	12.9	3.1	0.0	8.4
Prop In Lane	1.00		0.02	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	117	2143	1174	116	2235	0	138	0	123	138	0	123
V/C Ratio(X)	0.84	0.61	0.61	0.47	0.79	0.00	0.31	0.00	0.93	0.24	0.00	0.62
Avail Cap(c_a), veh/h	174	2143	1174	116	2235	0	138	0	123	138	0	123
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	83.0	18.8	18.8	80.9	23.3	0.0	78.4	0.0	82.5	78.0	0.0	80.4
Incr Delay (d2), s/veh	19.6	1.3	2.4	2.9	3.0	0.0	5.8	0.0	63.1	4.1	0.0	21.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	19.3	21.5	2.7	32.9	0.0	2.3	0.0	7.8	1.7	0.0	4.4
LnGrp Delay(d),s/veh	102.6	20.1	21.2	83.8	26.3	0.0	84.2	0.0	145.6	82.0	0.0	101.4
LnGrp LOS	F	C	C	F	C		F		F	F		F
Approach Vol, veh/h		2125			1826			157			109	
Approach Delay, s/veh		24.2			28.0			128.8			95.5	
Approach LOS		C			C			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		20.0	18.0	122.0		20.0	18.1	121.9
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		14.0	12.0	116.0		14.0	18.0	110.0
Max Q Clear Time (g_c+I1), s		14.9	7.4	43.6		10.4	12.0	68.9
Green Ext Time (p_c), s		0.0	0.1	28.4		0.1	0.1	21.4

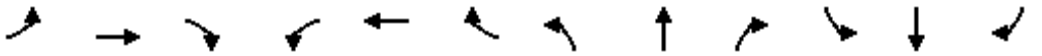
Intersection Summary	
HCM 2010 Ctrl Delay	31.6
HCM 2010 LOS	C



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	98	2027	54	1794	43	114	33	76
v/c Ratio	0.69	0.61	0.51	0.82	0.31	0.40	0.24	0.24
Control Delay	113.0	15.1	78.6	16.4	85.0	4.4	82.8	1.7
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	113.0	15.3	78.6	16.4	85.0	4.4	82.8	1.7
Queue Length 50th (ft)	120	328	64	256	49	0	37	0
Queue Length 95th (ft)	m185	345	m94	276	96	0	79	0
Internal Link Dist (ft)		105		273		922		920
Turn Bay Length (ft)	200		110		120			
Base Capacity (vph)	173	3311	115	2178	137	283	137	322
Starvation Cap Reductn	0	533	0	0	0	0	0	0
Spillback Cap Reductn	0	140	0	0	0	4	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.73	0.47	0.82	0.31	0.41	0.24	0.24

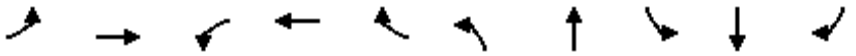
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	1700	60	10	1335	20	220	240	20	25	140	85
Future Volume (vph)	235	1700	60	10	1335	20	220	240	20	25	140	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	0.97	1.00		1.00	0.95	0.95
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.99		1.00	0.99	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1736	3453		1736	3471	1553	3433	1842		1770	1754	1504
Flt Permitted	0.10	1.00		0.07	1.00	1.00	0.35	1.00		0.29	1.00	1.00
Satd. Flow (perm)	175	3453		134	3471	1553	1278	1842		546	1754	1504
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	240	1735	61	10	1362	20	224	245	20	26	143	87
RTOR Reduction (vph)	0	1	0	0	0	9	0	2	0	0	2	67
Lane Group Flow (vph)	240	1795	0	10	1362	11	224	263	0	26	150	11
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4			8		8
Actuated Green, G (s)	126.5	118.3		100.5	98.3	98.3	41.5	32.5		29.5	26.5	26.5
Effective Green, g (s)	126.5	118.3		100.5	98.3	98.3	41.5	32.5		29.5	26.5	26.5
Actuated g/C Ratio	0.70	0.66		0.56	0.55	0.55	0.23	0.18		0.16	0.15	0.15
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	315	2269		94	1895	848	402	332		109	258	221
v/s Ratio Prot	c0.09	c0.52		0.00	0.39		c0.03	c0.14		0.00	0.09	
v/s Ratio Perm	0.44			0.06		0.01	0.10			0.03		0.01
v/c Ratio	0.76	0.79		0.11	0.72	0.01	0.56	0.79		0.24	0.58	0.05
Uniform Delay, d1	38.8	22.0		22.8	30.5	18.7	58.6	70.5		64.4	71.6	66.0
Progression Factor	1.72	0.31		0.84	0.81	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	8.6	2.4		0.5	2.2	0.0	1.7	12.2		1.1	3.3	0.1
Delay (s)	75.2	9.2		19.6	26.9	18.7	60.3	82.8		65.5	74.9	66.1
Level of Service	E	A		B	C	B	E	F		E	E	E
Approach Delay (s)		17.0			26.7			72.5			71.3	
Approach LOS		B			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	30.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	91.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	240	1796	10	1362	20	224	265	26	152	78
v/c Ratio	0.76	0.75	0.08	0.70	0.02	0.59	0.79	0.21	0.64	0.25
Control Delay	61.1	8.3	10.9	27.4	0.1	65.2	87.5	56.8	84.2	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.1	8.3	10.9	27.4	0.1	65.2	87.5	56.8	84.2	2.2
Queue Length 50th (ft)	127	86	3	637	0	113	305	24	176	0
Queue Length 95th (ft)	203	812	m7	823	m0	150	407	53	256	2
Internal Link Dist (ft)		197		260			920		920	
Turn Bay Length (ft)	215		150			120		100		100
Base Capacity (vph)	376	2385	127	1941	924	377	370	122	313	371
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.75	0.08	0.70	0.02	0.59	0.72	0.21	0.49	0.21

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Int Delay, s/veh	23.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	1610	60	10	1335	15	25	5	10	10	0	30
Future Vol, veh/h	45	1610	60	10	1335	15	25	5	10	10	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	47	1677	63	10	1391	16	26	5	10	10	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1406	0	0	1740	0	0	2518	3229	870	2354	3252	703
Stage 1	-	-	-	-	-	-	1802	1802	-	1419	1419	-
Stage 2	-	-	-	-	-	-	716	1427	-	935	1833	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	471	-	-	349	-	-	~ 14	9	295	19	9	380
Stage 1	-	-	-	-	-	-	82	130	-	144	201	-
Stage 2	-	-	-	-	-	-	387	199	-	285	125	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	471	-	-	349	-	-	~ 12	8	295	~ 8	8	380
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 12	8	-	~ 8	8	-
Stage 1	-	-	-	-	-	-	74	117	-	130	195	-
Stage 2	-	-	-	-	-	-	345	193	-	236	113	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	$ 1323.2	$ 500
HCM LOS			F	F

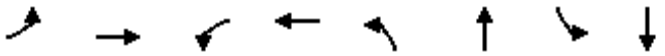
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	15	471	-	-	349	-	-	30
HCM Lane V/C Ratio	2.778	0.1	-	-	0.03	-	-	1.389
HCM Control Delay (s)	$ 1323.2	13.5	-	-	15.6	-	-	$ 500
HCM Lane LOS	F	B	-	-	C	-	-	F
HCM 95th %tile Q(veh)	6	0.3	-	-	0.1	-	-	4.7

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1570	35	15	1150	0	205	15	35	5	5	5
Future Volume (veh/h)	25	1570	35	15	1150	0	205	15	35	5	5	5
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1900	1827	1827	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	27	1670	37	16	1223	0	218	16	37	5	5	5
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	320	2638	58	190	2638	0	276	87	201	237	148	148
Arrive On Green	0.76	0.76	0.76	0.76	0.76	0.00	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	446	3472	77	280	3563	0	1399	501	1158	1346	856	856
Grp Volume(v), veh/h	27	833	874	16	1223	0	218	0	53	5	0	10
Grp Sat Flow(s),veh/h/ln	446	1736	1813	280	1736	0	1399	0	1658	1346	0	1712
Q Serve(g_s), s	4.3	39.9	40.2	5.1	23.5	0.0	27.6	0.0	4.9	0.6	0.0	0.9
Cycle Q Clear(g_c), s	27.8	39.9	40.2	45.3	23.5	0.0	28.5	0.0	4.9	5.5	0.0	0.9
Prop In Lane	1.00		0.04	1.00		0.00	1.00		0.70	1.00		0.50
Lane Grp Cap(c), veh/h	320	1319	1378	190	2638	0	276	0	288	237	0	297
V/C Ratio(X)	0.08	0.63	0.63	0.08	0.46	0.00	0.79	0.00	0.18	0.02	0.00	0.03
Avail Cap(c_a), veh/h	320	1319	1378	190	2638	0	406	0	442	362	0	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.2	10.0	10.0	20.5	8.0	0.0	73.7	0.0	63.5	65.9	0.0	61.8
Incr Delay (d2), s/veh	0.5	2.3	2.2	0.9	0.6	0.0	6.3	0.0	0.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	19.8	20.8	0.4	11.4	0.0	11.2	0.0	2.3	0.2	0.0	0.4
LnGrp Delay(d),s/veh	13.7	12.3	12.3	21.4	8.6	0.0	80.0	0.0	63.8	65.9	0.0	61.9
LnGrp LOS	B	B	B	C	A		E		E	E		E
Approach Vol, veh/h		1734			1239			271			15	
Approach Delay, s/veh		12.3			8.8			76.8			63.2	
Approach LOS		B			A			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		142.8		37.2		142.8		37.2
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		120.0		48.0		120.0		48.0
Max Q Clear Time (g_c+I1), s		47.3		30.5		42.2		7.5
Green Ext Time (p_c), s		64.2		0.7		68.1		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	16.6
HCM 2010 LOS	B



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	27	1707	16	1223	218	53	5	10
v/c Ratio	0.10	0.66	0.12	0.47	0.84	0.16	0.02	0.03
Control Delay	1.6	2.2	10.7	10.3	96.3	23.4	54.6	37.6
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.6	2.4	10.7	10.3	96.3	23.4	54.6	37.6
Queue Length 50th (ft)	1	38	5	272	252	16	5	5
Queue Length 95th (ft)	m2	48	18	396	336	55	17	23
Internal Link Dist (ft)		561		851		960		180
Turn Bay Length (ft)	110		110		175			
Base Capacity (vph)	269	2588	135	2594	373	471	358	463
Starvation Cap Reductn	0	231	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.72	0.12	0.47	0.58	0.11	0.01	0.02

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Alternative 2

PM Peak Hour

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	70	1500	80	200	2510	130	100
Future Volume (veh/h)	70	1500	80	200	2510	130	100
Number		6	16	5	2	7	14
Initial Q (Qb), veh		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)			1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1827	1900	1827	1827	1863	1863
Adj Flow Rate, veh/h		1579	84	211	2642	137	105
Adj No. of Lanes		3	0	1	3	1	2
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %		4	4	4	4	2	2
Cap, veh/h		3599	191	230	4251	159	513
Arrive On Green		0.74	0.74	0.09	0.85	0.09	0.09
Sat Flow, veh/h		5013	258	1740	5152	1774	2787
Grp Volume(v), veh/h		1083	580	211	2642	137	105
Grp Sat Flow(s),veh/h/ln		1663	1781	1740	1663	1774	1393
Q Serve(g_s), s		23.6	23.7	15.6	31.6	14.5	6.1
Cycle Q Clear(g_c), s		23.6	23.7	15.6	31.6	14.5	6.1
Prop In Lane			0.14	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		2468	1322	230	4251	159	513
V/C Ratio(X)		0.44	0.44	0.92	0.62	0.86	0.20
Avail Cap(c_a), veh/h		2468	1322	294	4251	261	674
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		9.4	9.4	78.3	4.4	85.3	65.7
Incr Delay (d2), s/veh		0.6	1.1	27.9	0.7	14.4	0.2
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		11.0	12.0	12.7	14.5	7.8	5.0
LnGrp Delay(d),s/veh		9.9	10.4	106.2	5.1	99.7	65.9
LnGrp LOS		A	B	F	A	F	E
Approach Vol, veh/h		1663			2853	242	
Approach Delay, s/veh		10.1			12.6	85.1	
Approach LOS		B			B	F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		167.0		23.0	20.9	146.0		
Change Period (Y+Rc), s		5.0		6.0	3.0	5.0		
Max Green Setting (Gmax), s		131.0		28.0	25.0	123.0		
Max Q Clear Time (g_c+I1), s		33.6		16.5	17.6	25.7		
Green Ext Time (p_c), s		96.8		0.6	0.3	96.8		

Intersection Summary	
HCM 2010 Ctrl Delay	15.4
HCM 2010 LOS	B

Notes



Lane Group	EBU	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	74	1663	211	2642	137	105
v/c Ratio	0.61	0.45	0.74	0.71	0.74	0.16
Control Delay	105.6	10.4	27.2	14.9	104.6	20.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	105.6	10.4	27.2	14.9	104.6	20.0
Queue Length 50th (ft)	92	258	40	591	169	19
Queue Length 95th (ft)	151	398	147	799	245	46
Internal Link Dist (ft)		2282		433	921	
Turn Bay Length (ft)	160		145			120
Base Capacity (vph)	157	3709	381	3745	260	800
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.45	0.55	0.71	0.53	0.13

Intersection Summary

Intersection	
Int Delay, s/veh	31.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1580	20	145	2685	25	25
Future Vol, veh/h	1580	20	145	2685	25	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	110	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	1629	21	149	2768	26	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1649	0	3045	825
Stage 1	-	-	-	-	1639	-
Stage 2	-	-	-	-	1406	-
Critical Hdwy	-	-	5.38	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	3.14	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	184	-	~ 25	271
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	171	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	184	-	~ 5	271
Mov Cap-2 Maneuver	-	-	-	-	~ 5	-
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	33	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.9	$ 2607
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	10	-	-	184	-
HCM Lane V/C Ratio	5.155	-	-	0.812	-
HCM Control Delay (s)	$ 2607	-	-	76.9	-
HCM Lane LOS	F	-	-	F	-
HCM 95th %tile Q(veh)	7.7	-	-	5.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	23.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1570	35	290	2830	0	75
Future Vol, veh/h	1570	35	290	2830	0	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	315	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	1635	36	302	2948	0	78

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1672	0	-	836
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.38	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.14	-	-	3.92
Pot Cap-1 Maneuver	-	-	~ 179	-	0	267
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	~ 179	-	-	267
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	35.1	24
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	267	-	-	~ 179	-
HCM Lane V/C Ratio	0.293	-	-	1.688	-
HCM Control Delay (s)	24	-	-	$ 377.8	-
HCM Lane LOS	C	-	-	F	-
HCM 95th %tile Q(veh)	1.2	-	-	20.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1265	380	535	3120	0	0
Future Volume (vph)	1265	380	535	3120	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0	4.0		
Lane Util. Factor	0.91		0.97	0.91		
Frt	0.97		1.00	1.00		
Flt Protected	1.00		0.95	1.00		
Satd. Flow (prot)	4815		3367	4988		
Flt Permitted	1.00		0.95	1.00		
Satd. Flow (perm)	4815		3367	4988		
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	1304	392	552	3216	0	0
RTOR Reduction (vph)	41	0	0	0	0	0
Lane Group Flow (vph)	1655	0	552	3216	0	0
Heavy Vehicles (%)	4%	4%	4%	4%	3%	3%
Turn Type	NA		Prot	NA		
Protected Phases	6		5	Free		
Permitted Phases						
Actuated Green, G (s)	54.8		21.2	90.0		
Effective Green, g (s)	54.8		21.2	90.0		
Actuated g/C Ratio	0.61		0.24	1.00		
Clearance Time (s)	7.0		7.0			
Vehicle Extension (s)	3.0		3.0			
Lane Grp Cap (vph)	2931		793	4988		
v/s Ratio Prot	0.34		0.16	0.64		
v/s Ratio Perm						
v/c Ratio	0.56		0.70	0.64		
Uniform Delay, d1	10.5		31.5	0.0		
Progression Factor	1.00		1.00	1.00		
Incremental Delay, d2	0.8		0.2	0.4		
Delay (s)	11.3		31.7	0.4		
Level of Service	B		C	A		
Approach Delay (s)	11.3			5.0	0.0	
Approach LOS	B			A	A	

Intersection Summary			
HCM 2000 Control Delay	6.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBT	WBL	WBT
Lane Group Flow (vph)	1696	552	3216
v/c Ratio	0.57	0.70	0.64
Control Delay	11.3	31.5	0.4
Queue Delay	0.0	0.0	0.0
Total Delay	11.3	31.5	0.4
Queue Length 50th (ft)	182	161	0
Queue Length 95th (ft)	264	m145	m0
Internal Link Dist (ft)	321		363
Turn Bay Length (ft)		230	
Base Capacity (vph)	2971	1047	4988
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.57	0.53	0.64

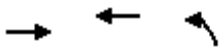
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1230	435	0	2155	840	0
Future Volume (vph)	1230	435	0	2155	840	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0			7.0	7.0	
Lane Util. Factor	0.91			0.95	0.97	
Frt	0.96			1.00	1.00	
Flt Protected	1.00			1.00	0.95	
Satd. Flow (prot)	4792			3471	3400	
Flt Permitted	1.00			1.00	0.95	
Satd. Flow (perm)	4792			3471	3400	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1323	468	0	2317	903	0
RTOR Reduction (vph)	35	0	0	0	0	0
Lane Group Flow (vph)	1756	0	0	2317	903	0
Heavy Vehicles (%)	4%	4%	4%	4%	3%	3%
Turn Type	NA			NA	Prot	
Protected Phases	6			2	4	
Permitted Phases						
Actuated Green, G (s)	120.0			120.0	46.0	
Effective Green, g (s)	120.0			120.0	46.0	
Actuated g/C Ratio	0.67			0.67	0.26	
Clearance Time (s)	7.0			7.0	7.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	3194			2314	868	
v/s Ratio Prot	0.37			c0.67	c0.27	
v/s Ratio Perm						
v/c Ratio	0.55			1.00	1.04	
Uniform Delay, d1	15.8			30.0	67.0	
Progression Factor	0.75			0.18	1.00	
Incremental Delay, d2	0.7			5.9	41.5	
Delay (s)	12.5			11.4	108.5	
Level of Service	B			B	F	
Approach Delay (s)	12.5			11.4	108.5	
Approach LOS	B			B	F	

Intersection Summary			
HCM 2000 Control Delay	29.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	95.2%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBT	WBT	NBL
Lane Group Flow (vph)	1791	2317	903
v/c Ratio	0.55	1.00	1.04
Control Delay	11.8	13.0	104.7
Queue Delay	0.0	21.6	0.0
Total Delay	11.8	34.7	104.7
Queue Length 50th (ft)	347	~211	~590
Queue Length 95th (ft)	358	m204	#727
Internal Link Dist (ft)	330	146	377
Turn Bay Length (ft)			
Base Capacity (vph)	3230	2314	868
Starvation Cap Reductn	0	135	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.55	1.06	1.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

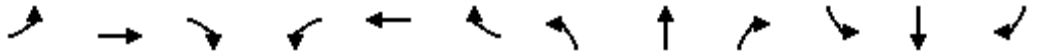
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↱			↱		
Traffic Vol, veh/h	0	1505	95	0	2155	270	0	25	0	0
Future Vol, veh/h	0	1505	95	0	2155	270	0	25	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2
Mvmt Flow	0	1636	103	0	2342	293	0	27	0	0

Major/Minor	Major1			Major2			Minor1			
Conflicting Flow All	-	0	0	-	-	0	-	870		
Stage 1	-	-	-	-	-	-	-	-		
Stage 2	-	-	-	-	-	-	-	-		
Critical Hdwy	-	-	-	-	-	-	-	7.14		
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-		
Follow-up Hdwy	-	-	-	-	-	-	-	3.92		
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	253		
Stage 1	0	-	-	0	-	-	0	-		
Stage 2	0	-	-	0	-	-	0	-		
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	253		
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-		
Stage 1	-	-	-	-	-	-	-	-		
Stage 2	-	-	-	-	-	-	-	-		

Approach	EB	WB	NB
HCM Control Delay, s	0	0	20.9
HCM LOS			C

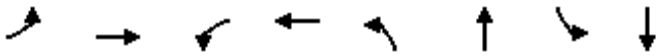
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR
Capacity (veh/h)	253	-	-	-	-
HCM Lane V/C Ratio	0.107	-	-	-	-
HCM Control Delay (s)	20.9	-	-	-	-
HCM Lane LOS	C	-	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	1405	25	35	2030	30	230	0	50	5	0	165
Future Volume (veh/h)	90	1405	25	35	2030	30	230	0	50	5	0	165
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1900	1827	1827	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	98	1527	27	38	2207	0	250	0	54	5	0	179
Adj No. of Lanes	1	3	0	1	2	0	1	1	0	1	1	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
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	97	3139	56	49	2063	0	246	0	220	138	0	123
Arrive On Green	0.06	0.62	0.62	0.03	0.59	0.00	0.14	0.00	0.14	0.08	0.00	0.08
Sat Flow, veh/h	1740	5047	89	1740	3563	0	1774	0	1583	1774	0	1583
Grp Volume(v), veh/h	98	1006	548	38	2207	0	250	0	54	5	0	179
Grp Sat Flow(s),veh/h/ln	1740	1663	1811	1740	1736	0	1774	0	1583	1774	0	1583
Q Serve(g_s), s	10.0	29.5	29.5	3.9	107.0	0.0	25.0	0.0	5.5	0.5	0.0	14.0
Cycle Q Clear(g_c), s	10.0	29.5	29.5	3.9	107.0	0.0	25.0	0.0	5.5	0.5	0.0	14.0
Prop In Lane	1.00		0.05	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	97	2068	1127	49	2063	0	246	0	220	138	0	123
V/C Ratio(X)	1.01	0.49	0.49	0.78	1.07	0.00	1.01	0.00	0.25	0.04	0.00	1.45
Avail Cap(c_a), veh/h	97	2068	1127	87	2063	0	246	0	220	138	0	123
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	85.0	18.4	18.4	86.9	36.5	0.0	77.5	0.0	69.1	76.8	0.0	83.0
Incr Delay (d2), s/veh	95.3	0.8	1.5	23.1	41.4	0.0	61.1	0.0	2.6	0.5	0.0	243.4
Initial Q Delay(d3),s/veh	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	13.8	15.2	2.2	62.9	0.0	16.4	0.0	2.6	0.2	0.0	14.4
LnGrp Delay(d),s/veh	180.4	19.3	19.9	110.0	77.9	0.0	138.7	0.0	71.7	77.3	0.0	326.4
LnGrp LOS	F	B	B	F	F		F		E	E		F
Approach Vol, veh/h		1652			2245			304			184	
Approach Delay, s/veh		29.0			78.5			126.8			319.6	
Approach LOS		C			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		31.0	11.0	118.0		20.0	16.0	113.0
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		25.0	9.0	108.0		14.0	10.0	107.0
Max Q Clear Time (g_c+I1), s		27.0	5.9	31.5		16.0	12.0	109.0
Green Ext Time (p_c), s		0.0	0.0	17.6		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	73.3
HCM 2010 LOS	E



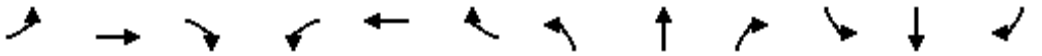
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	98	1554	38	2240	250	54	5	179
v/c Ratio	1.02	0.51	0.49	1.09	1.02	0.13	0.04	0.75
Control Delay	162.0	9.9	108.9	66.9	136.0	0.7	77.6	44.4
Queue Delay	0.0	0.1	0.0	5.3	0.0	0.0	0.0	0.2
Total Delay	162.0	10.0	108.9	72.2	136.0	0.7	77.6	44.6
Queue Length 50th (ft)	~123	222	44	~1546	~311	0	6	60
Queue Length 95th (ft)	#261	228	m60	#1661	#504	0	21	#169
Internal Link Dist (ft)		105		273		922		924
Turn Bay Length (ft)	200		110		120			
Base Capacity (vph)	96	3073	86	2059	245	409	137	240
Starvation Cap Reductn	0	412	0	0	0	0	0	0
Spillback Cap Reductn	0	74	0	81	0	3	0	2
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.58	0.44	1.13	1.02	0.13	0.04	0.75

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

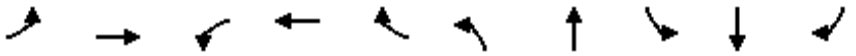
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	1235	90	50	1500	85	140	110	75	85	200	315
Future Volume (vph)	160	1235	90	50	1500	85	140	110	75	85	200	315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	0.97	1.00		1.00	0.95	0.95
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.94		1.00	0.96	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1736	3436		1736	3471	1553	3433	1749		1770	1699	1504
Flt Permitted	0.06	1.00		0.11	1.00	1.00	0.18	1.00		0.34	1.00	1.00
Satd. Flow (perm)	107	3436		195	3471	1553	637	1749		635	1699	1504
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	172	1328	97	54	1613	91	151	118	81	91	215	339
RTOR Reduction (vph)	0	3	0	0	0	41	0	14	0	0	7	103
Lane Group Flow (vph)	172	1422	0	54	1613	50	151	185	0	91	286	158
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4			8		8
Actuated Green, G (s)	122.4	111.6		104.5	99.7	99.7	36.6	30.7		42.6	33.7	33.7
Effective Green, g (s)	122.4	111.6		104.5	99.7	99.7	36.6	30.7		42.6	33.7	33.7
Actuated g/C Ratio	0.68	0.62		0.58	0.55	0.55	0.20	0.17		0.24	0.19	0.19
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	223	2130		154	1922	860	221	298		206	318	281
v/s Ratio Prot	c0.07	0.41		0.01	c0.46		c0.02	0.11		0.02	c0.17	
v/s Ratio Perm	0.45			0.19		0.03	0.12			0.08		0.10
v/c Ratio	0.77	0.67		0.35	0.84	0.06	0.68	0.62		0.44	0.90	0.56
Uniform Delay, d1	58.9	22.2		46.2	33.5	18.5	63.1	69.2		56.0	71.5	66.4
Progression Factor	0.72	0.25		0.66	0.68	0.06	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	13.9	1.5		1.2	3.9	0.1	8.4	4.0		1.5	26.2	2.6
Delay (s)	56.6	7.0		31.5	26.6	1.2	71.5	73.2		57.5	97.7	69.0
Level of Service	E	A		C	C	A	E	E		E	F	E
Approach Delay (s)		12.4			25.4			72.5			80.4	
Approach LOS		B			C			E			F	

Intersection Summary			
HCM 2000 Control Delay	32.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	91.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	172	1425	54	1613	91	151	199	91	293	261
v/c Ratio	0.81	0.66	0.33	0.83	0.10	0.69	0.64	0.44	0.90	0.68
Control Delay	67.3	7.0	15.1	26.4	0.2	72.8	73.2	59.7	98.9	43.2
Queue Delay	0.0	0.0	0.0	1.5	0.0	2.3	0.0	0.0	12.0	1.6
Total Delay	67.3	7.0	15.1	27.9	0.2	75.1	73.2	59.7	110.9	44.8
Queue Length 50th (ft)	128	88	16	431	0	71	201	85	345	156
Queue Length 95th (ft)	#242	630	m25	544	m0	#107	296	138	#503	271
Internal Link Dist (ft)		197		260			920		920	
Turn Bay Length (ft)	215		150			120		100		100
Base Capacity (vph)	228	2158	167	1948	927	219	334	207	356	410
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	170	0	18	0	0	48	50
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.66	0.32	0.91	0.10	0.75	0.60	0.44	0.95	0.72

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Intersection	
Int Delay, s/veh	195.7

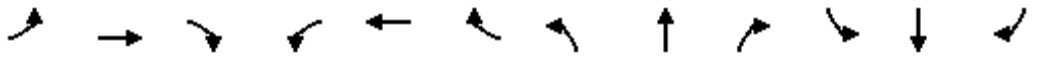
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	1320	45	5	1560	35	50	5	20	10	5	30
Future Vol, veh/h	20	1320	45	5	1560	35	50	5	20	10	5	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	2	2	2
Mvmt Flow	22	1483	51	6	1753	39	56	6	22	11	6	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1792	0	0	1534	0	0	2443	3356	767	2573	3363	896
Stage 1	-	-	-	-	-	-	1553	1553	-	1784	1784	-
Stage 2	-	-	-	-	-	-	890	1803	-	789	1579	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	333	-	-	420	-	-	~ 16	8	345	13	8	283
Stage 1	-	-	-	-	-	-	118	173	-	85	133	-
Stage 2	-	-	-	-	-	-	304	130	-	350	168	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	333	-	-	420	-	-	~ 4	7	345	~ 4	7	283
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 4	7	-	~ 4	7	-
Stage 1	-	-	-	-	-	-	110	162	-	79	131	-
Stage 2	-	-	-	-	-	-	253	128	-	295	157	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	$ 7062.5	$ 1723.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	6	333	-	-	420	-	-	14
HCM Lane V/C Ratio	14.045	0.067	-	-	0.013	-	-	3.612
HCM Control Delay (s)	$ 7062.5	16.6	-	-	13.7	-	-	$ 1723.3
HCM Lane LOS	F	C	-	-	B	-	-	F
HCM 95th %tile Q(veh)	12.3	0.2	-	-	0	-	-	7.2

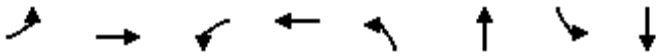
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	1285	45	15	1390	5	200	15	25	15	10	10
Future Volume (veh/h)	20	1285	45	15	1390	5	200	15	25	15	10	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1900	1827	1827	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	21	1353	47	16	1463	5	211	16	26	16	11	11
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	189	2096	73	27	2346	8	404	174	283	385	233	233
Arrive On Green	0.61	0.61	0.61	0.02	0.66	0.66	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	352	3423	119	1740	3548	12	1384	640	1040	1359	856	856
Grp Volume(v), veh/h	21	685	715	16	715	753	211	0	42	16	0	22
Grp Sat Flow(s),veh/h/ln	352	1736	1806	1740	1736	1825	1384	0	1679	1359	0	1712
Q Serve(g_s), s	6.6	45.5	45.7	1.6	42.8	42.8	23.9	0.0	3.4	1.6	0.0	1.7
Cycle Q Clear(g_c), s	40.6	45.5	45.7	1.6	42.8	42.8	25.6	0.0	3.4	5.0	0.0	1.7
Prop In Lane	1.00		0.07	1.00		0.01	1.00		0.62	1.00		0.50
Lane Grp Cap(c), veh/h	189	1063	1106	27	1147	1206	404	0	457	385	0	466
V/C Ratio(X)	0.11	0.64	0.65	0.60	0.62	0.62	0.52	0.00	0.09	0.04	0.00	0.05
Avail Cap(c_a), veh/h	189	1063	1106	77	1147	1206	404	0	457	385	0	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.8	22.3	22.4	88.1	17.6	17.6	57.7	0.0	48.9	50.7	0.0	48.3
Incr Delay (d2), s/veh	1.2	3.0	2.9	19.8	2.6	2.4	4.8	0.0	0.4	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	22.6	23.5	0.9	21.3	22.3	9.7	0.0	1.6	0.6	0.0	0.8
LnGrp Delay(d),s/veh	33.0	25.3	25.3	107.9	20.1	20.0	62.5	0.0	49.3	50.9	0.0	48.5
LnGrp LOS	C	C	C	F	C	C	E		D	D		D
Approach Vol, veh/h		1421			1484			253			38	
Approach Delay, s/veh		25.4			21.0			60.3			49.5	
Approach LOS		C			C			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6		8
Phs Duration (G+Y+Rc), s		55.0	8.8	116.2		55.0		125.0
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s		49.0	8.0	105.0		49.0		119.0
Max Q Clear Time (g_c+I1), s		27.6	3.6	47.7		7.0		44.8
Green Ext Time (p_c), s		0.8	0.0	50.1		0.9		62.5

Intersection Summary	
HCM 2010 Ctrl Delay	26.4
HCM 2010 LOS	C



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	21	1400	16	1468	211	42	16	22
v/c Ratio	0.14	0.66	0.24	0.64	0.56	0.09	0.04	0.05
Control Delay	9.9	11.2	92.1	19.5	63.0	23.9	48.9	30.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.9	11.2	92.1	19.5	63.0	23.9	48.9	30.1
Queue Length 50th (ft)	4	180	19	512	216	14	14	10
Queue Length 95th (ft)	m8	339	48	580	313	49	37	36
Internal Link Dist (ft)		561		851		960		180
Turn Bay Length (ft)	110		110		175			
Base Capacity (vph)	147	2127	77	2292	376	478	370	477
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.66	0.21	0.64	0.56	0.09	0.04	0.05

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Appendix I – Crash Data

CRASH STATISTICS

SR 90/SW 8th Street at SW 76th Avenue		Number of Crashes by Year			3 Year Total Crashes	Mean Crashes Per Year	%
		2012	2013	2014			
CRASH TYPE	Rear End	13	12	12	37	12	49.3%
	Head On	0	0	0	0	0	0.0%
	Angle	4	5	5	14	5	18.7%
	Left Turn	1	0	1	2	1	2.7%
	Right Turn	0	1	0	1	0	1.3%
	Sideswipe	2	5	7	14	5	18.7%
	Backed Into	0	0	0	0	0	0.0%
	Pedestrian	0	0	1	1	0	1.3%
	Bicycle	0	0	1	1	0	1.3%
	Fixed Object	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Impact Attenuator/Crash Cushion	0	0	0	0	0	0.0%
	Bridge Overhead Structure	0	0	0	0	0	0.0%
	Bridge Pier or Support	0	0	0	0	0	0.0%
	Bridge Rail	0	0	0	0	0	0.0%
	Culvert	0	0	0	0	0	0.0%
	Curb	0	0	0	0	0	0.0%
	Ditch	0	0	0	0	0	0.0%
	Embankment	0	0	0	0	0	0.0%
	Guardrail Face	0	0	0	0	0	0.0%
	Guardrail End	0	0	0	0	0	0.0%
	Cable Barrier	0	0	0	0	0	0.0%
	Concrete Traffic Barrier	0	0	0	0	0	0.0%
	Other Traffic Barrier	0	0	0	0	0	0.0%
	Tree (Standing)	0	0	0	0	0	0.0%
	Utility Pole/Light Support	0	0	0	0	0	0.0%
	Traffic Sign Support	0	0	0	0	0	0.0%
	Traffic Signal Support	0	0	0	0	0	0.0%
	Other Post, Pole Or Support	0	0	0	0	0	0.0%
	Fence	0	0	0	0	0	0.0%
	Mailbox	0	0	0	0	0	0.0%
	Other Fixed Object	0	0	0	0	0	0.0%
	Other Non Fixed Object Collisions	*0*	*1*	*0*	*1*	*0*	*1.3%*
	Railway Vehicle (Train, Engine)	0	0	0	0	0	0.0%
	Animal	0	0	0	0	0	0.0%
	Motor Vehicle in Transport	0	0	0	0	0	0.0%
	Parked Motor Vehicle	0	0	0	0	0	0.0%
	Work Zone/Maintenance Equip.	0	0	0	0	0	0.0%
	Struck by Falling/Shifting Cargo	0	0	0	0	0	0.0%
	Other Non-Fixed Object	0	1	0	1	0	1.3%
	Non-Collisions	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Overturn/Rollover	0	0	0	0	0	0.0%
	Fire/Explosion	0	0	0	0	0	0.0%
	Immersion	0	0	0	0	0	0.0%
	Jackknife	0	0	0	0	0	0.0%
	Cargo/Equipment Loss or Shift	0	0	0	0	0	0.0%
	Fell/Jumped from Motor Vehicle	0	0	0	0	0	0.0%
	Thrown or Falling Object	0	0	0	0	0	0.0%
	Ran into Water/Canal	0	0	0	0	0	0.0%
	Other Non-Collision	0	0	0	0	0	0.0%
	Others	1	1	2	4	1	5.3%
	Total Crashes	**21**	**25**	**29**	**75**	**25**	**100.0%**
SEVERITY	PDO Crashes	17	20	26	63	21	84.0%
	Fatal Crashes	0	0	0	0	0	0.0%
	Injury Crashes	4	5	3	12	4	16.0%
LIGHTING CONDITIONS	Daylight	18	21	20	59	20	78.7%
	Dusk	0	0	2	2	1	2.7%
	Dawn	0	0	1	1	0	1.3%
	Dark	3	4	6	13	4	17.3%
	Unknown	0	0	0	0	0	0.0%

CRASH STATISTICS

SR 90/SW 8th Street at SW 76th Avenue		Number of Crashes by Year			3 Year Total Crashes	Mean Crashes Per Year	%
		2012	2013	2014			
SURFACE CONDITIONS	Dry	19	22	29	70	23	93.3%
	Wet	2	3	0	5	2	6.7%
	Others	0	0	0	0	0	0.0%
MONTH OF YEAR	January	2	4	4	10	3	13.3%
	February	1	3	5	9	3	12.0%
	March	1	1	2	4	1	5.3%
	April	1	3	2	6	2	8.0%
	May	1	2	2	5	2	6.7%
	June	3	2	3	8	3	10.7%
	July	2	1	2	5	2	6.7%
	August	1	3	1	5	2	6.7%
	September	4	3	1	8	3	10.7%
	October	2	0	2	4	1	5.3%
	November	2	0	2	4	1	5.3%
	December	1	3	3	7	2	9.3%
DAY OF WEEK	Monday	3	4	7	14	5	18.7%
	Tuesday	5	8	5	18	6	24.0%
	Wednesday	3	2	7	12	4	16.0%
	Thursday	3	4	3	10	3	13.3%
	Friday	5	2	3	10	3	13.3%
	Saturday	1	4	4	9	3	12.0%
	Sunday	1	1	0	2	1	2.7%
HOUR OF DAY	00:00-06:00	0	0	3	3	1	4.0%
	06:00-09:00	2	3	6	11	4	14.7%
	09:00-11:00	0	6	8	14	5	18.7%
	11:00-13:00	4	2	0	6	2	8.0%
	13:00-15:00	2	4	3	9	3	12.0%
	15:00-18:00	9	6	4	19	6	25.3%
	18:00-24:00	4	4	5	13	4	17.3%
CONTRIBUTING CAUSES (VEHICLE ONLY)	No Contributing Action	2	2	4	8	3	10.7%
	Careless or Negligent Manner	10	10	10	30	10	40.0%
	Failed to Yield Right-Of-Way	5	5	4	14	5	18.7%
	Improper Backing	0	0	0	0	0	0.0%
	Improper Turn	0	2	1	3	1	4.0%
	Followed too Closely	1	2	4	7	2	9.3%
	Ran Red Light	0	1	1	2	1	2.7%
	Drove too Fast for Conditions	0	0	0	0	0	0.0%
	Ran Stop Sign	0	0	0	0	0	0.0%
	Improper Passing	0	0	0	0	0	0.0%
	Exceed Posted Speed	0	0	0	0	0	0.0%
	Wrong Side or Wrong Way	0	0	0	0	0	0.0%
	Failed To Keep In Proper Lane	2	1	2	5	2	6.7%
	Ran Off Roadway	0	0	0	0	0	0.0%
	Disregarded Other Traffic Sign	0	0	0	0	0	0.0%
	Disregarded other Road Markings	0	0	0	0	0	0.0%
	Over-Correcting/Over-Steering	0	0	0	0	0	0.0%
	Swerved Or Avoided	0	0	0	0	0	0.0%
	Erratic, Reckless or Aggressive	0	0	0	0	0	0.0%
	Other Contributing Action	1	2	3	6	2	8.0%
WEATHER CONDITIONS	Clear	16	16	25	57	19	76.0%
	Cloudy	3	8	4	15	5	20.0%
	Rain	2	1	0	3	1	4.0%
	Fog, Smog, Smoke	0	0	0	0	0	0.0%
	Sleet/Hail/Freezing Rain	0	0	0	0	0	0.0%
	Blowing Sand, Soil, Dirt	0	0	0	0	0	0.0%
	Severe Crosswinds	0	0	0	0	0	0.0%
	Other	0	0	0	0	0	0.0%