



Application No.: FLUM-2020-003

Attachment "C"

Traffic Impact Study

SAGA SOUTH DEVELOPMENT, INC

FUTURE LAND USE MAP

AN ORDINANCE OF THE MAYOR AND TOWN COUNCIL OF THE TOWN OF CUTLER BAY, FLORIDA, AMENDING THE FUTURE LAND USE MAP (FLUM) WITHIN THE TOWN'S COMPREHENSIVE PLAN FROM MEDIUM DENSITY RESIDENTIAL WITH RESIDENTIAL CONSERVATION OVERLAY TO INSTITUTIONAL ON PROPERTY LOCATED AT 8165 SW 210TH STREET CONSISTING OF APPROXIMATELY 8.45 ACRES; AND PROVIDING FOR AN EFFECTIVE DATE.

Saga Bay Residences Traffic Impact Study

Submittal to the Town of Cutler Bay



MARCH 2020



SAGA BAY RESIDENCES

Cutler Bay, FL

PREPARED BY:

THE CORRADINO GROUP

4055 NW 97TH AVENUE, SUITE 200 • MIAMI, FL 33178 • 305.594.0735 • F: 305.594.0755 • WWW.CORRADINO.COM

PROFESSIONAL ENGINEER CERTIFICATE

I hereby certify that I am a registered professional engineer in the State of Florida practicing with The Corradino Group Inc., a corporation authorized to operate as an engineering business, EB 00006500, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice hereby for:

PROJECT: Saga Bay Residences Traffic Study

LOCATION: Cutler Bay, FL.

I acknowledge that the procedures and references used to develop the opinion are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

NAME: Eric S. Czerniejewski, P.E.

P.E. NO.: 58002

DATE: 03/30/20

SIGNATURE: 

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1.0 – INTRODUCTION

The Corradino Group was hired on behalf of the Town to prepare the required traffic impact study for the new proposed Assisted Living Facility (ALF) at the subject Parcel Folio 36-6010-000-0030. This traffic study has been prepared based on the approved methodology for the traffic analysis required per the Town of Cutler Bay in consideration of the proposed Zoning Change Request for the 140 bed Assisted Living Facility. The traffic impact analysis has been prepared to identify potential impacts to the Town of Cutler Bay transportation system from the proposed Saga Bay Residences Project. The intent is to identify the effect on road and intersection levels of service that is due solely to the project's impact, distinct from level of service issues that may currently exist or develop over time without the project.

2.0 – EXISTING CONDITIONS

The proposed project is located at 8165 SW 210th Street in Cutler Bay, FL. The site is bordered by SW 208th Street to the north, SW 81st Place to the west and SW 210th Street to the south. A copy of the conceptual site plan has been provided as Appendix A. The expected build out of the project is set for December of 2020. A traffic study methodology was provided to the Town and approved on January 6, 2020. A copy of the Project Location Map is depicted in Figure 1.

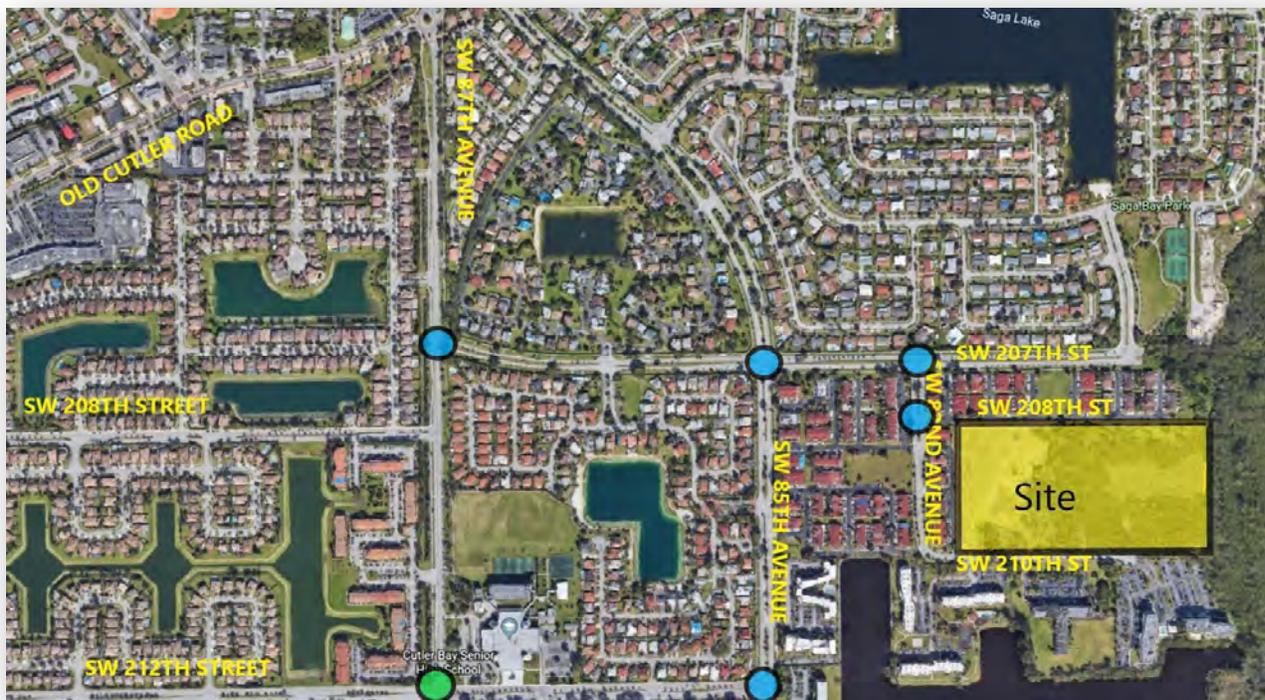


Figure 1 PROJECT LOCATION

The study area limits were carefully selected to ensure that the road segments that serve the site are included. In addition, the intersections on the studied road segments and driveways are analyzed. As part of the traffic study methodology, the Town was contacted to determine if there were any pertinent committed trips from approved but unbuilt development projects. The Town indicated there were no committed trips to be used in the background traffic for this traffic analysis. We obtained the existing traffic signal timings for the applicable intersections from the Miami Dade County Traffic Signals Documents GIS Application for use in the intersection capacity analysis. A copy of the traffic signal timings and the peak season correction factor table has been provided in Appendix B.

3.0 –TRAFFIC DATA COLLECTION

To evaluate traffic conditions on the surrounding roadway network, intersection turning movement counts were performed at the following key intersections listed below on Thursday, January 23, 2020. Turning movement counts were collected during the AM peak (7:00 a.m. to 9:00 a.m.) and PM peak (4:00 p.m. to 6:00 p.m.) periods during the weekday (01/23/20) at the following six intersections within the project radius of influence:

- SW 208th Street and SW 82nd Avenue (Stop controlled)
- SW 207th Street and SW 82nd Avenue (Stop controlled)
- SW 207th Street and SW 85th Avenue (Stop controlled)
- SW 212th Street and SW 85th Avenue (Stop controlled)
- SW 212th Street and SW 82nd Avenue (Signalized)
- SW 207th Street and SW 87th Avenue (Stop controlled)

The volumes were collected in 15-minute intervals and the peak hour was determined for each intersection. The traffic data was collected during typical traffic conditions on a Thursday during normal school operation and outside of any holiday or special event. The FDOT peak season conversion factor was applied to the traffic counts to adjust the traffic to peak season volumes. The turning movement counts and FDOT peak season factor category reports are included in Appendix B.

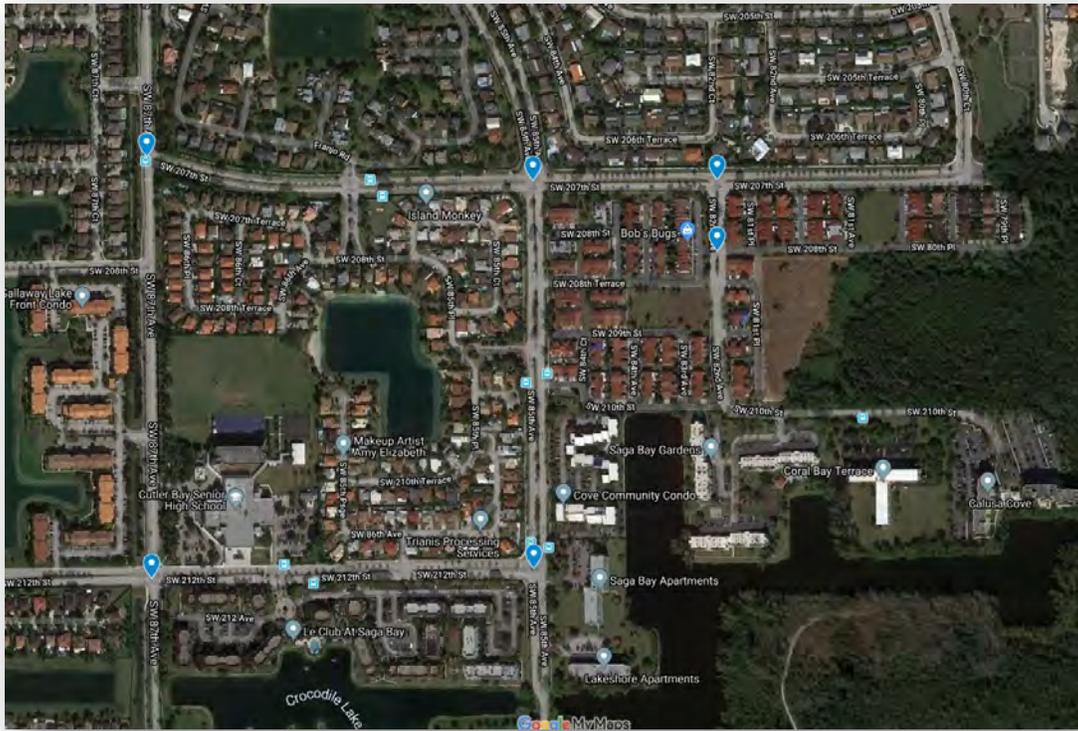


Figure 2 TRAFFIC COUNT LOCATIONS

4.0 – TRIP GENERATION

Trip generation will be based on information contained in the Institute of Transportation Engineer’s (ITE), Trip Generation Manual, 10th Edition. Land Use Code 254 will be used to determine the site generated trips for the 140 beds. The 140 beds of the new ALF facility are expected to generate 364 weekday, 27 morning peak hour and 36 evening peak hour trips as summarized in Table 1.

Table 1 TRIP GENERATION

ITE Land Use Code	Description	Unit*	Total Units	Total Trips			Entering			Exiting		
				AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Existing												
N/A	Vacant Parcel											
	Total			0	0	0	0	0	0	0	0	0
Proposed												
254	Assisted Living	Beds	140	27	36	364	17	13	182	10	23	182
	Total Proposed Traffic			27	36	364	17	13	182	10	23	182
	Net Traffic			27	36	364	17	13	182	10	23	182
LUC 254: Daily Trip Generation = 140 Beds x 2.60 (Avg. Rate)				ITE 10th Edition page 388								
LUC 254: AM Peak Hour Trip Generation = 140 Beds x 0.19 (Avg. Rate)				ITE 10th Edition page 389								
LUC 254: PM Peak Hour Trip Generation = 140 Beds x 0.26 (Avg. Rate)				ITE 10th Edition page 390								

As previously mentioned, there are no additional committed trips for approved but unbuilt development projects as confirmed by the Town of Cutler Bay. A reduction for multimodal use such as walking, cycling or public transit use has not been applied due to the proposed Assisted Living land use.

5.0 – TRIP DISTRIBUTION AND ASSIGNMENT

Project Trip Distribution will be based on cardinal distribution for traffic analysis zone 1360 of the Miami Dade County 2040 Transportation Model. **Table 2** shows the interpolated cardinal distribution based on a 2021 buildout year.

Table 2 CARDINAL DISTRIBUTION

YEAR	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW
2010	19.7	1.4	0	0	2.4	16.8	21	38.8
2040	17.6	1.1	0	0	4.5	22.5	20	34.3
2021	18.93	1.29	0	0	3.17	18.89	20.63	37.15

The proposed site plan has ingress/egress driveway connections to both SW 208th Street and SW 210th Street. **Figure 3** depicts the proposed project trip distribution for the assignment of the site generated trips. A copy of the detailed intersection volume worksheets can be in Appendix C.



Figure 3 TRIP DISTRIBUTION

6.0 – FUTURE TRAFFIC

Future traffic volumes were developed by applying a compound growth rate to the collected traffic data. The growth rate was based on five years of FDOT historical data from traffic count stations in the vicinity of the project. A compound growth rate of 2.44% will be used since the Average Historical Growth rate over the past five years was 2.44% as shown in Table 3. An opening year of December of 2021 will be assumed so the existing traffic will have one year of 2.44% growth applied to the current traffic counts. A copy of the historical growth rate information can be found in Appendix C.

Table 3 FDOT HISTORICAL GROWTH RATE

FDOT COUNT STATION	DESCRIPTION	DAILY TRAFFIC	PERCENT OF TOTAL AREA TRAFFIC	HISTORICAL GROWTH RATE
87-8205	Old Cutler Road- 200' south of SW 184th Street	17,300	33.27%	2.92%
87-8310	Old Cutler Road- 200' south of Franjo Road	15,900	30.58%	0.92%
87-8123	SW 216th Street- 200' west of SW 98th Avenue	18,800	36.15%	3.47%
TOTALS		52,000		2.44%

7.0 – INTERSECTION ANALYSIS

Intersection capacity/level of service analysis was conducted for the six (6) intersection using software based on the Highway Capacity Manual (HCM) methodology. The analyses will be performed for morning and afternoon peak hour conditions following capacity analysis/level of service procedures outlined in the 2010 Highway Capacity Manual (HCM) using Synchro 10 software. The analysis scenarios include the existing year (2020), existing plus background and the future buildout year (2021). The results of these capacity analyses are summarized in Table 4 and 5 below.

Table 4 LOS/CAPACITY ANALYSIS- AM PEAK HOUR

Intersection Level of Service- AM Peak Hour Scenario			
Intersection	Existing LOS (Delay)	Existing + Committed LOS (Delay)	Future LOS (Delay)
SW 87th Avenue & SW 212th Street	C (23.9 s)	C (24.1 s)	C (24.2 s)
SW 87th Avenue & SW 207th Street	F (52.9 s)	F (61.3 s)	F (64 s)
SW 85th Avenue & SW 212th Street	A (8.7 s)	A (8.8 s)	A (8.8 s)
SW 85th Avenue & SW 207th Street	A (9.1 s)	A (9.2 s)	A (9.2 s)
SW 82nd Avenue & SW 207th Street	A (9.8 s)	A (9.9 s)	B (10.1 s)
SW 82nd Avenue & SW 208th Street	A (8.8 s)	A (8.8 s)	A (8.8 s)
Source: Highway Capacity Manual and SYNCHRO			
At signalized intersections and all-way stop control intersections, the LOS for the intersections as a whole is documented in the Table.			
At one or two way stop control intersections, the LOS for the critical controlled movement is documented in the table.			

Table 8 LOS/CAPACITY ANALYSIS- PM PEAK HOUR

Intersection Level of Service- PM Peak Hour Scenario			
Intersection	Existing LOS (Delay)	Existing + Committed LOS (Delay)	Future LOS (Delay)
SW 87th Avenue & SW 212th Street	B (16.6 s)	B (16.7 s)	B (16.9 s)
SW 87th Avenue & SW 207th Street	C (23.5 s)	D (25.1 s)	D (25.1 s)
SW 85th Avenue & SW 212th Street	A (8.2 s)	A (8.2 s)	A (8.2 s)
SW 85th Avenue & SW 207th Street	A (8.9 s)	A (9.0 s)	A (9.1 s)
SW 82nd Avenue & SW 207th Street	A (9.7 s)	A (9.7 s)	A (9.9 s)
SW 82nd Avenue & SW 208th Street	A (9.4 s)	A (9.4 s)	A (9.5 s)
Source: Highway Capacity Manual and SYNCHRO			
At signalized intersections and all-way stop control intersections, the LOS for the intersections as a whole is documented in the Table.			
At one or two way stop control intersections, the LOS for the critical controlled movement is documented in the table.			

As indicated in Table 4 and 5, all intersections are operating adequately overall in the AM and PM peak hours. The intersection of SW 87th Avenue and SW 207th Street is stop controlled for the westbound vehicles. Therefore, there is additional delay for the westbound left turn movement which is the control delay for this stop-controlled intersection. The 95th percentile vehicle queue is 6.5 vehicles in the AM peak hour and 2.1 vehicles in the PM peak hour. This vehicle stacking is considered minimal and the main cause is due to the lack of available gaps for vehicles to make the left turn movement from the free flow northbound and southbound movements. The signal timing data from Miami-Dade County can be found in Appendix C. The SYNCHRO reports can be found in Appendix D.

8.0 – ROAD SEGMENT/LINK ANALYSIS

In addition to the intersection analysis, a road segment link analysis was evaluated to determine if there is enough capacity along key roadway corridors to accommodate the new site generated traffic from the proposed Saga Bay ALF site. Roadway capacities were derived from the adopted LOS standard defined in the Town's Growth Management Plan and the generalized LOS tables from the Florida Department of Transportation 2013 Quality/Level of Service Handbook. As shown within Tables 6 and 7, there is enough existing capacity along each of the adjacent roadways that service the project location. SW 87th Avenue is a collector and the remaining streets are classified as local roadways. In addition, there is mass transit with enough headways within a half mile of these road segments. Per the Town of Cutler Bay's Growth Management Plan's Adopted Peak Hour Level of Service Standards, the LOS criteria are LOS E for these road segments. A copy of the LOS standards has been provided in Appendix E.

Table 16 AM PEAK HOUR ROAD SEGMENT ANALYSIS

AM Peak Hour Road Segment Level of Service Analysis						
LOCATION	Roadway Type*	Existing 2-Way Peak Hour (PH) Volume	Future 2-Way Peak Hour (PH) Volume	PH LOS "E" Volume*	Existing Peak Hour LOS	Future Peak Hour LOS
SW 87th Avenue - Old Cutler Road to SW 207th Street	2LU	1131	1,164	1,410	C	C
SW 87th Avenue - SW 207th Street to SW 212th Street	2LU	1140	1,167	1,410	C	C
SW 207th Avenue - from SW 87th Avenue to SW 85th Avenue	2LD	255	265	1,481	C	C
SW 207th Avenue - from SW 85th Avenue to SW 82nd Avenue	4LD	270	296	2,736	C	C
SW 212th Street - from SW 87th Avenue to SW 85th Avenue	4LD	637	656	2,736	C	C
SW 85th Avenue - from Old Cutler Road to SW 207th Street	4LD	335	358	2,736	C	C
SW 85th Avenue - from SW 207th Street to SW 212th Street	4LD	328	335	2,736	C	C

Table 12 PM PEAK HOUR ROAD SEGMENT ANALYSIS

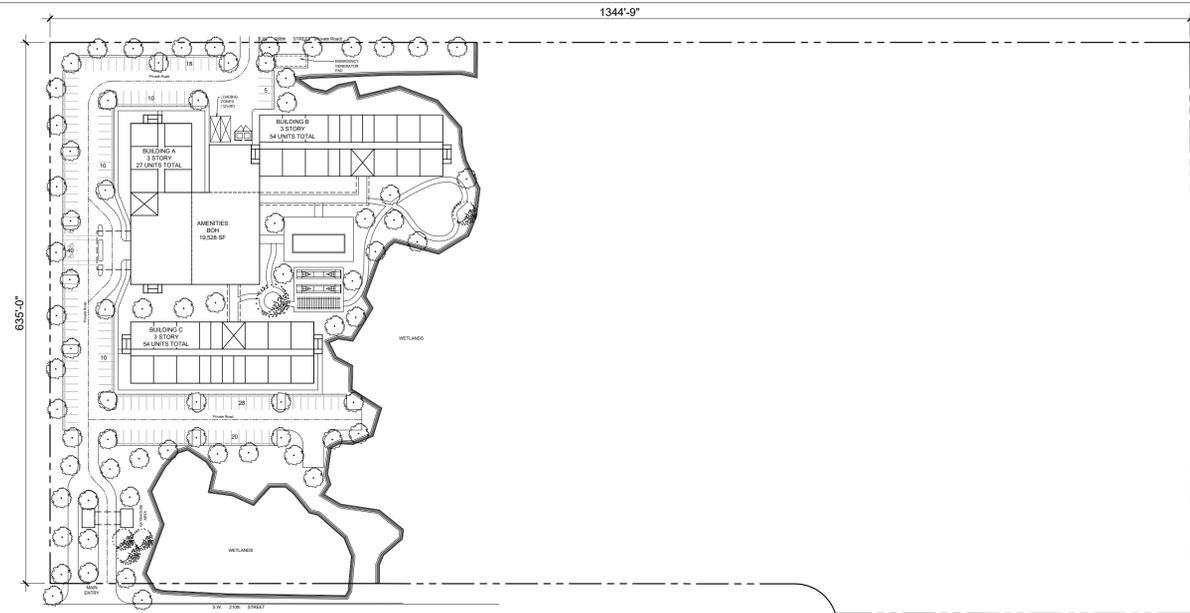
PM Peak Hour Road Segment Level of Service Analysis						
LOCATION	Roadway Type*	Existing 2-Way Peak Hour (PH) Volume	Future 2-Way Peak Hour (PH) Volume	PH LOS "E" Volume*	Existing Peak Hour LOS	Future Peak Hour LOS
SW 87th Avenue - Old Cutler Road to SW 207th Street	2LU	1226	1,264	1,410	C	C
SW 87th Avenue - SW 207th Street to SW 212th Street	2LU	1119	1,147	1,410	C	C
SW 207th Avenue - from SW 87th Avenue to SW 85th Avenue	2LD	243	255	1,481	C	C
SW 207th Avenue - from SW 85th Avenue to SW 82nd Avenue	4LD	260	298	2,736	C	C
SW 212th Street - from SW 87th Avenue to SW 85th Avenue	4LD	406	421	2,736	C	C
SW 85th Avenue - from Old Cutler Road to SW 207th Street	4LD	299	325	2,736	C	C
SW 85th Avenue - from SW 207th Street to SW 212th Street	4LD	310	320	2,736	C	C

9.0 – CONCLUSION

The Corradino Group was hired on behalf of the Town to prepare the required traffic impact study for the new proposed Assisted Living Facility (ALF) at the subject Parcel Folio 36-6010-000-0030. This traffic study has been prepared based on the approved methodology for the traffic analysis required per the Town of Cutler Bay in consideration of the proposed Zoning Change Request for the 140 bed Assisted Living Facility. The results of the traffic analysis did not identify any potential impacts to the Town of Cutler Bay transportation system from the proposed Saga Bay Residences Project. The intersection capacity analysis and road segment link analysis for the intersections and road segments that serve the proposed site were found to be within the Town of Cutler Bay's adopted level of service standards for both the AM and PM peak hour periods for each of the three required scenarios (Existing Conditions, Existing plus Background Conditions and Future Conditions).

APPENDIX A:

CONCEPTUAL SITE PLAN



3 Overall Conceptual Master Site Plan
SCALE: 1" = 100'-0"

CURRENT ZONING: NR - NEIGHBORHOOD RESIDENTIAL
 PROPOSED ZONING: INT - INSTITUTIONAL DISTRICT

OF EXISTING UNITS: 0
 # OF PROPOSED UNITS: 140

INT - INSTITUTIONAL DISTRICT ZONING ANALYSIS			
	INT DISTRICT STANDARDS	Required (#'s) Allowed (#'s)	Provided (#'s)
Minimum lot area (multi family)	5 acres (217,800 sf)	Same	20 acres, 5 buildable
Max. floor area ratio (FAR) green bonus	1.75	Same	
Max. height (Growth Management Plan)	38 ft	Same	38 ft
Number of stories (green bonus)	3	Same	3
Setbacks			
Front (max.)	25 ft	Same	55 ft
From district edge	50 ft	Same	80 ft
Max. building coverage	50%	108,900 sf	57,784 sf
Open space	25%	54,450 sf	90,512 sf
ARTICLE VII	LANDSCAPEING AND TREE PRESERVATION	Required (#'s) Allowed (#'s)	Provided (#'s)
Surface parking landscaping			
Perimeter landscaping area width	10 ft	Same	10 ft
Required trees	4 trees and 35 shrubs / 100 lf	Same	Same
Landscaping area at ends of parking aisle	400 sf / 200 sf - min. 10 ft wide	Same	Same
Building perimeter landscaping			
Required trees	200 sf / 1,000 s.f of building ground floor area	6,259 sf	12,458 sf
Required trees	2 trees and 20 shrubs / 200 sf	Same	Same
Min. number of tree species	6	Same	Same
ARTICLE X	OFF-STREET PARKING AND LOADING AREAS	Required (#'s) Allowed (#'s)	Provided (#'s)
Min. parking stall dimensions			
	9 ft x 18 ft	Same	9 ft x 18 ft
Parking spaces required			
Residential (multifamily)	2.0 per dwelling unit	200	211
Parking spaces of required amount	Max. 10%	20	11
Off-street loading berths	40,001 to 60,000 bldg area=3 + 1 for each add. 50,000 sf	4	1**
Loading berth size	12 ft x 30 ft x 14 ft high	Same	Same
* With variance for additional floor			

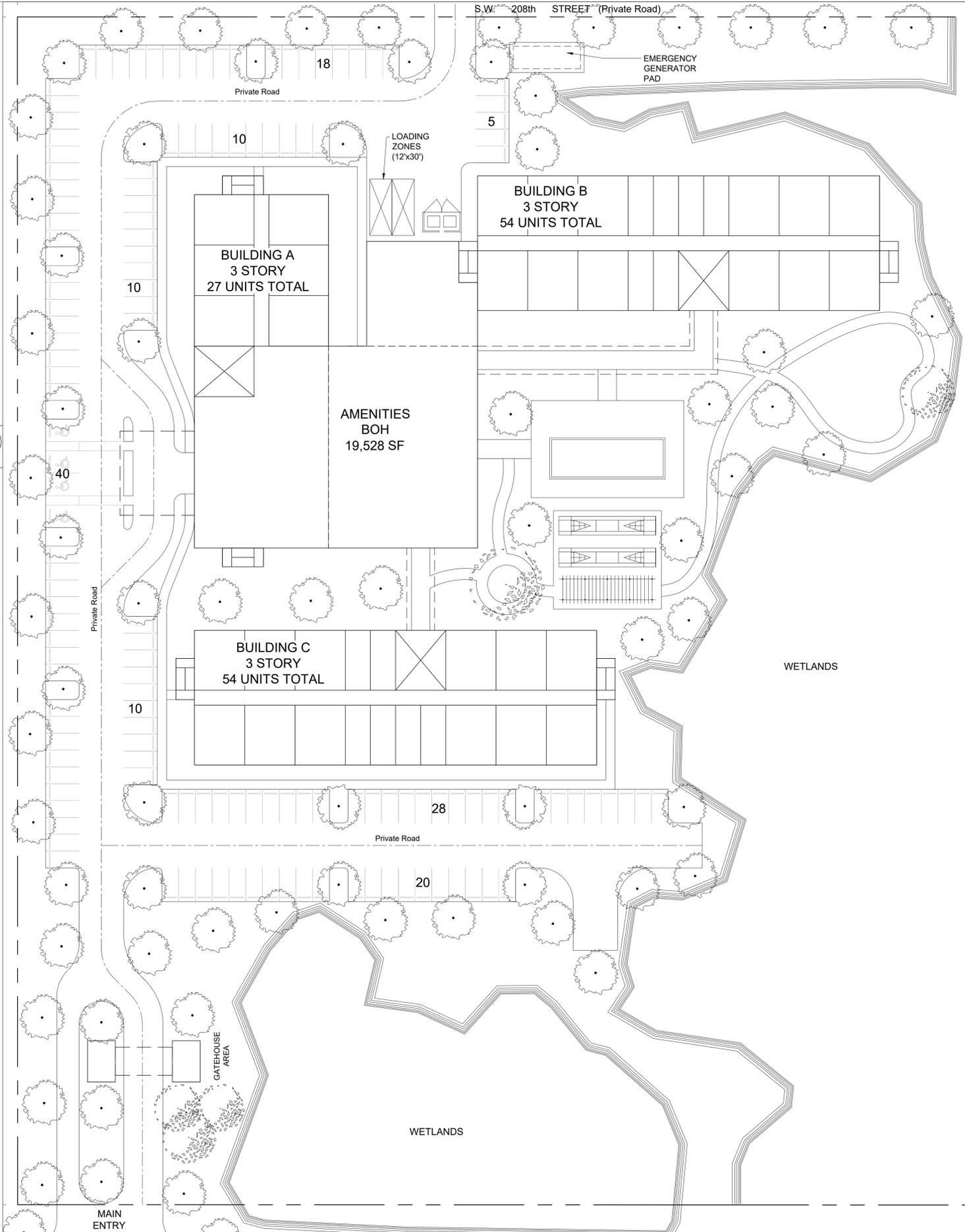
UNIT COUNT:
 GROUND FLOOR: 42 UNITS
 SECOND FLOOR: 49 UNITS
 THIRD FLOOR: 49 UNITS
 TOTAL: 140 UNITS

PARKING COUNT:
 HOME FOR THE AGED, CONVALESCENT CENTER

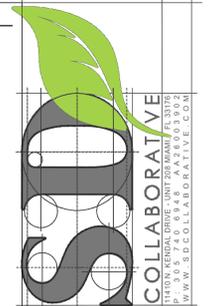
1 PER BED = 140 SPACES
 PARKING REQUIRED = 140 SPACES

PARKING PROVIDED = 141 SPACES

2 Site Info - Zoning Analysis
SCALE: N.T.S.



1 Enlarged Conceptual Master Site Plan
SCALE: 1" = 30'-0"



DULCE M. CONDE, RA ARCHITECT, A00015803
 1115 S. VERMILION AVE., SUITE 200, TAMPA, FL 33604
 PRIMITIVE CONDE, RA ARCHITECT, A00014406
 1115 S. VERMILION AVE., SUITE 200, TAMPA, FL 33604

OWNERSHIP AND USE OF THESE DOCUMENTS & SPECIFICATIONS AS INSTRUMENTS OF SERVICE ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT. WHETHER THE PROJECT THEY ARE MADE FOR IS EXECUTED OR NOT, THEY SHALL NOT BE USED BY THE OWNER OR OTHERS ON OTHER PROJECTS OR FOR ADDITIONS TO THIS PROJECT BY OTHERS, EXCEPT BY AGREEMENT IN WRITING AND WITH APPROPRIATE COMPENSATION TO THE ARCHITECT.

REV. NO.	DATE	COMMENTS

PROJECT: NEW ASSISTED LIVING FACILITY BUILDING

SAGA BAY
 8165 SW 210 STREET
 CUTLER BAY, FL 33189

PROJECT NO.: 18-030-00
 ISSUE DATE: 00-00-0000
 SCALE: AS NOTED
 DRAWN BY: JCC
 CHECKED: DCIPEC

Conceptual Site Plan



APPENDIX B:
TRAFFIC DATA COLLECTION,
SIGNAL TIMINGS, PEAK
SEASON FACTORS

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 82nd Ave & SW 208th St
 City: Cutler Bay
 Control:

Project ID: 20-03031-001
 Date: 1/23/2020

Total

NS/EW Streets:	SW 82nd Ave				SW 82nd Ave				SW 208th St				SW 208th St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	25	0	0	0	6	1	0	0	0	1	0	0	0	6	0	39
7:15 AM	0	23	0	0	2	9	0	0	1	0	0	0	0	0	5	0	40
7:30 AM	0	32	2	0	3	10	0	0	0	0	1	0	0	11	0	59	
7:45 AM	0	24	0	0	1	13	0	0	2	0	0	0	0	4	0	44	
8:00 AM	0	32	0	0	1	17	0	0	0	0	0	0	0	6	0	56	
8:15 AM	0	16	0	0	2	12	0	0	0	0	0	0	0	5	0	35	
8:30 AM	0	33	0	0	2	14	1	0	1	0	0	0	0	4	0	55	
8:45 AM	0	14	0	0	0	12	1	0	1	0	0	0	0	3	0	31	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	199	2	0	11	93	3	0	5	0	2	0	0	0	44	0	359
APPROACH %'s :	0.00%	99.00%	1.00%	0.00%	10.28%	86.92%	2.80%	0.00%	71.43%	0.00%	28.57%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	111	2	0	7	49	0	0	3	0	1	0	0	0	26	0	199
PEAK HR FACTOR :	0.000	0.867	0.250	0.000	0.583	0.721	0.000	0.000	0.375	0.000	0.250	0.000	0.000	0.000	0.591	0.000	0.843
			0.831				0.778				0.500				0.591		
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	12	1	0	4	23	0	0	2	0	0	0	1	0	2	0	45
4:15 PM	0	16	1	0	4	19	2	0	0	0	0	0	0	0	3	0	45
4:30 PM	0	17	0	1	6	34	2	0	0	0	0	0	0	0	3	0	63
4:45 PM	1	17	1	0	4	24	0	0	1	0	1	0	0	0	3	0	52
5:00 PM	0	15	0	0	3	25	1	0	0	0	0	0	0	1	1	0	46
5:15 PM	0	14	0	0	7	24	2	0	0	0	0	0	0	0	2	0	49
5:30 PM	0	11	0	0	3	28	1	0	0	0	0	0	0	0	2	0	45
5:45 PM	0	5	0	0	3	24	1	0	0	0	0	0	0	0	3	0	36
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	1	107	3	1	34	201	9	0	3	0	1	0	1	1	19	0	381
APPROACH %'s :	0.89%	95.54%	2.68%	0.89%	13.93%	82.38%	3.69%	0.00%	75.00%	0.00%	25.00%	0.00%	4.76%	4.76%	90.48%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	63	1	1	20	107	5	0	1	0	1	0	0	1	9	0	210
PEAK HR FACTOR :	0.250	0.926	0.250	0.250	0.714	0.787	0.625	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.750	0.000	0.833
			0.868				0.786				0.250				0.833		

National Data & Surveying Services Intersection Turning Movement Count

Location: SW 82nd Ave & SW 208th St
City: Cutler Bay
Control: 0

Project ID: 20-03031-001
Date: 1/23/2020

Cars

NS/EW Streets:	SW 82nd Ave				SW 82nd Ave				SW 208th St				SW 208th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	23	0	0	0	5	1	0	0	0	1	0	0	0	6	0	36
7:15 AM	0	22	0	0	2	9	0	0	1	0	0	0	0	0	5	0	39
7:30 AM	0	31	2	0	3	10	0	0	0	0	1	0	0	11	0	58	
7:45 AM	0	23	0	0	1	13	0	0	2	0	0	0	0	0	4	0	43
8:00 AM	0	31	0	0	1	15	0	0	0	0	0	0	0	0	6	0	53
8:15 AM	0	15	0	0	1	11	0	0	0	0	0	0	0	0	4	0	31
8:30 AM	0	30	0	0	2	11	1	0	1	0	0	0	0	0	4	0	49
8:45 AM	0	12	0	0	0	12	1	0	1	0	0	0	0	0	3	0	29
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	187	2	0	10	86	3	0	5	0	2	0	0	0	43	0	338
	0.00%	98.94%	1.06%	0.00%	10.10%	86.87%	3.03%	0.00%	71.43%	0.00%	28.57%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	107	2	0	7	47	0	0	3	0	1	0	0	0	26	0	193
PEAK HR FACTOR :	0.00	0.863	0.250	0.000	0.583	0.783	0.000	0.000	0.375	0.000	0.250	0.000	0.000	0.000	0.591	0.000	0.832
	0.826				0.844				0.500				0.591				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	12	0	0	4	23	0	0	2	0	0	0	0	0	2	0	43
4:15 PM	0	15	1	0	4	17	2	0	0	0	0	0	0	0	3	0	42
4:30 PM	0	15	0	1	6	32	2	0	0	0	0	0	0	0	3	0	59
4:45 PM	1	17	1	0	4	24	0	0	1	0	1	0	0	0	3	0	52
5:00 PM	0	13	0	0	2	24	1	0	0	0	0	0	0	0	1	0	41
5:15 PM	0	13	0	0	7	22	2	0	0	0	0	0	0	0	2	0	46
5:30 PM	0	10	0	0	3	27	1	0	0	0	0	0	0	0	2	0	43
5:45 PM	0	5	0	0	3	24	1	0	0	0	0	0	0	0	3	0	36
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	100	2	1	33	193	9	0	3	0	1	0	0	0	19	0	362
	0.96%	96.15%	1.92%	0.96%	14.04%	82.13%	3.83%	0.00%	75.00%	0.00%	25.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	58	1	1	19	102	5	0	1	0	1	0	0	0	9	0	198
PEAK HR FACTOR :	0.25	0.853	0.250	0.250	0.679	0.797	0.625	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.750	0.000	0.839
	0.803				0.788				0.250				0.750				

National Data & Surveying Services Intersection Turning Movement Count

Location: SW 82nd Ave & SW 208th St
City: Cutler Bay
Control: 0

Project ID: 20-03031-001
Date: 1/23/2020

HT

NS/EW Streets:	SW 82nd Ave				SW 82nd Ave				SW 208th St				SW 208th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	1	0	4
8:30 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	0	12	0	0	1	7	0	0	0	0	0	0	0	0	1	0	21
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	12.50%	87.50%	0.00%	0.00%	0	0	0	0	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
PEAK HR FACTOR :	0.000	1.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
4:15 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	2	0	0	1	1	0	0	0	0	0	0	0	1	0	0	5
5:15 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	7	1	0	1	8	0	0	0	0	0	0	1	1	0	0	19
APPROACH %'s :	0.00%	87.50%	12.50%	0.00%	11.11%	88.89%	0.00%	0.00%	0	0	0	0	50.00%	50.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	5	0	0	1	5	0	0	0	0	0	0	0	1	0	0	12
PEAK HR FACTOR :	0.00	0.625	0.000	0.000	0.250	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.600

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 82nd Ave & SW 208th St
City: Cutler Bay

Project ID: 20-03031-001
Date: 1/23/2020

Pedestrians (Crosswalks)

NS/EW Streets:	SW 82nd Ave		SW 82nd Ave		SW 208th St		SW 208th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	1	2
8:00 AM	0	0	0	0	0	0	1	1	2
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	1	1	2
8:45 AM	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	0	2	2	3	7
PEAK HR :	07:15 AM - 08:15 AM				0.00%	100.00%	40.00%	60.00%	
PEAK HR VOL :	0	0	0	0	0	1	1	2	4
PEAK HR FACTOR :					0.250	0.250	0.250	0.500	0.500
						0.250		0.375	

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	4	4
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	0	1	0	4	5
PEAK HR :	04:30 PM - 05:30 PM				0.00%	100.00%	0.00%	100.00%	
PEAK HR VOL :	0	0	0	0	0	1	0	4	5
PEAK HR FACTOR :					0.250	0.250	0.250	0.250	0.313
						0.250		0.250	

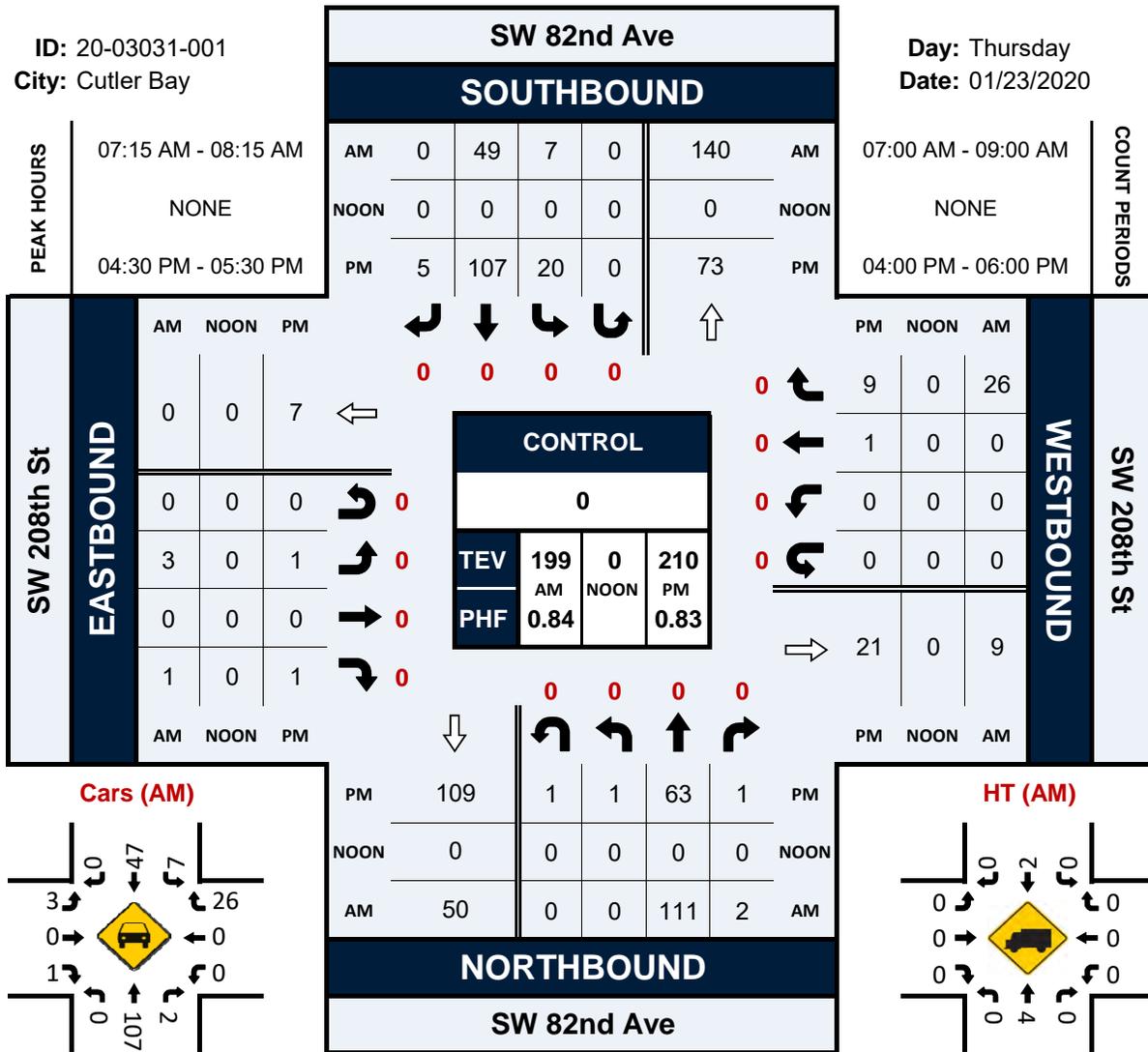
Prepared by National Data & Surveying Services

SW 82nd Ave & SW 208th St

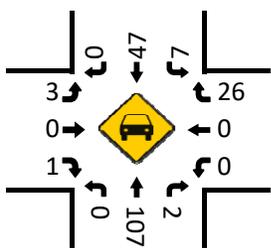
Peak Hour Turning Movement Count

ID: 20-03031-001
City: Cutler Bay

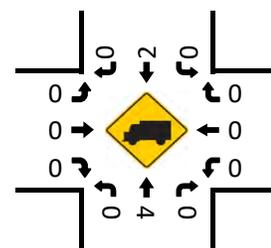
Day: Thursday
Date: 01/23/2020



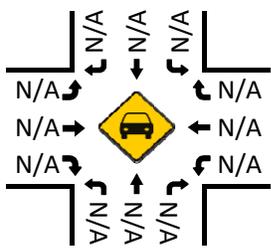
Cars (AM)



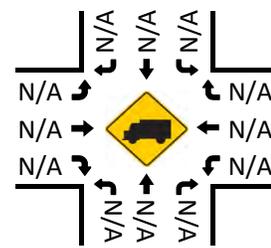
HT (AM)



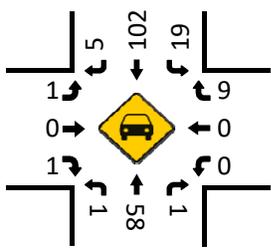
Cars (NOON)



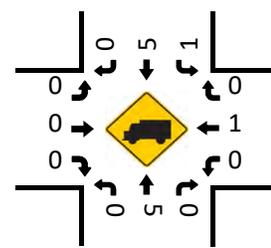
HT (NOON)



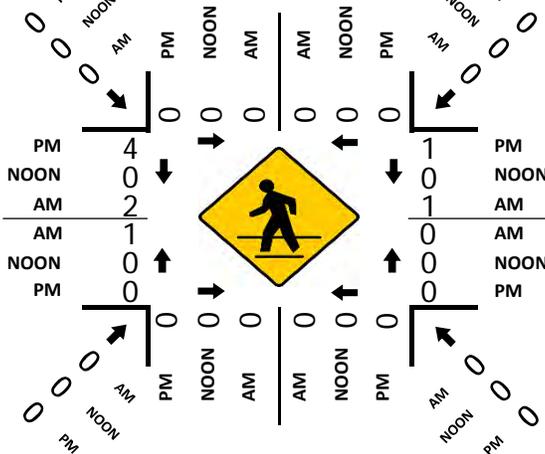
Cars (PM)



HT (PM)



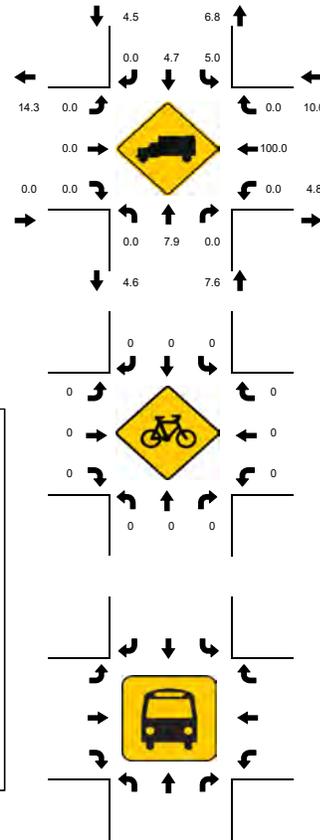
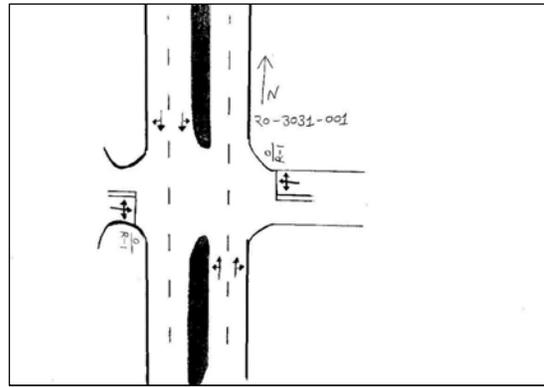
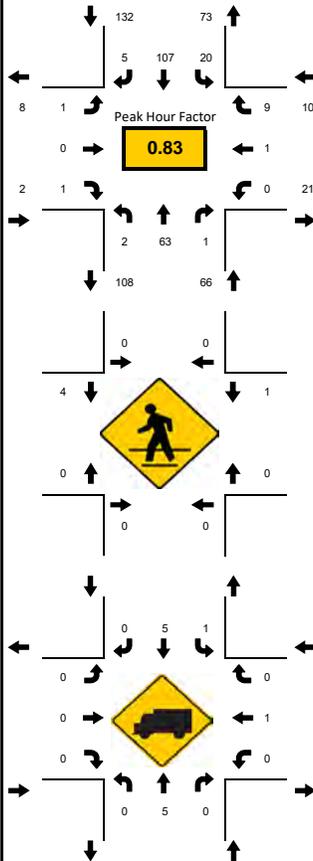
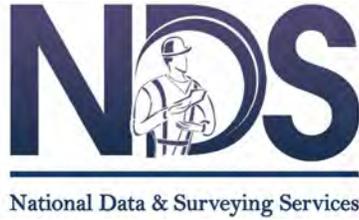
Pedestrians (Crosswalks)



LOCATION: SW 82nd Ave & SW 208th St
CITY/STATE: Cutler Bay, FL

PROJECT ID: 20-03031-001
DATE: 01/23/2020

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 04:30 PM - 04:45 PM



15-Min Count Period Beginning At	SW 82nd Ave Northbound					SW 82nd Ave Southbound					SW 208th St Eastbound					SW 208th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	0	12	1	0		4	23	0	0		2	0	0	0		1	0	2	0		45	205
04:15 PM	0	16	1	0		4	19	2	0		0	0	0	0		0	0	3	0		45	206
04:30 PM	0	17	0	1		6	34	2	0		0	0	0	0		0	0	3	0		63	210
04:45 PM	1	17	1	0		4	24	0	0		1	0	1	0		0	0	3	0		52	192
05:00 PM	0	15	0	0		3	25	1	0		0	0	0	0		0	1	1	0		46	176
05:15 PM	0	14	0	0		7	24	2	0		0	0	0	0		0	0	2	0		49	130
05:30 PM	0	11	0	0		3	28	1	0		0	0	0	0		0	0	2	0		45	81
05:45 PM	0	5	0	0		3	24	1	0		0	0	0	0		0	0	3	0		36	36
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	4	68	4	4		28	136	8	0		4	0	4	0		0	4	12	0			276
Heavy Trucks	0	8	0			4	8	0		0	0	0		0	4	0		24				
Pedestrians	0					0				16				4				20				
Bicycles	0	0	0			0	0	0		0	0	0		0	0	0		0				
Railroad																		0				
Stopped Buses																		0				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 82nd Ave & SW 207th St
 City: Cutler Bay
 Control:

Project ID: 20-03031-002
 Date: 1/23/2020

Total

NS/EW Streets:	SW 82nd Ave				SW 82nd Ave				SW 207th St				SW 207th St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	29	0	1	0	0	0	0	0	0	2	6	0	0	10	0	0	48
7:15 AM	29	0	1	0	0	0	0	0	0	5	12	0	0	3	0	0	49
7:30 AM	42	0	1	0	0	0	0	0	0	2	13	0	0	8	0	0	66
7:45 AM	30	0	0	0	0	0	0	0	0	6	14	0	0	10	0	0	60
8:00 AM	38	0	0	0	0	0	0	0	0	9	17	0	1	12	0	0	77
8:15 AM	22	0	0	0	0	0	0	0	0	8	14	1	0	13	0	0	58
8:30 AM	37	0	1	0	0	0	0	0	0	11	14	0	3	4	0	0	70
8:45 AM	17	0	1	0	0	0	0	0	0	6	12	0	1	9	0	0	46
TOTAL VOLUMES :	244	0	4	0	0	0	0	0	0	49	102	1	5	69	0	0	474
APPROACH %'s :	98.39%	0.00%	1.61%	0.00%					0.00%	32.24%	67.11%	0.66%	6.76%	93.24%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	127	0	1	0	0	0	0	0	0	34	59	1	4	39	0	0	265
PEAK HR FACTOR :	0.836	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.773	0.868	0.250	0.333	0.750	0.000	0.000	0.860
			0.842							0.904				0.827			
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	15	0	1	0	0	0	0	0	0	14	29	0	0	8	0	0	67
4:15 PM	19	0	0	0	0	0	0	0	0	7	24	0	1	9	0	0	60
4:30 PM	19	0	1	0	0	0	0	0	0	8	41	0	0	10	0	0	79
4:45 PM	19	0	2	0	0	0	0	0	0	4	27	0	0	12	0	0	64
5:00 PM	16	0	0	0	0	0	0	0	0	10	26	0	2	7	0	0	61
5:15 PM	15	0	1	0	0	0	0	0	0	8	34	0	0	6	0	0	64
5:30 PM	13	0	0	0	0	0	0	0	0	12	29	0	2	11	0	0	67
5:45 PM	8	0	0	0	0	0	0	0	0	10	28	0	1	4	0	0	51
TOTAL VOLUMES :	124	0	5	0	0	0	0	0	0	73	238	0	6	67	0	0	513
APPROACH %'s :	96.12%	0.00%	3.88%	0.00%					0.00%	23.47%	76.53%	0.00%	8.22%	91.78%	0.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	72	0	4	0	0	0	0	0	0	33	121	0	1	39	0	0	270
PEAK HR FACTOR :	0.947	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.589	0.738	0.000	0.250	0.813	0.000	0.000	0.854
			0.905							0.786				0.833			

National Data & Surveying Services Intersection Turning Movement Count

Location: SW 82nd Ave & SW 207th St
City: Cutler Bay
Control: 0

Project ID: 20-03031-002
Date: 1/23/2020

Cars

NS/EW Streets:	SW 82nd Ave				SW 82nd Ave				SW 207th St				SW 207th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	27	0	1	0	0	0	0	0	0	2	5	0	0	10	0	0	45
	7:00 AM																
	28	0	0	0	0	0	0	0	0	5	12	0	0	3	0	0	48
	7:15 AM																
	42	0	0	0	0	0	0	0	0	1	13	0	0	8	0	0	64
	7:30 AM																
	29	0	0	0	0	0	0	0	0	6	14	0	0	9	0	0	58
7:45 AM																	
37	0	0	0	0	0	0	0	0	8	16	0	0	12	0	0	73	
8:00 AM																	
20	0	0	0	0	0	0	0	0	6	12	1	0	13	0	0	52	
8:15 AM																	
34	0	1	0	0	0	0	0	0	10	13	0	1	4	0	0	63	
8:30 AM																	
15	0	1	0	0	0	0	0	0	6	12	0	1	8	0	0	43	
8:45 AM																	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	232	0	3	0	0	0	0	0	0	44	97	1	2	67	0	0	446
	98.72%	0.00%	1.28%	0.00%					0.00%	30.99%	68.31%	0.70%	2.90%	97.10%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	120	0	1	0	0	0	0	0	0	30	55	1	1	38	0	0	246
PEAK HR FACTOR :	0.81	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.859	0.250	0.250	0.731	0.000	0.000	0.842
	0.818								0.896				0.750				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	15	0	1	0	0	0	0	0	0	12	29	0	0	8	0	0	65
	4:00 PM																
	18	0	0	0	0	0	0	0	0	7	22	0	1	9	0	0	57
	4:15 PM																
	18	0	0	0	0	0	0	0	0	8	39	0	0	8	0	0	73
	4:30 PM																
	19	0	2	0	0	0	0	0	0	4	27	0	0	12	0	0	64
4:45 PM																	
14	0	0	0	0	0	0	0	0	10	25	0	1	7	0	0	57	
5:00 PM																	
14	0	1	0	0	0	0	0	0	8	32	0	0	6	0	0	61	
5:15 PM																	
12	0	0	0	0	0	0	0	0	12	28	0	2	11	0	0	65	
5:30 PM																	
8	0	0	0	0	0	0	0	0	10	28	0	1	4	0	0	51	
5:45 PM																	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	118	0	4	0	0	0	0	0	0	71	230	0	5	65	0	0	493
	96.72%	0.00%	3.28%	0.00%					0.00%	23.59%	76.41%	0.00%	7.14%	92.86%	0.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	70	0	3	0	0	0	0	0	0	31	117	0	1	37	0	0	259
PEAK HR FACTOR :	0.92	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.646	0.750	0.000	0.250	0.771	0.000	0.000	0.887
	0.869								0.787				0.792				

National Data & Surveying Services Intersection Turning Movement Count

Location: SW 82nd Ave & SW 207th St
City: Cutler Bay
Control: 0

Project ID: 20-03031-002
Date: 1/23/2020

HT

NS/EW Streets:	SW 82nd Ave				SW 82nd Ave				SW 207th St				SW 207th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
8:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4
8:15 AM	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	6
8:30 AM	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	7
8:45 AM	3	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	7
8:45 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	12	0	1	0	0	0	0	0	0	5	5	0	3	2	0	0	28
	92.31%	0.00%	7.69%	0.00%					0.00%	50.00%	50.00%	0.00%	60.00%	40.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	7	0	0	0	0	0	0	0	0	4	4	0	3	1	0	0	19
PEAK HR FACTOR :	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.375	0.250	0.000	0.000	0.679
										0.500			0.500				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
4:15 PM	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3
4:30 PM	1	0	1	0	0	0	0	0	0	0	2	0	0	2	0	0	6
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	4
5:15 PM	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3
5:30 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	6	0	1	0	0	0	0	0	0	2	8	0	1	2	0	0	20
	85.71%	0.00%	14.29%	0.00%					0.00%	20.00%	80.00%	0.00%	33.33%	66.67%	0.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	2	0	1	0	0	0	0	0	0	2	4	0	0	2	0	0	11
PEAK HR FACTOR :	0.50	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.250	0.000	0.000	0.458
										0.750				0.250			

National Data & Surveying Services Intersection Turning Movement Count

Location: SW 82nd Ave & SW 207th St
City: Cutler Bay
Control: 0

Project ID: 20-03031-002
Date: 1/23/2020

Bikes

NS/EW Streets:	SW 82nd Ave				SW 82nd Ave				SW 207th St				SW 207th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	5
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	5
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.313

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
APPROACH %'s :	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 82nd Ave & SW 207th St
City: Cutler BayProject ID: 20-03031-002
Date: 1/23/2020

Pedestrians (Crosswalks)

NS/EW Streets:	SW 82nd Ave		SW 82nd Ave		SW 207th St		SW 207th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	1	0	0	1	0	0	2
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	1
PEAK HR FACTOR :			0.250						0.250
				0.250					

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	2	0	0	0	0	0	2
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	0	0	2	0	0	0	0	0	2
PEAK HR FACTOR :			0.500						0.500
				0.500					

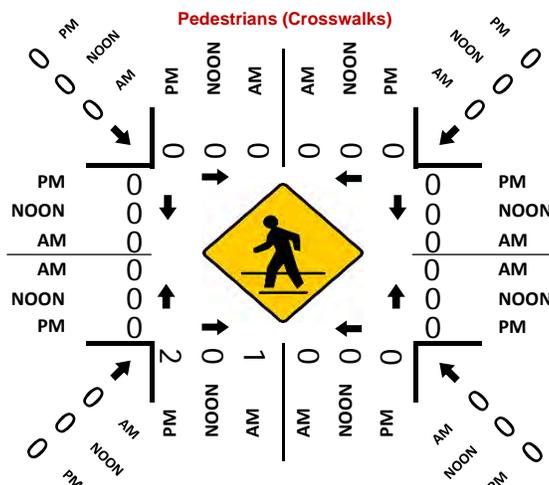
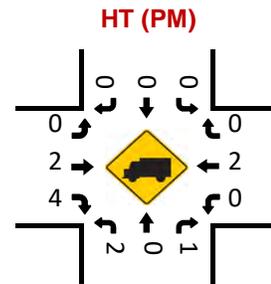
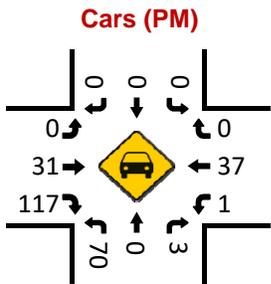
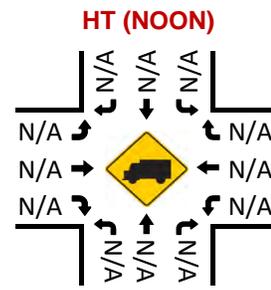
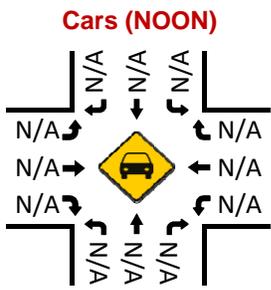
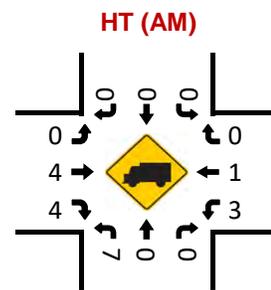
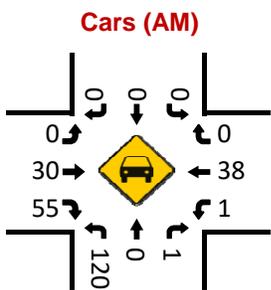
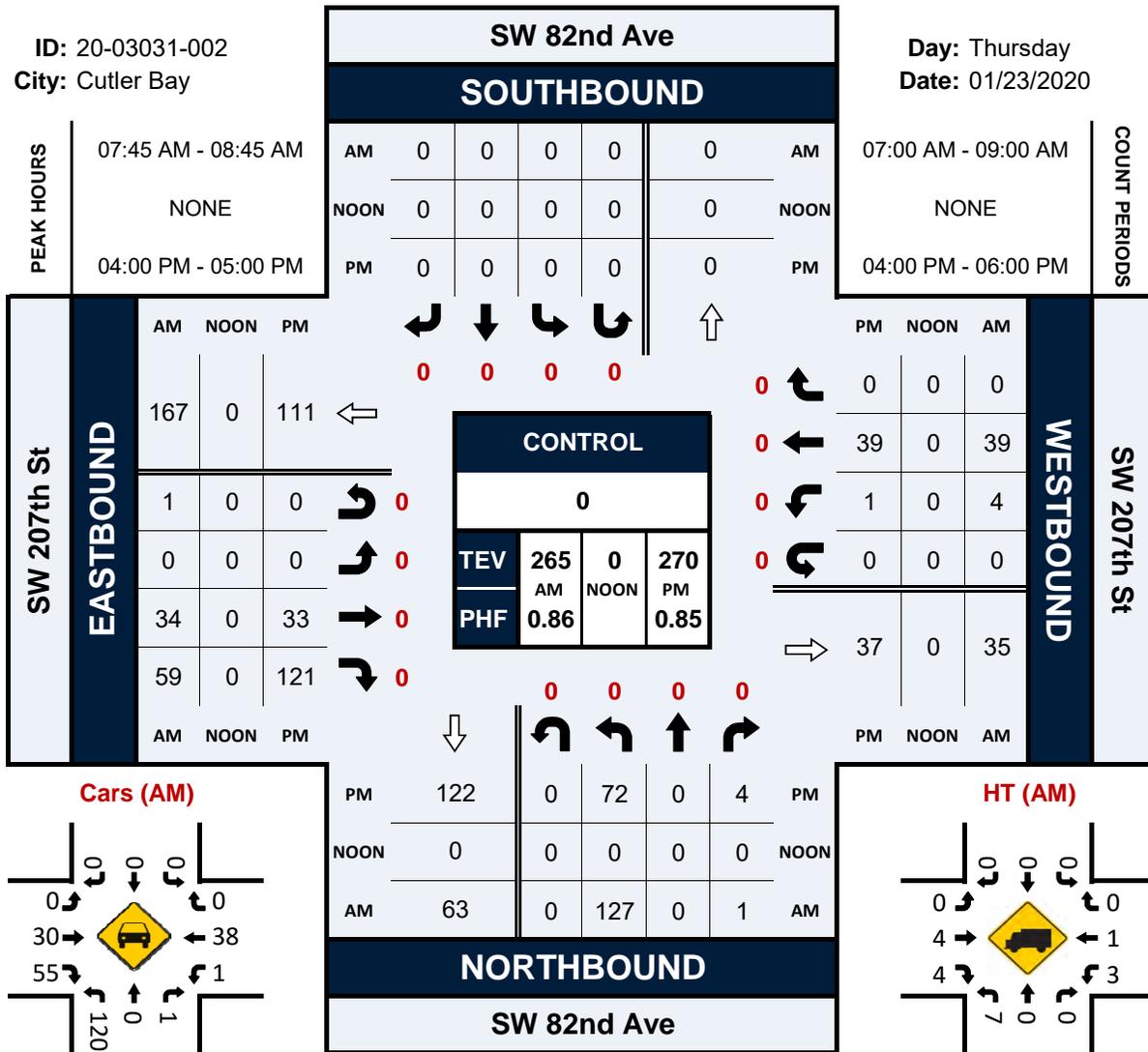
Prepared by National Data & Surveying Services

SW 82nd Ave & SW 207th St

Peak Hour Turning Movement Count

ID: 20-03031-002
City: Cutler Bay

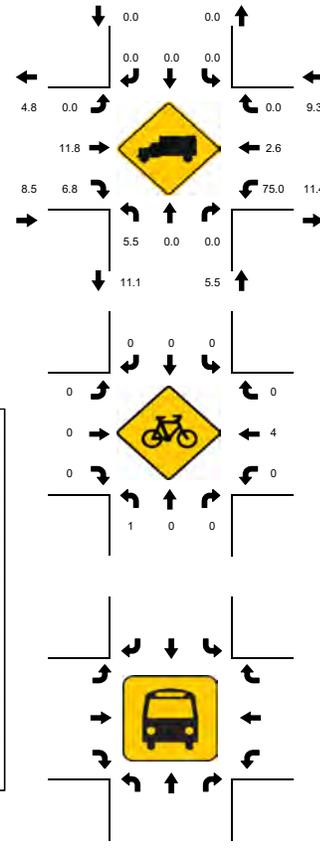
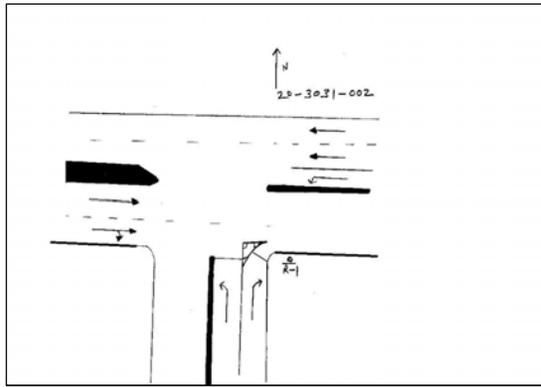
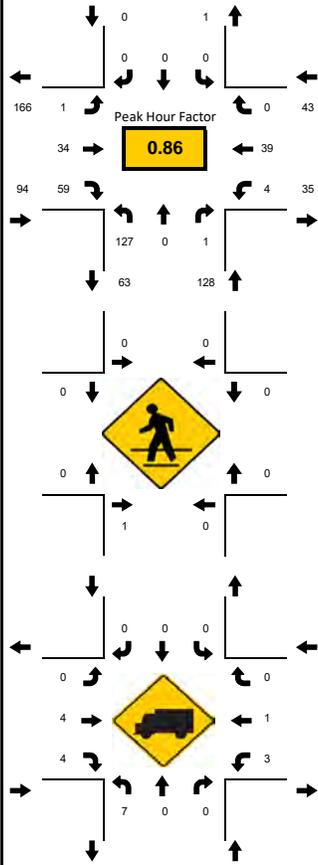
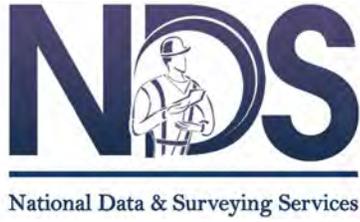
Day: Thursday
Date: 01/23/2020



LOCATION: SW 82nd Ave & SW 207th St
CITY/STATE: Cutler Bay, FL

PROJECT ID: 20-03031-002
DATE: 01/23/2020

Peak-Hour: 07:45 AM - 08:45 AM
Peak 15-Minute: 08:00 AM - 08:15 AM



15-Min Count Period Beginning At	SW 82nd Ave Northbound					SW 82nd Ave Southbound					SW 207th St Eastbound					SW 207th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	29	0	1	0		0	0	0	0		0	2	6	0		0	10	0	0		48	223
07:15 AM	29	0	0	0		0	0	0	0		0	5	12	0		0	3	0	0		49	252
07:30 AM	42	0	1	0		0	0	0	0		0	2	13	0		0	8	0	0		66	261
07:45 AM	30	0	0	0		0	0	0	0		0	6	14	0		0	10	0	0		60	265
08:00 AM	38	0	0	0		0	0	0	0		0	9	17	0		1	12	0	0		77	251
08:15 AM	22	0	0	0		0	0	0	0		0	8	14	1		0	13	0	0		58	174
08:30 AM	37	0	1	0		0	0	0	0		0	11	14	0		3	4	0	0		70	116
08:45 AM	17	0	1	0		0	0	0	0		0	6	12	0		1	9	0	0		46	46
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	152	0	4	0		0	0	0	0		0	44	68	4		12	52	0	0		336	
Heavy Trucks	12	0	0			0	0	0			0	8	8			8	4	0			40	
Pedestrians	4					0					0					0					4	
Bicycles	4	0	0			0	0	0			0	0	0			0	16	0			20	
Railroad																						
Stopped Buses																						

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 85th Ave & SW 207th St
 City: Cutler Bay
 Control:

Project ID: 20-03031-003
 Date: 1/23/2020

Total

NS/EW Streets:	SW 85th Ave				SW 85th Ave				SW 207th St				SW 207th St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	7	35	2	0	3	7	3	0	1	2	3	0	8	19	11	0	101
7:15 AM	3	25	4	0	5	15	4	0	2	6	0	0	3	17	15	0	99
7:30 AM	11	32	5	0	8	13	7	0	7	6	1	0	6	25	19	0	140
7:45 AM	12	28	4	0	3	26	4	0	14	13	15	0	8	22	9	0	158
8:00 AM	9	42	11	1	3	10	4	0	9	12	4	0	11	23	16	0	155
8:15 AM	7	24	7	1	6	16	8	0	3	8	6	0	7	15	13	1	122
8:30 AM	6	25	7	0	3	11	2	0	5	13	5	0	4	21	16	0	118
8:45 AM	6	22	4	0	7	2	2	1	5	9	9	0	5	14	6	0	92
TOTAL VOLUMES :	61	233	44	2	38	100	34	1	46	69	43	0	52	156	105	1	985
APPROACH %'s :	17.94%	68.53%	12.94%	0.59%	21.97%	57.80%	19.65%	0.58%	29.11%	43.67%	27.22%	0.00%	16.56%	49.68%	33.44%	0.32%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	39	126	27	2	20	65	23	0	33	39	26	0	32	85	57	1	575
PEAK HR FACTOR :	0.813	0.750	0.614	0.500	0.625	0.625	0.719	0.000	0.589	0.750	0.433	0.000	0.727	0.850	0.750	0.250	0.910
	0.770				0.818				0.583				0.875				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	8	9	6	0	12	19	7	0	4	21	14	0	6	14	3	1	124
4:15 PM	4	9	3	0	5	36	7	0	3	25	10	0	9	14	5	0	130
4:30 PM	7	11	5	0	21	25	4	0	1	23	10	0	8	18	2	0	135
4:45 PM	5	13	3	0	13	36	4	0	3	16	14	0	6	20	5	0	138
5:00 PM	4	12	4	0	12	27	7	0	2	19	6	0	6	12	6	0	117
5:15 PM	6	14	9	0	14	38	3	0	0	20	17	0	3	13	5	0	142
5:30 PM	6	11	5	0	16	34	6	0	2	20	15	1	5	14	5	0	140
5:45 PM	6	10	2	0	13	29	5	0	2	22	7	0	5	5	1	0	107
TOTAL VOLUMES :	46	89	37	0	106	244	43	0	17	166	93	1	48	110	32	1	1033
APPROACH %'s :	26.74%	51.74%	21.51%	0.00%	26.97%	62.09%	10.94%	0.00%	6.14%	59.93%	33.57%	0.36%	25.13%	57.59%	16.75%	0.52%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	21	50	21	0	55	135	20	0	7	75	52	1	20	59	21	0	537
PEAK HR FACTOR :	0.875	0.893	0.583	0.000	0.859	0.888	0.714	0.000	0.583	0.938	0.765	0.250	0.833	0.738	0.875	0.000	0.945
	0.793				0.938				0.888				0.806				

National Data & Surveying Services Intersection Turning Movement Count

Location: SW 85th Ave & SW 207th St
City: Cutler Bay
Control: 0

Project ID: 20-03031-003
Date: 1/23/2020

Cars

NS/EW Streets:	SW 85th Ave				SW 85th Ave				SW 207th St				SW 207th St					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	6	34	1	0	3	7	3	0	1	2	2	0	7	18	11	0	95	
	7:00 AM																	
	7:15 AM	3	25	4	0	5	15	4	0	2	6	0	0	3	17	14	0	98
	7:30 AM	10	31	4	0	8	13	7	0	7	6	1	0	5	25	19	0	136
	7:45 AM	11	28	3	0	3	26	4	0	14	13	14	0	8	21	9	0	154
	8:00 AM	8	42	10	1	3	10	4	0	9	10	3	0	11	23	15	0	149
	8:15 AM	6	22	6	1	5	16	8	0	3	8	5	0	6	15	12	1	114
8:30 AM	6	25	7	0	3	11	2	0	5	11	5	0	2	20	16	0	113	
8:45 AM	5	22	4	0	7	2	2	1	5	9	8	0	3	14	5	0	87	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	55	229	39	2	37	100	34	1	46	65	38	0	45	153	101	1	946	
	16.92%	70.46%	12.00%	0.62%	21.51%	58.14%	19.77%	0.58%	30.87%	43.62%	25.50%	0.00%	15.00%	51.00%	33.67%	0.33%		
PEAK HR :	07:30 AM - 08:30 AM																TOTAL	
PEAK HR VOL :	35	123	23	2	19	65	23	0	33	37	23	0	30	84	55	1	553	
PEAK HR FACTOR :	0.80	0.732	0.575	0.500	0.594	0.625	0.719	0.000	0.589	0.712	0.411	0.000	0.682	0.840	0.724	0.250	0.898	
	0.750				0.811				0.567				0.867					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	8	9	5	0	12	19	7	0	3	20	13	0	6	14	3	1	120	
	4:00 PM																	
	4:15 PM	4	9	3	0	5	36	7	0	2	23	10	0	7	14	5	0	125
	4:30 PM	7	10	5	0	20	25	4	0	1	22	10	0	7	17	2	0	130
	4:45 PM	4	13	3	0	13	36	3	0	3	16	13	0	6	20	5	0	135
	5:00 PM	4	12	3	0	12	27	7	0	2	19	6	0	6	12	4	0	114
	5:15 PM	5	14	9	0	14	38	3	0	0	18	16	0	2	13	5	0	137
5:30 PM	6	11	5	0	16	34	6	0	2	19	15	1	5	14	4	0	138	
5:45 PM	5	10	2	0	13	29	4	0	2	22	6	0	5	5	1	0	104	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	43	88	35	0	105	244	41	0	15	159	89	1	44	109	29	1	1003	
	25.90%	53.01%	21.08%	0.00%	26.92%	62.56%	10.51%	0.00%	5.68%	60.23%	33.71%	0.38%	24.04%	59.56%	15.85%	0.55%		
PEAK HR :	04:45 PM - 05:45 PM																TOTAL	
PEAK HR VOL :	19	50	20	0	55	135	19	0	7	72	50	1	19	59	18	0	524	
PEAK HR FACTOR :	0.79	0.893	0.556	0.000	0.859	0.888	0.679	0.000	0.583	0.947	0.781	0.250	0.792	0.738	0.900	0.000	0.949	
	0.795				0.933				0.878				0.774					

National Data & Surveying Services Intersection Turning Movement Count

Location: SW 85th Ave & SW 207th St
City: Cutler Bay
Control: 0

Project ID: 20-03031-003
Date: 1/23/2020

HT

NS/EW Streets:	SW 85th Ave				SW 85th Ave				SW 207th St				SW 207th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	1	1	1	0	0	0	0	0	0	0	1	0	1	1	0	0	6
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	4
7:45 AM	1	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	4
8:00 AM	1	0	1	0	0	0	0	0	0	2	1	0	0	0	1	0	6
8:15 AM	1	2	1	0	1	0	0	0	0	0	1	0	1	0	1	0	8
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	5
8:45 AM	1	0	0	0	0	0	0	0	0	0	1	0	2	0	1	0	5
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	6	4	5	0	1	0	0	0	0	4	5	0	7	3	4	0	39
	40.00%	26.67%	33.33%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	44.44%	55.56%	0.00%	50.00%	21.43%	28.57%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	4	3	4	0	1	0	0	0	0	2	3	0	2	1	2	0	22
PEAK HR FACTOR :	1.000	0.375	1.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.750	0.000	0.500	0.250	0.500	0.000	0.688
	0.688				0.250				0.417				0.625				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	1	2	0	0	2	0	0	0	5
4:30 PM	0	1	0	0	1	0	0	0	0	1	0	0	1	1	0	0	5
4:45 PM	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	3
5:15 PM	1	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
5:45 PM	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	3	1	2	0	1	0	2	0	2	7	4	0	4	1	3	0	30
	50.00%	16.67%	33.33%	0.00%	33.33%	0.00%	66.67%	0.00%	15.38%	53.85%	30.77%	0.00%	50.00%	12.50%	37.50%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	2	0	1	0	0	0	1	0	0	3	2	0	1	0	3	0	13
PEAK HR FACTOR :	0.50	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.375	0.500	0.000	0.250	0.000	0.375	0.000	0.650
	0.750				0.250				0.417				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

 Location: SW 85th Ave & SW 207th St
 City: Cutler Bay

 Project ID: 20-03031-003
 Date: 1/23/2020

Pedestrians (Crosswalks)

NS/EW Streets:	SW 85th Ave		SW 85th Ave		SW 207th St		SW 207th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	1	2
7:45 AM	0	0	0	0	0	0	2	0	2
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	1	0	0	0	0	2	1	4
	0.00%	100.00%					66.67%	33.33%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	1	0	0	0	0	2	1	4
PEAK HR FACTOR :		0.250					0.250	0.250	0.500
		0.250						0.375	

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	1	0	0	0	1	0	2
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	2	0	0	0	0	0	2
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	4	1	0	0	1	0	6
			80.00%	20.00%			100.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	1	1	0	0	1	0	3
PEAK HR FACTOR :			0.250	0.250			0.250		0.375
				0.500				0.250	

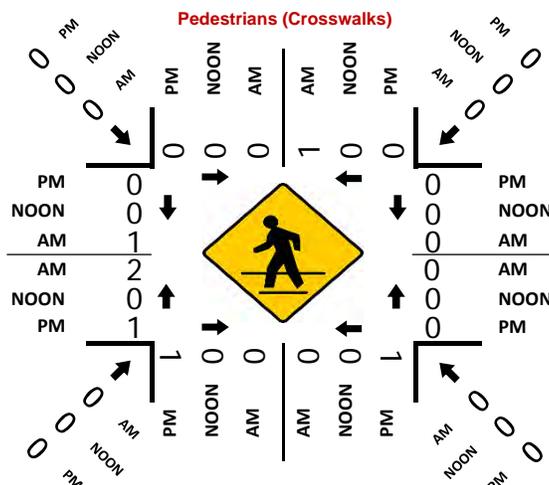
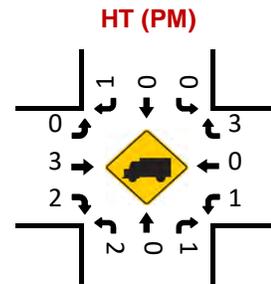
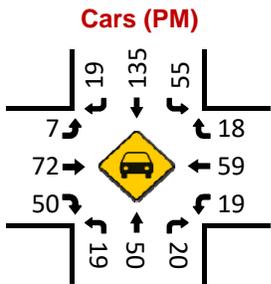
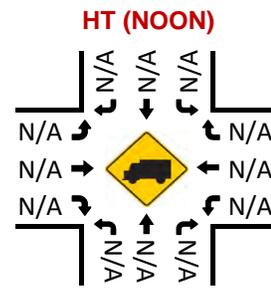
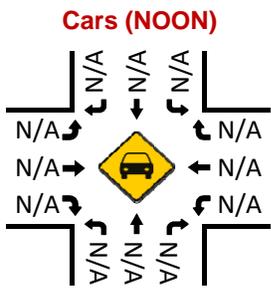
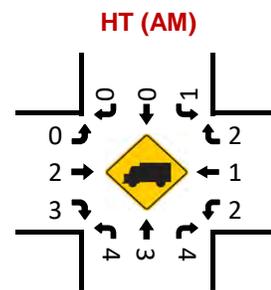
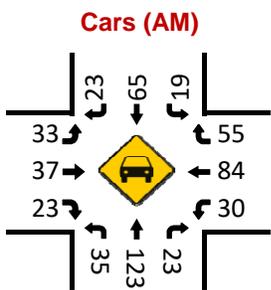
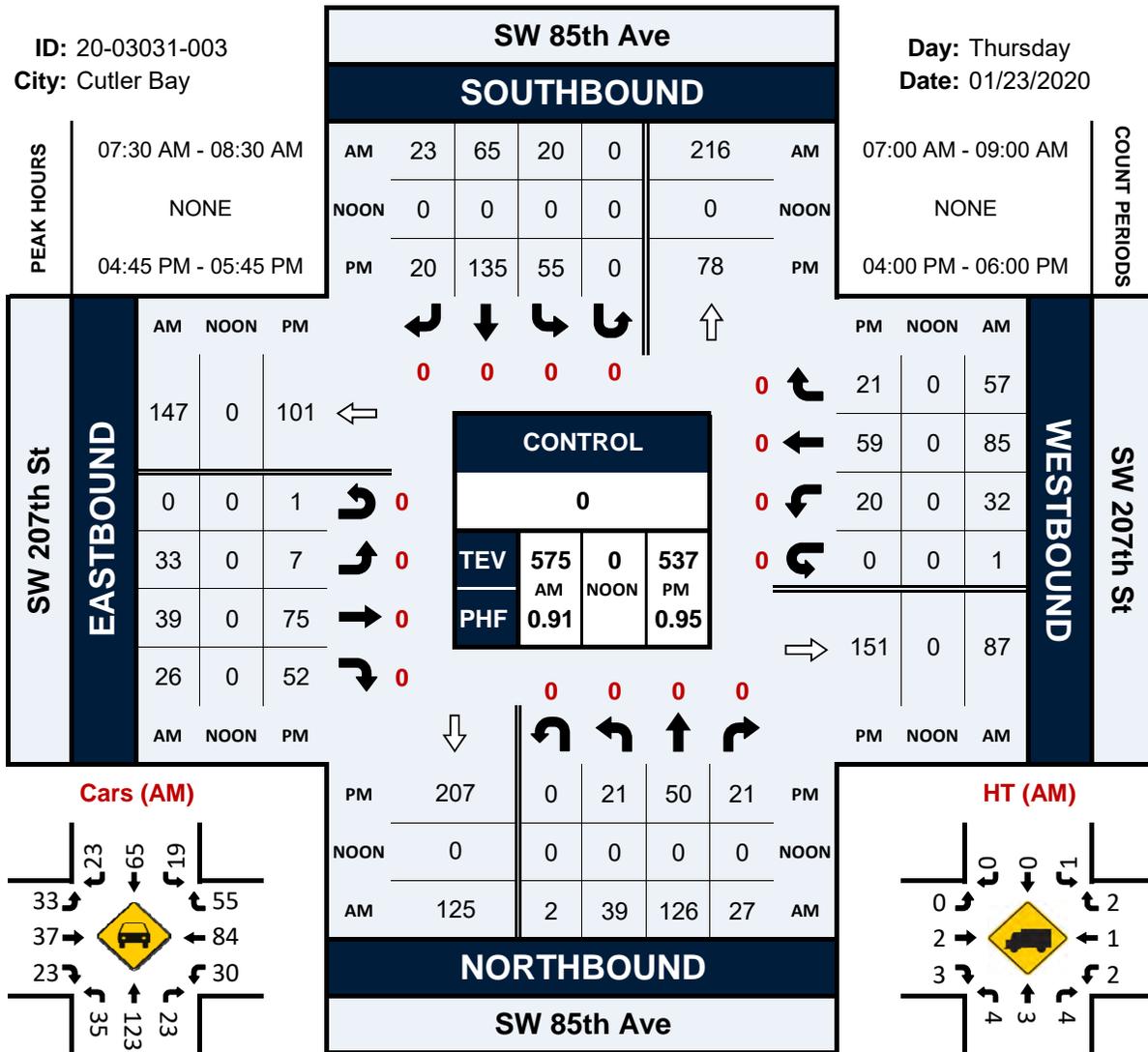
Prepared by National Data & Surveying Services

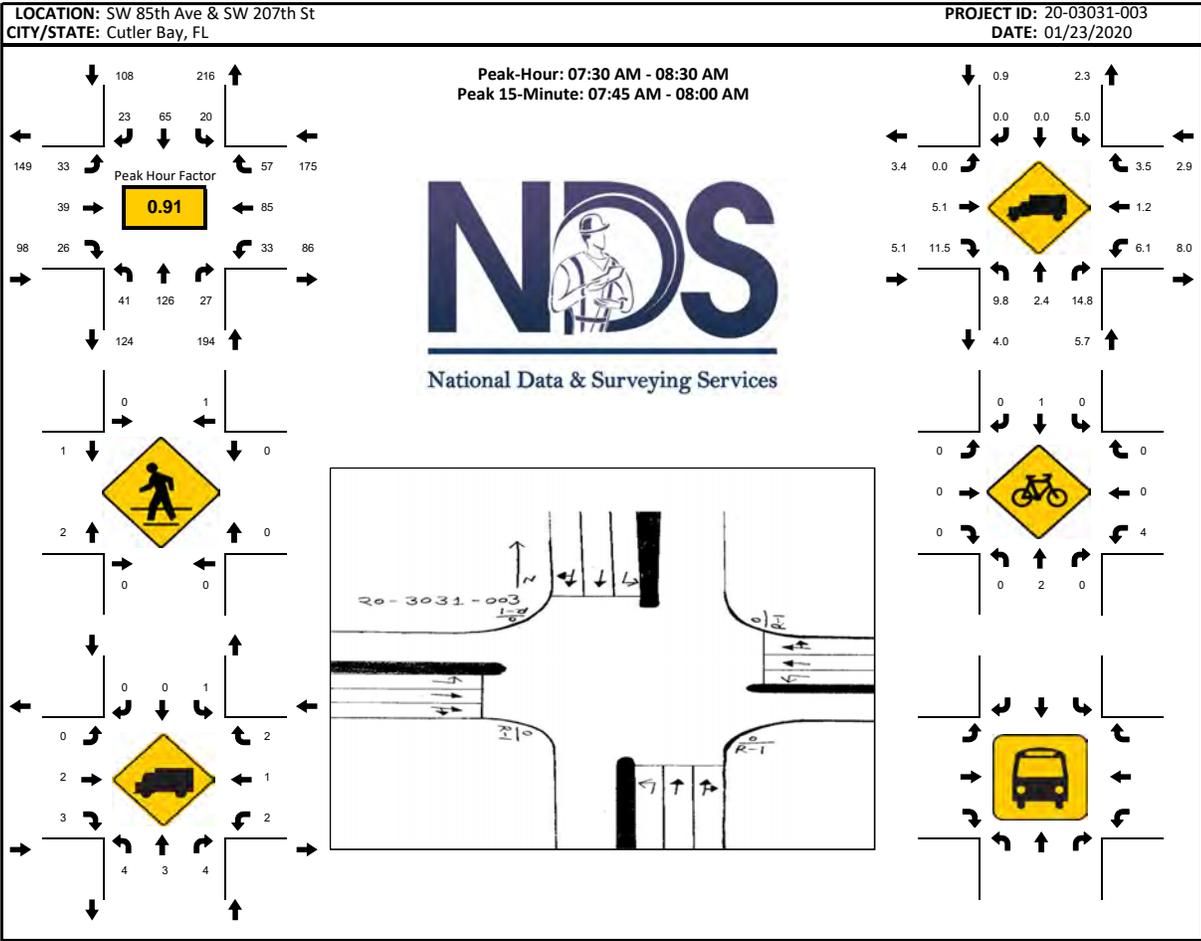
SW 85th Ave & SW 207th St

Peak Hour Turning Movement Count

ID: 20-03031-003
City: Cutler Bay

Day: Thursday
Date: 01/23/2020

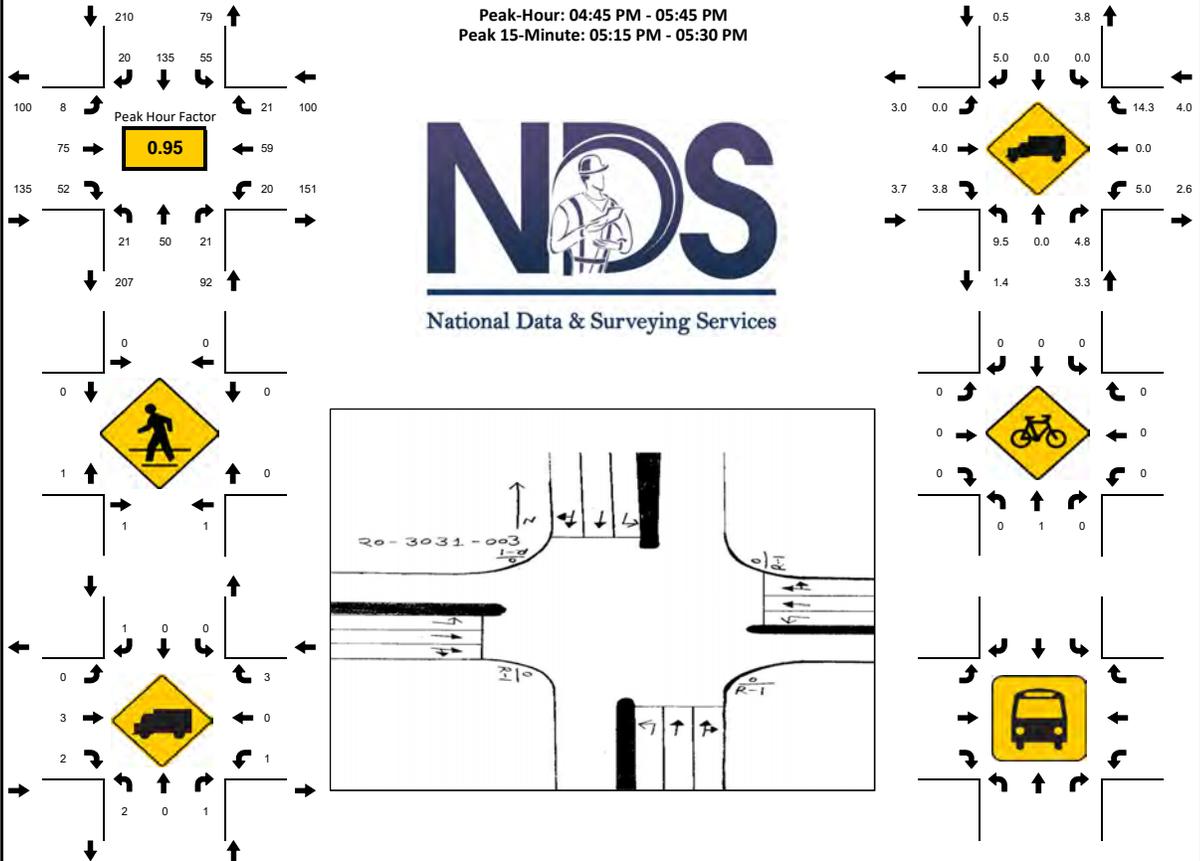




15-Min Count Period Beginning At	SW 85th Ave Northbound					SW 85th Ave Southbound					SW 207th St Eastbound					SW 207th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	7	35	2	0		3	7	3	0		1	2	3	0		8	19	11	0		101	498
07:15 AM	3	25	4	0		5	15	4	0		2	6	0	0		3	17	15	0		99	552
07:30 AM	11	32	5	0		8	13	7	0		7	6	1	0		6	25	19	0		140	575
07:45 AM	12	28	4	0		3	26	4	0		14	13	15	0		8	22	9	0		158	553
08:00 AM	9	42	11	1		3	10	4	0		9	12	4	0		11	23	16	0		155	487
08:15 AM	7	24	7	1		6	16	8	0		3	8	6	0		7	15	13	1		122	332
08:30 AM	6	25	7	0		3	11	2	0		5	13	5	0		4	21	16	0		118	210
08:45 AM	6	22	4	0		7	2	2	1		5	9	9	0		5	14	6	0		92	92
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	48	168	44	4		32	104	32	0		56	52	60	0		44	100	76	4		824	
Heavy Trucks	4	8	4			4	0	0			0	8	4			4	4	4			44	
Pedestrians	0						4					8					0				12	
Bicycles	0	8	0			0	4	0			0	0	0			16	0	0			28	
Railroad Stopped Buses																						

LOCATION: SW 85th Ave & SW 207th St
CITY/STATE: Cutler Bay, FL

PROJECT ID: 20-03031-003
DATE: 01/23/2020



15-Min Count Period Beginning At	SW 85th Ave Northbound					SW 85th Ave Southbound					SW 207th St Eastbound					SW 207th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	8	9	6	0		12	19	7	0		4	21	14	0		6	14	3	1		124	527
04:15 PM	4	9	3	0		5	36	7	0		3	25	10	0		9	14	5	0		130	520
04:30 PM	7	11	5	0		21	25	4	0		1	23	10	0		8	18	2	0		135	532
04:45 PM	5	13	3	0		13	36	4	0		3	16	14	0		6	20	5	0		138	537
05:00 PM	4	12	4	0		12	27	7	0		2	19	6	0		6	12	6	0		117	506
05:15 PM	6	14	9	0		14	38	3	0		0	20	17	0		3	13	5	0		142	389
05:30 PM	6	11	5	0		16	34	6	0		2	20	15	1		5	14	5	0		140	247
05:45 PM	6	10	2	0		13	29	5	0		2	22	7	0		5	5	1	0		107	107
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	24	56	36	0		64	152	28	0		12	80	68	4		24	80	24	0		652	
Heavy Trucks	4	0	4			0	0	4			0	8	4			4	0	8			36	
Pedestrians		4					0					4					0				8	
Bicycles	0	4	0			0	0	0			0	0	0			0	0	0			4	
Railroad																						
Stopped Buses																						

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 85th Ave & SW 212th St
 City: Cutler Bay
 Control:

Project ID: 20-03031-004
 Date: 1/23/2020

Total

NS/EW Streets:	SW 85th Ave				SW 85th Ave				SW 212th St				SW 212th St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	12	0	0	0	0	22	0	20	1	1	0	0	0	0	0	57
7:15 AM	5	9	1	0	1	1	22	0	10	1	1	0	0	1	2	0	54
7:30 AM	4	11	0	0	1	5	27	0	29	1	0	0	0	1	0	0	79
7:45 AM	10	11	0	0	0	2	50	0	23	3	3	2	0	1	1	0	106
8:00 AM	2	9	0	0	2	2	33	0	34	0	3	0	0	1	3	0	89
8:15 AM	3	1	0	0	2	0	33	1	27	0	2	0	0	2	3	0	74
8:30 AM	3	5	0	0	0	3	19	0	21	2	4	0	1	1	0	0	59
8:45 AM	6	4	0	0	1	2	13	0	9	1	5	0	1	3	1	0	46
TOTAL VOLUMES :	NL 34	NT 62	NR 1	NU 0	SL 7	ST 15	SR 219	SU 1	EL 173	ET 9	ER 19	EU 2	WL 2	WT 10	WR 10	WU 0	TOTAL 564
APPROACH %'s :	35.05%	63.92%	1.03%	0.00%	2.89%	6.20%	90.50%	0.41%	85.22%	4.43%	9.36%	0.99%	9.09%	45.45%	45.45%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM				5	9	143	1	113	4	8	2	0	5	7	0	TOTAL 348
PEAK HR VOL :	19	32	0	0	5	9	143	1	113	4	8	2	0	5	7	0	348
PEAK HR FACTOR :	0.475	0.727	0.000	0.000	0.625	0.450	0.715	0.250	0.831	0.333	0.667	0.250	0.000	0.625	0.583	0.000	0.821
			0.607				0.760				0.858				0.600		
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	6	4	0	0	1	4	25	0	14	2	7	0	0	3	0	0	66
4:15 PM	1	4	0	0	0	6	30	0	17	1	3	0	0	0	2	0	64
4:30 PM	5	3	0	0	0	4	36	0	21	0	1	0	0	1	0	0	71
4:45 PM	2	3	0	1	0	6	26	1	17	3	4	0	1	0	0	0	64
5:00 PM	2	1	0	0	2	3	30	0	16	1	2	0	0	0	0	0	57
5:15 PM	0	1	0	0	0	2	36	1	30	1	2	0	0	0	0	0	73
5:30 PM	2	1	1	0	1	3	36	0	21	2	2	0	0	2	1	0	72
5:45 PM	2	3	0	0	0	4	26	0	15	1	3	1	0	2	0	0	57
TOTAL VOLUMES :	NL 20	NT 20	NR 1	NU 1	SL 4	ST 32	SR 245	SU 2	EL 151	ET 11	ER 24	EU 1	WL 1	WT 8	WR 3	WU 0	TOTAL 524
APPROACH %'s :	47.62%	47.62%	2.38%	2.38%	1.41%	11.31%	86.57%	0.71%	80.75%	5.88%	12.83%	0.53%	8.33%	66.67%	25.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM				3	14	128	2	84	7	10	0	1	2	1	0	TOTAL 266
PEAK HR VOL :	6	6	1	1	3	14	128	2	84	7	10	0	1	2	1	0	266
PEAK HR FACTOR :	0.750	0.500	0.250	0.250	0.375	0.583	0.889	0.500	0.700	0.583	0.625	0.000	0.250	0.250	0.250	0.000	0.911
			0.583				0.919				0.765				0.333		

National Data & Surveying Services Intersection Turning Movement Count

Location: SW 85th Ave & SW 212th St
City: Cutler Bay
Control: 0

Project ID: 20-03031-004
Date: 1/23/2020

Cars

NS/EW Streets:	SW 85th Ave				SW 85th Ave				SW 212th St				SW 212th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	1	12	0	0	0	0	20	0	17	1	1	0	0	0	0	0	52
7:15 AM	5	9	1	0	1	1	22	0	9	1	1	0	0	1	2	0	53
7:30 AM	4	10	0	0	1	5	26	0	25	1	0	0	0	1	0	0	73
7:45 AM	10	11	0	0	0	2	49	0	21	3	3	1	0	1	1	0	102
8:00 AM	2	9	0	0	1	2	33	0	33	0	3	0	0	1	3	0	87
8:15 AM	3	1	0	0	2	0	31	1	24	0	2	0	0	2	2	0	68
8:30 AM	3	5	0	0	0	3	17	0	21	2	4	0	1	1	0	0	57
8:45 AM	5	4	0	0	1	1	11	0	8	1	5	0	1	3	1	0	41
TOTAL VOLUMES :	33	61	1	0	6	14	209	1	158	9	19	1	2	10	9	0	533
APPROACH %'s :	34.74%	64.21%	1.05%	0.00%	2.61%	6.09%	90.87%	0.43%	84.49%	4.81%	10.16%	0.53%	9.52%	47.62%	42.86%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	19	31	0	0	4	9	139	1	103	4	8	1	0	5	6	0	330
PEAK HR FACTOR :	0.48	0.705	0.000	0.000	0.500	0.450	0.709	0.250	0.780	0.333	0.667	0.250	0.000	0.625	0.500	0.000	0.809
	0.595				0.750				0.806				0.688				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	6	3	0	0	1	3	24	0	14	2	7	0	0	3	0	0	63
4:15 PM	1	4	0	0	0	6	27	0	17	1	3	0	0	0	2	0	61
4:30 PM	5	3	0	0	0	4	35	0	20	0	1	0	0	1	0	0	69
4:45 PM	2	3	0	1	0	6	25	1	16	3	4	0	1	0	0	0	62
5:00 PM	2	1	0	0	2	3	30	0	15	1	2	0	0	0	0	0	56
5:15 PM	0	1	0	0	0	2	34	1	29	1	2	0	0	0	0	0	70
5:30 PM	2	1	1	0	1	3	36	0	21	2	2	0	0	2	1	0	72
5:45 PM	2	3	0	0	0	4	25	0	14	1	3	1	0	2	1	0	55
TOTAL VOLUMES :	20	19	1	1	4	31	236	2	146	11	24	1	1	8	3	0	508
APPROACH %'s :	48.78%	46.34%	2.44%	2.44%	1.47%	11.36%	86.45%	0.73%	80.22%	6.04%	13.19%	0.55%	8.33%	66.67%	25.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	6	6	1	1	3	14	125	2	81	7	10	0	1	2	1	0	260
PEAK HR FACTOR :	0.75	0.500	0.250	0.250	0.375	0.583	0.868	0.500	0.698	0.583	0.625	0.000	0.250	0.250	0.250	0.000	0.903
	0.583				0.900				0.766				0.333				

National Data & Surveying Services Intersection Turning Movement Count

Location: SW 85th Ave & SW 212th St
City: Cutler Bay
Control: 0

Project ID: 20-03031-004
Date: 1/23/2020

HT

NS/EW Streets:	SW 85th Ave				SW 85th Ave				SW 212th St				SW 212th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	5
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	1	0	0	0	0	1	0	4	0	0	0	0	0	0	0	6
7:45 AM	0	0	0	0	0	0	1	0	2	0	0	1	0	0	0	0	4
8:00 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	2	0	3	0	0	0	0	0	1	0	6
8:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
8:45 AM	1	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	5
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	1	0	0	1	1	10	0	15	0	0	1	0	0	1	0	31
	50.00%	50.00%	0.00%	0.00%	8.33%	8.33%	83.33%	0.00%	93.75%	0.00%	0.00%	6.25%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	1	0	0	1	0	4	0	10	0	0	1	0	0	1	0	18
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.250	0.000	0.500	0.000	0.625	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.750
	0.250				0.625				0.688				0.250				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	1	0	0	0	1	9	0	5	0	0	0	0	0	0	0	16
	0.00%	100.00%	0.00%	0.00%	0.00%	10.00%	90.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	6
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
	0.000				0.375				0.750				0.000				

National Data & Surveying Services Intersection Turning Movement Count

Location: SW 85th Ave & SW 212th St
City: Cutler Bay
Control: 0

Project ID: 20-03031-004
Date: 1/23/2020

Bikes

NS/EW Streets:	SW 85th Ave				SW 85th Ave				SW 212th St				SW 212th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6
					0.00%	0.00%	100.00%	0.00%									
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375
					0.375												
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
					0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

National Data & Surveying Services

Intersection Turning Movement Count

 Location: SW 85th Ave & SW 212th St
 City: Cutler Bay

 Project ID: 20-03031-004
 Date: 1/23/2020

Pedestrians (Crosswalks)

NS/EW Streets:	SW 85th Ave		SW 85th Ave		SW 212th St		SW 212th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	1	1	0	3
7:45 AM	0	2	0	0	2	0	0	0	4
8:00 AM	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	1	1	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0	1
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	2	0	0	5	3	1	0	11
	0.00%	100.00%			62.50%	37.50%	100.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	2	0	0	4	3	1	0	10
PEAK HR FACTOR :	0.250				0.500	0.750	0.250		0.625
	0.250				0.875		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	1	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	2	2
5:30 PM	0	0	0	0	1	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	1	1
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	2	1	0	3	6
					66.67%	33.33%	0.00%	100.00%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	2	1	0	2	5
PEAK HR FACTOR :					0.500	0.250		0.250	0.625
					0.750		0.250		

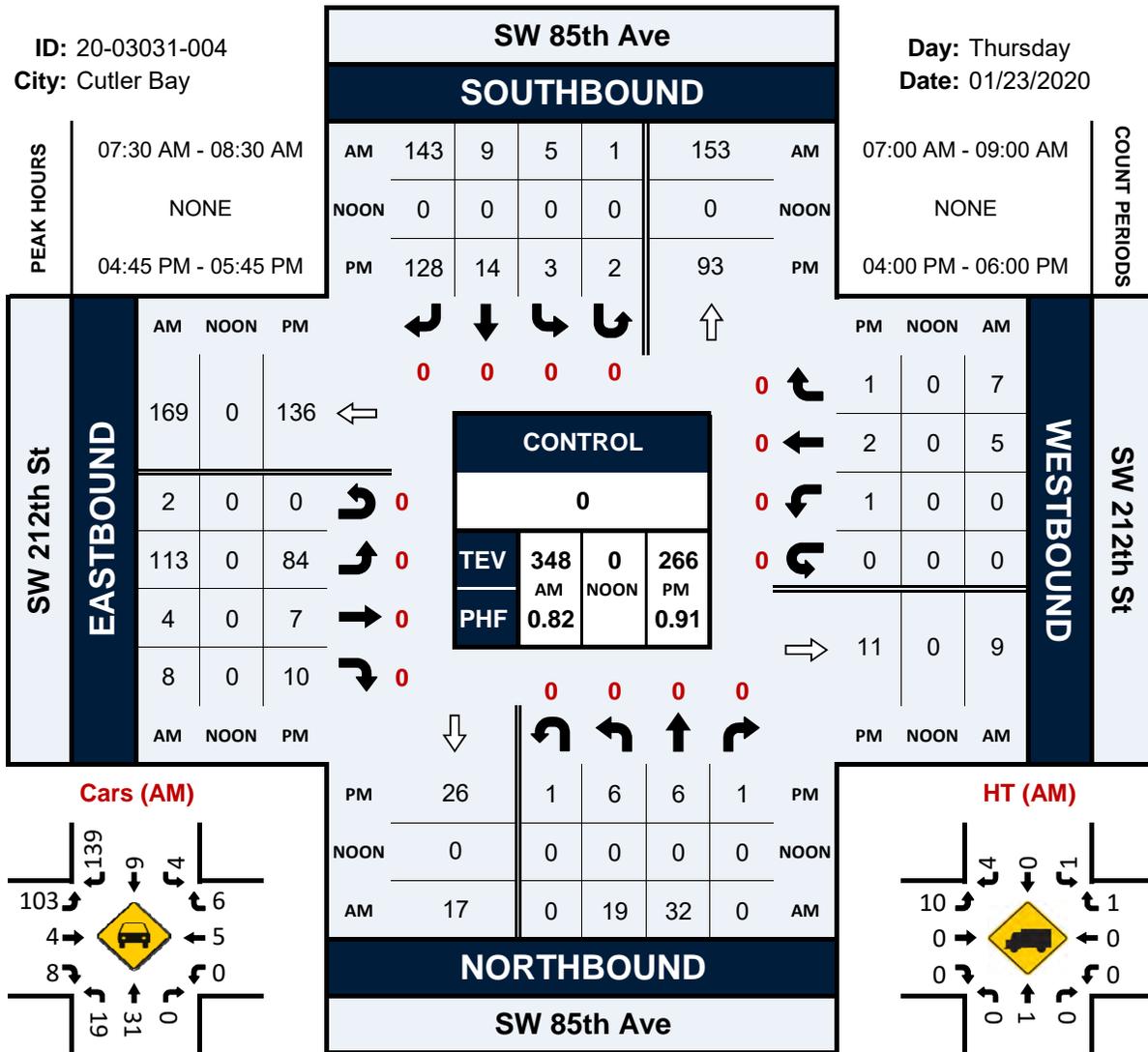
Prepared by National Data & Surveying Services

SW 85th Ave & SW 212th St

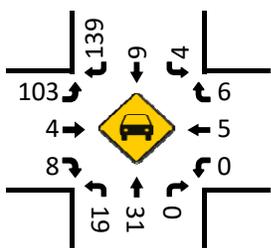
Peak Hour Turning Movement Count

ID: 20-03031-004
City: Cutler Bay

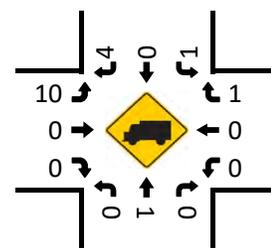
Day: Thursday
Date: 01/23/2020



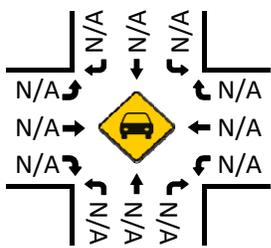
Cars (AM)



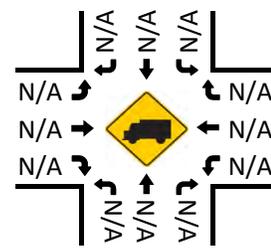
HT (AM)



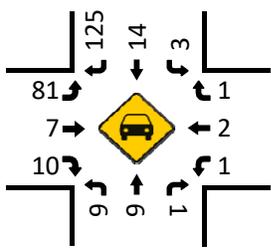
Cars (NOON)



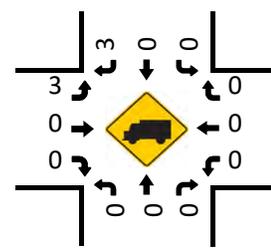
HT (NOON)



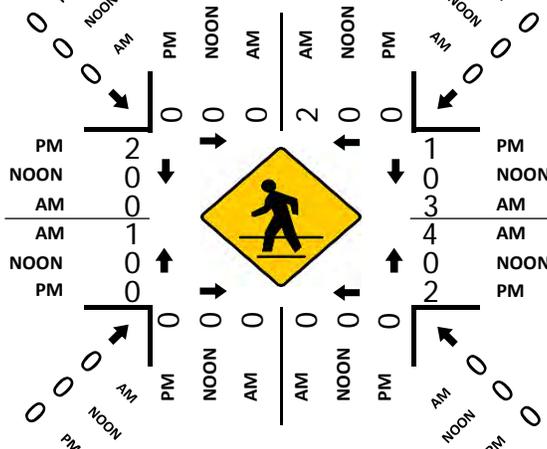
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 87th Ave & SW 212th St
 City: Cutler Bay
 Control:

Project ID: 20-03031-005
 Date: 1/23/2020

Total

NS/EW Streets:	SW 87th Ave				SW 87th Ave				SW 212th St				SW 212th St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	127	9	0	6	64	5	0	20	21	3	0	17	10	17	0	302
7:15 AM	5	104	11	0	6	58	5	0	15	19	8	1	15	23	20	0	290
7:30 AM	9	110	19	0	18	66	10	0	20	71	16	0	11	25	27	0	402
7:45 AM	13	97	24	0	19	62	24	0	15	96	6	0	23	47	40	0	466
8:00 AM	7	109	24	0	9	73	15	0	9	15	13	0	27	21	5	0	327
8:15 AM	21	120	23	0	3	71	18	0	18	14	14	0	23	22	12	0	359
8:30 AM	10	109	14	0	10	51	12	0	14	11	4	1	13	17	17	0	283
8:45 AM	5	95	7	0	9	43	10	0	14	10	6	0	7	22	8	0	236
TOTAL VOLUMES :	73	871	131	0	80	488	99	0	125	257	70	2	136	187	146	0	2665
APPROACH %'s :	6.79%	81.02%	12.19%	0.00%	11.99%	73.16%	14.84%	0.00%	27.53%	56.61%	15.42%	0.44%	29.00%	39.87%	31.13%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	50	436	90	0	49	272	67	0	62	196	49	0	84	115	84	0	1554
PEAK HR FACTOR :	0.595	0.908	0.938	0.000	0.645	0.932	0.698	0.000	0.775	0.510	0.766	0.000	0.778	0.612	0.525	0.000	0.834
	0.878				0.924				0.656				0.643				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	55	8	0	17	114	31	0	5	19	4	1	12	36	16	0	320
4:15 PM	8	53	5	0	14	104	28	0	12	29	7	1	21	25	12	0	319
4:30 PM	2	64	15	0	10	154	27	0	6	13	4	1	16	20	10	0	342
4:45 PM	5	63	10	0	21	136	28	0	10	17	4	1	21	21	7	0	344
5:00 PM	1	60	7	0	9	132	31	0	7	15	3	2	12	22	9	0	310
5:15 PM	5	61	22	0	9	124	23	0	9	14	4	1	15	12	11	0	310
5:30 PM	3	53	12	0	18	149	32	0	8	20	3	1	19	24	8	0	350
5:45 PM	3	59	10	0	16	154	31	0	8	19	4	0	11	24	6	2	347
TOTAL VOLUMES :	29	468	89	0	114	1067	231	0	65	146	33	8	127	184	79	2	2642
APPROACH %'s :	4.95%	79.86%	15.19%	0.00%	8.07%	75.57%	16.36%	0.00%	25.79%	57.94%	13.10%	3.17%	32.40%	46.94%	20.15%	0.51%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	17	235	38	0	62	508	114	0	33	78	19	4	70	102	45	0	1325
PEAK HR FACTOR :	0.531	0.918	0.633	0.000	0.738	0.825	0.919	0.000	0.688	0.672	0.679	1.000	0.833	0.708	0.703	0.000	0.963
	0.895				0.895				0.684				0.848				

National Data & Surveying Services Intersection Turning Movement Count

Location: SW 87th Ave & SW 212th St
City: Cutler Bay
Control: 0

Project ID: 20-03031-005
Date: 1/23/2020

HT

NS/EW Streets:	SW 87th Ave				SW 87th Ave				SW 212th St				SW 212th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	1	1	0	1	0	0	0	0	1	0	0	2	0	1	0	7
7:15 AM	0	0	1	0	2	4	0	0	0	0	0	0	0	0	0	0	7
7:30 AM	0	1	1	0	2	2	0	0	0	2	1	0	0	1	0	0	10
7:45 AM	0	2	1	0	0	2	0	0	0	2	1	0	1	2	0	0	11
8:00 AM	0	3	0	0	2	1	1	0	0	1	0	0	0	0	0	0	8
8:15 AM	0	1	2	0	0	2	0	0	0	1	0	0	2	1	0	0	9
8:30 AM	0	5	0	0	1	1	0	0	0	0	0	0	2	0	0	0	9
8:45 AM	0	1	1	0	0	2	0	0	0	0	1	0	1	2	1	0	9
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	14	7	0	8	14	1	0	0	7	3	0	8	6	2	0	70
APPROACH %'s :	0.00%	66.67%	33.33%	0.00%	34.78%	60.87%	4.35%	0.00%	0.00%	70.00%	30.00%	0.00%	50.00%	37.50%	12.50%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	7	4	0	4	7	1	0	0	6	2	0	3	4	0	0	38
PEAK HR FACTOR :	0.000	0.583	0.500	0.000	0.500	0.875	0.250	0.000	0.000	0.750	0.500	0.000	0.375	0.500	0.000	0.000	0.864
	0.917				0.750				0.667				0.583				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	4	0	0	0	3	1	0	0	1	0	0	0	1	0	0	10
4:15 PM	0	2	0	0	0	0	1	0	0	0	1	0	2	2	0	0	8
4:30 PM	0	2	0	0	0	3	0	0	1	1	0	0	1	1	0	0	9
4:45 PM	0	0	1	0	0	4	0	0	0	0	0	0	2	0	0	0	7
5:00 PM	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	4
5:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	3
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	8	4	0	0	16	4	0	1	2	1	0	8	4	0	0	48
APPROACH %'s :	0.00%	66.67%	33.33%	0.00%	0.00%	80.00%	20.00%	0.00%	25.00%	50.00%	25.00%	0.00%	66.67%	33.33%	0.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	8	1	0	0	10	2	0	1	2	1	0	5	4	0	0	34
PEAK HR FACTOR :	0.00	0.500	0.250	0.000	0.000	0.625	0.500	0.000	0.250	0.500	0.250	0.000	0.625	0.500	0.000	0.000	0.850
	0.563				0.750				0.500				0.563				

National Data & Surveying Services Intersection Turning Movement Count

Location: SW 87th Ave & SW 212th St
City: Cutler Bay
Control: 0

Project ID: 20-03031-005
Date: 1/23/2020

Cars

NS/EW Streets:	SW 87th Ave				SW 87th Ave				SW 212th St				SW 212th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	3	126	8	0	5	64	5	0	20	20	3	0	15	10	16	0	295
7:15 AM	5	104	10	0	4	54	5	0	15	19	8	1	15	23	20	0	283
7:30 AM	9	109	18	0	16	64	10	0	20	69	15	0	11	24	27	0	392
7:45 AM	13	95	23	0	19	60	24	0	15	94	5	0	22	45	40	0	455
8:00 AM	7	106	24	0	7	72	14	0	9	14	13	0	27	21	5	0	319
8:15 AM	21	119	21	0	3	69	18	0	18	13	14	0	21	21	12	0	350
8:30 AM	10	104	14	0	9	50	12	0	14	11	4	1	11	17	17	0	274
8:45 AM	5	94	6	0	9	41	10	0	14	10	5	0	6	20	7	0	227
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	73	857	124	0	72	474	98	0	125	250	67	2	128	181	144	0	2595
PEAK HR :	07:30 AM - 08:30 AM				11.18%	73.60%	15.22%	0.00%	28.15%	56.31%	15.09%	0.45%	28.26%	39.96%	31.79%	0.00%	TOTAL
PEAK HR VOL :	50	429	86	0	45	265	66	0	62	190	47	0	81	111	84	0	1516
PEAK HR FACTOR :	0.60	0.901	0.896	0.000	0.592	0.920	0.688	0.000	0.775	0.505	0.783	0.000	0.750	0.617	0.525	0.000	0.833
	0.877				0.913				0.656				0.645				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	2	51	8	0	17	111	30	0	5	18	4	1	12	35	16	0	310
4:15 PM	8	51	5	0	14	104	27	0	12	29	6	1	19	23	12	0	311
4:30 PM	2	62	15	0	10	151	27	0	5	12	4	1	15	19	10	0	333
4:45 PM	5	63	9	0	21	132	28	0	10	17	4	1	19	21	7	0	337
5:00 PM	1	60	6	0	9	131	29	0	7	15	3	2	12	22	9	0	306
5:15 PM	5	61	21	0	9	123	23	0	9	14	4	1	13	12	11	0	306
5:30 PM	3	53	12	0	18	146	32	0	8	20	3	1	19	24	8	0	347
5:45 PM	3	59	9	0	16	153	31	0	8	19	4	0	10	24	6	2	344
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	29	460	85	0	114	1051	227	0	64	144	32	8	119	180	79	2	2594
PEAK HR :	04:00 PM - 05:00 PM				8.19%	75.50%	16.31%	0.00%	25.81%	58.06%	12.90%	3.23%	31.32%	47.37%	20.79%	0.53%	TOTAL
PEAK HR VOL :	17	227	37	0	62	498	112	0	32	76	18	4	65	98	45	0	1291
PEAK HR FACTOR :	0.53	0.901	0.617	0.000	0.738	0.825	0.933	0.000	0.667	0.655	0.750	1.000	0.855	0.700	0.703	0.000	0.958
	0.889				0.894				0.677				0.825				

National Data & Surveying Services Intersection Turning Movement Count

Location: SW 87th Ave & SW 212th St
City: Cutler Bay
Control: 0

Project ID: 20-03031-005
Date: 1/23/2020

Bikes

NS/EW Streets:	SW 87th Ave				SW 87th Ave				SW 212th St				SW 212th St					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	7:00 AM	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0		0
	7:15 AM	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0		0
	7:30 AM	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0		0
	7:45 AM	0	0	3	0	1	0	0	0	0	2	0	0	0	1	0		0
	8:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	4	0	0		0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0		0
	8:30 AM	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0		0
8:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0		
TOTAL VOLUMES :	0	6	10	0	1	8	0	0	0	5	8	0	4	1	0	0		
APPROACH %'s :	0.00%	37.50%	62.50%	0.00%	11.11%	88.89%	0.00%	0.00%	0.00%	38.46%	61.54%	0.00%	80.00%	20.00%	0.00%	0.00%		
PEAK HR :	07:30 AM - 08:30 AM																	
PEAK HR VOL :	0	3	5	0	1	1	0	0	0	4	8	0	4	1	0	0		
PEAK HR FACTOR :	0.000	0.375	0.417	0.000	0.250	0.250	0.000	0.000	0.000	0.500	0.250	0.000	0.250	0.250	0.000	0.000		
	0.500				0.500				0.375				0.313					
													0.844					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0		0
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		0
	4:30 PM	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0		0
	4:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0		0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0		0
	5:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0		0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
TOTAL VOLUMES :	0	4	1	0	1	2	0	0	0	1	0	0	2	2	1	0		
APPROACH %'s :	0.00%	80.00%	20.00%	0.00%	33.33%	66.67%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	40.00%	40.00%	20.00%	0.00%		
PEAK HR :	04:00 PM - 05:00 PM																	
PEAK HR VOL :	0	3	1	0	1	2	0	0	0	0	0	0	1	2	1	0		
PEAK HR FACTOR :	0.00	0.375	0.250	0.000	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.250	0.000		
	0.500				0.375								0.500					
													0.688					

National Data & Surveying Services

Intersection Turning Movement Count

 Location: SW 87th Ave & SW 212th St
 City: Cutler Bay

 Project ID: 20-03031-005
 Date: 1/23/2020

Pedestrians (Crosswalks)

NS/EW Streets:	SW 87th Ave		SW 87th Ave		SW 212th St		SW 212th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	2	0	1	0	0	0	3
7:45 AM	3	0	1	0	1	0	0	2	7
8:00 AM	0	0	0	0	0	0	1	1	2
8:15 AM	2	0	0	0	0	0	1	1	4
8:30 AM	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	3	0	3
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	5	0	3	0	2	0	7	4	21
	100.00%	0.00%	100.00%	0.00%	100.00%	0.00%	63.64%	36.36%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	5	0	3	0	2	0	2	4	16
PEAK HR FACTOR :	0.417		0.375		0.500		0.500	0.500	0.571
	0.417		0.375		0.500		0.750		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	2	0	0	0	1	0	3
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	1	0	0	0	1	2
5:00 PM	0	2	0	1	2	0	1	0	6
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	2	2	2	2	0	2	1	11
	0.00%	100.00%	50.00%	50.00%	100.00%	0.00%	66.67%	33.33%	
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	0	0	2	1	0	0	1	1	5
PEAK HR FACTOR :			0.250	0.250			0.250	0.250	0.417
			0.375				0.500		

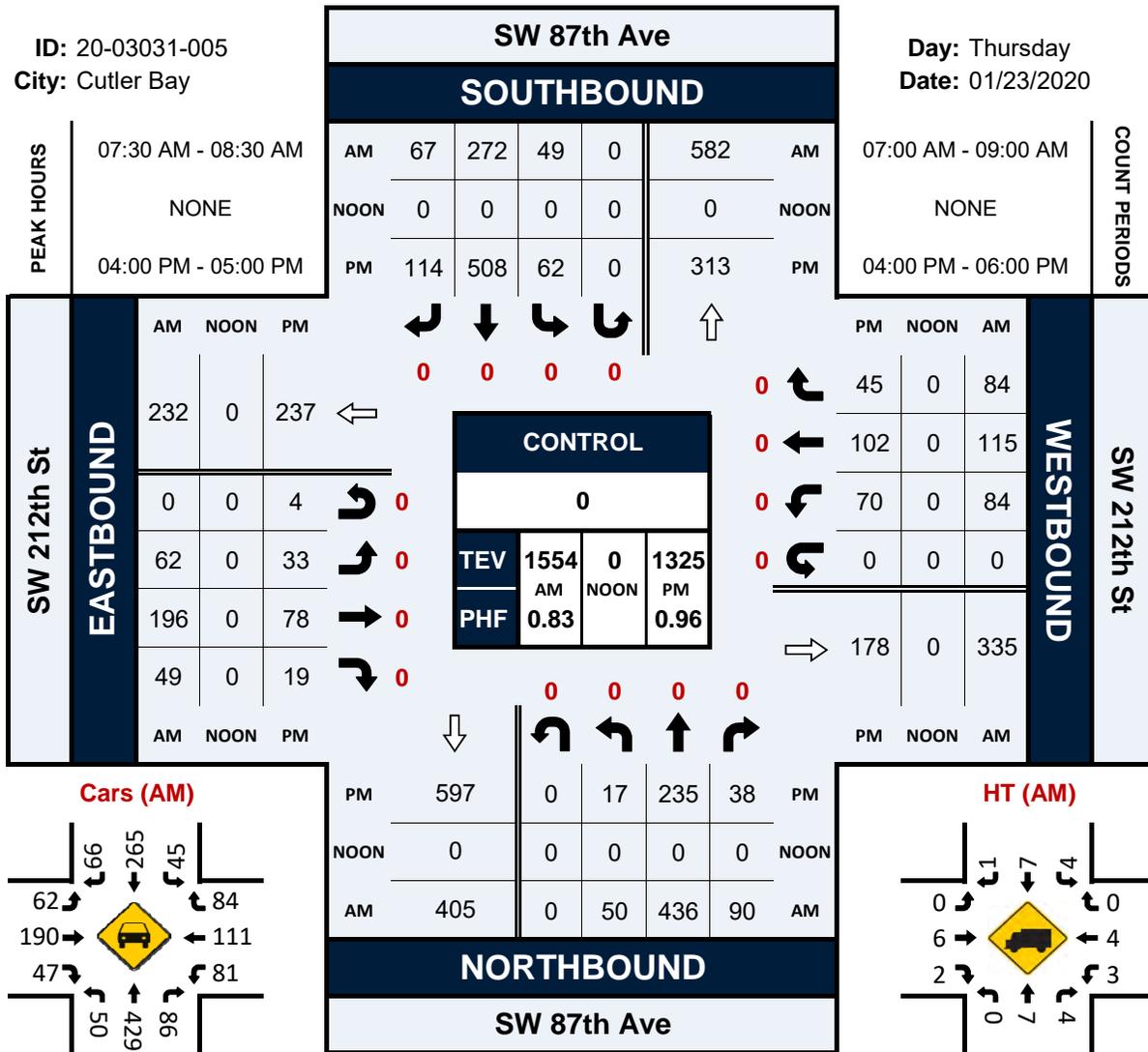
Prepared by National Data & Surveying Services

SW 87th Ave & SW 212th St

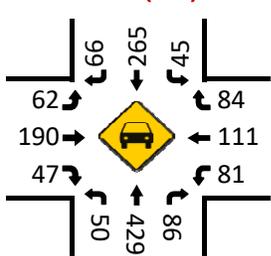
Peak Hour Turning Movement Count

ID: 20-03031-005
City: Cutler Bay

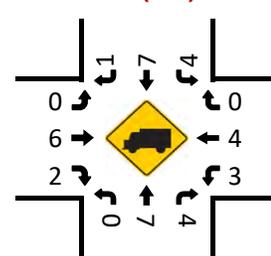
Day: Thursday
Date: 01/23/2020



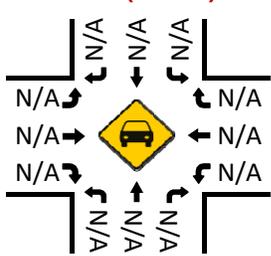
Cars (AM)



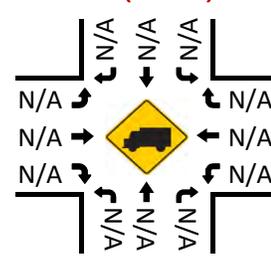
HT (AM)



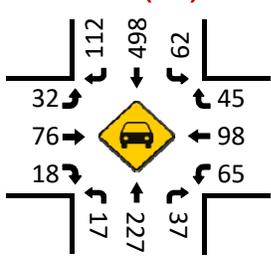
Cars (NOON)



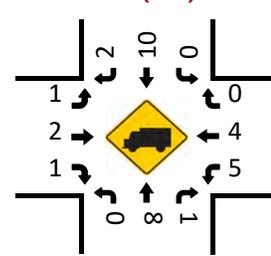
HT (NOON)



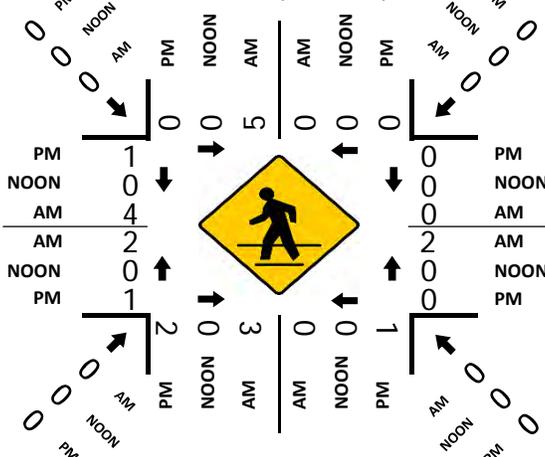
Cars (PM)



HT (PM)



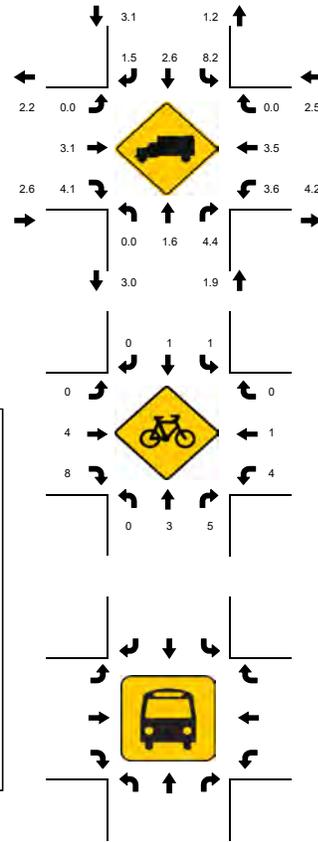
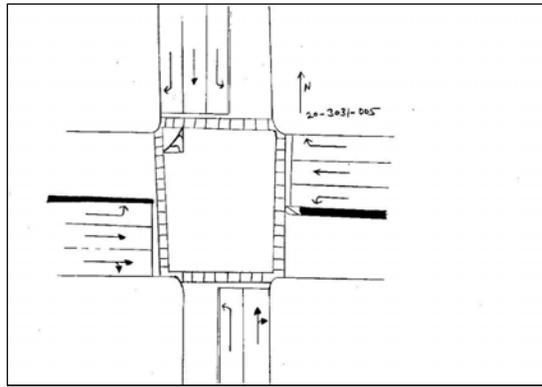
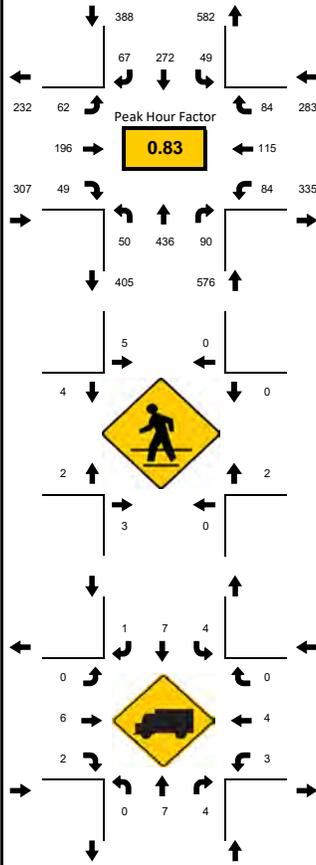
Pedestrians (Crosswalks)



LOCATION: SW 87th Ave & SW 212th St
CITY/STATE: Cutler Bay, FL

PROJECT ID: 20-03031-005
DATE: 01/23/2020

Peak-Hour: 07:30 AM - 08:30 AM
Peak 15-Minute: 07:45 AM - 08:00 AM

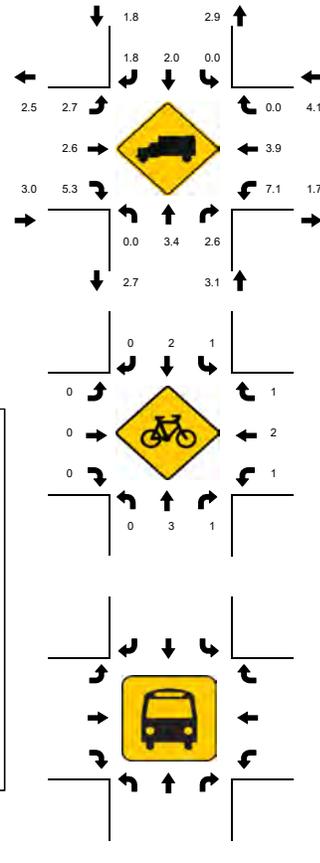
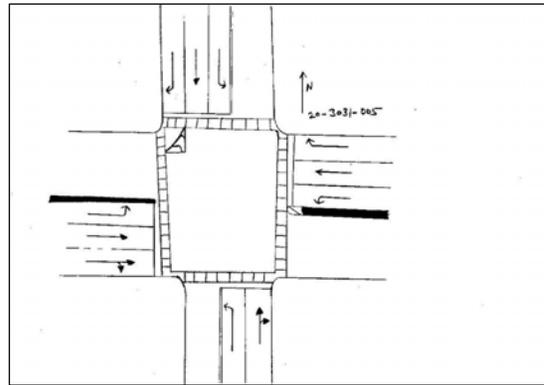
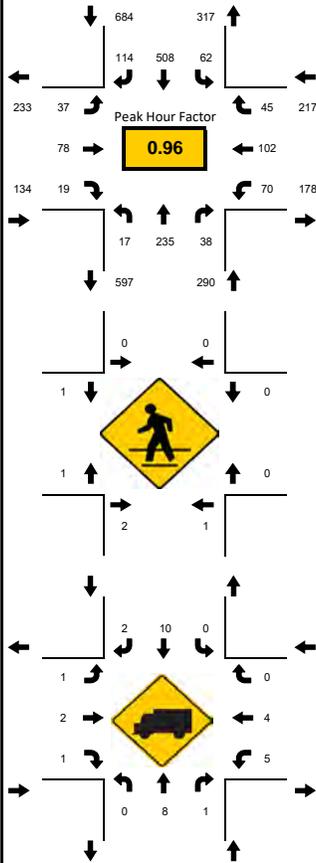
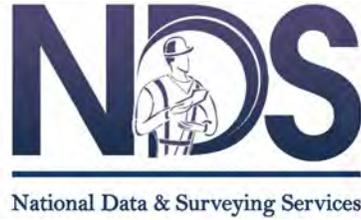


15-Min Count Period Beginning At	SW 87th Ave Northbound					SW 87th Ave Southbound					SW 212th St Eastbound					SW 212th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	3	127	9	0		6	64	5	0		20	21	3	0		17	10	17	0		302	1460
07:15 AM	5	104	11	0		6	58	5	0		15	19	8	1		15	23	20	0		290	1485
07:30 AM	9	110	19	0		18	66	10	0		20	71	16	0		11	25	27	0		402	1554
07:45 AM	13	97	24	0		19	62	24	0		15	96	6	0		23	47	40	0		466	1435
08:00 AM	7	109	24	0		9	73	15	0		9	15	13	0		27	21	5	0		327	1205
08:15 AM	21	120	23	0		3	71	18	0		18	14	14	0		23	22	12	0		359	878
08:30 AM	10	109	14	0		10	51	12	0		14	11	4	1		13	17	17	0		283	519
08:45 AM	5	95	7	0		9	43	10	0		14	10	6	0		7	22	8	0		236	236
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	84	480	96	0		76	292	96	0		80	384	64	0		108	188	160	0		2108	
Heavy Trucks	0	12	8			8	8	4			0	8	4			8	8	0			68	
Pedestrians		8					12					8					4				32	
Bicycles	0	8	12			4	4	0			0	8	32			16	4	0			88	
Railroad Stopped Buses																						

LOCATION: SW 87th Ave & SW 212th St
CITY/STATE: Cutler Bay, FL

PROJECT ID: 20-03031-005
DATE: 01/23/2020

Peak-Hour: 04:00 PM - 05:00 PM
Peak 15-Minute: 04:45 PM - 05:00 PM



15-Min Count Period Beginning At	SW 87th Ave Northbound					SW 87th Ave Southbound					SW 212th St Eastbound					SW 212th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	2	55	8	0		17	114	31	0		5	19	4	1		12	36	16	0		320	1325
04:15 PM	8	53	5	0		14	104	28	0		12	29	7	1		21	25	12	0		319	1315
04:30 PM	2	64	15	0		10	154	27	0		6	13	4	1		16	20	10	0		342	1306
04:45 PM	5	63	10	0		21	136	28	0		10	17	4	1		21	21	7	0		344	1314
05:00 PM	1	60	7	0		9	132	31	0		7	15	3	2		12	22	9	0		310	1317
05:15 PM	5	61	22	0		9	124	23	0		9	14	4	1		15	12	11	0		310	1007
05:30 PM	3	53	12	0		18	149	32	0		8	20	3	1		19	24	8	0		350	697
05:45 PM	3	59	10	0		16	154	31	0		8	19	4	0		11	24	6	2		347	347
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	32	256	60	0		84	616	124	0		48	116	28	4		84	144	64	0		1660	
Heavy Trucks	0	16	4			0	16	4			4	4	4			8	8	0			68	
Pedestrians		8					0					4					0				12	
Bicycles	0	8	4			4	4	0			0	0	0			4	4	4			32	
Railroad																						
Stopped Buses																						

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 87th Ave & SW 207th St
 City: Cutler Bay
 Control:

Project ID: 20-03031-006
 Date: 1/23/2020

Total

NS/EW Streets:	SW 87th Ave				SW 87th Ave				SW 207th St				SW 207th St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	178	4	0	4	60	0	0	0	0	0	0	19	0	20	0	285
7:15 AM	0	162	5	0	5	64	0	0	0	0	0	0	14	0	16	0	266
7:30 AM	0	178	10	0	7	74	0	0	0	0	0	0	24	0	24	0	317
7:45 AM	0	183	26	0	16	79	0	0	0	0	0	0	21	0	27	0	352
8:00 AM	0	134	16	0	13	66	0	0	0	0	0	0	23	0	20	0	272
8:15 AM	0	165	8	0	11	82	0	0	0	0	0	0	17	0	19	0	302
8:30 AM	0	162	16	0	10	60	0	0	0	0	0	0	16	0	22	0	286
8:45 AM	0	140	8	0	16	61	0	0	0	0	0	0	13	0	11	0	249
TOTAL VOLUMES :	0	1302	93	0	82	546	0	0	0	0	0	0	147	0	159	0	2329
APPROACH %'s :	0.00%	93.33%	6.67%	0.00%	13.06%	86.94%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	48.04%	0.00%	51.96%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	660	60	0	47	301	0	0	0	0	0	0	85	0	90	0	1243
PEAK HR FACTOR :	0.000	0.902	0.577	0.000	0.734	0.918	0.000	0.000	0.000	0.000	0.000	0.000	0.885	0.000	0.833	0.000	0.883
	0.861				0.916								0.911				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	66	12	0	26	166	0	0	0	0	0	0	11	0	14	1	296
4:15 PM	0	79	18	0	27	151	0	0	0	0	0	0	15	0	12	0	302
4:30 PM	0	72	16	0	21	181	0	0	0	0	0	0	12	0	24	0	326
4:45 PM	0	79	14	0	23	190	0	0	0	0	0	0	10	0	24	0	340
5:00 PM	0	73	11	0	20	169	0	0	0	0	0	0	12	0	10	0	295
5:15 PM	0	84	11	0	32	159	0	0	0	0	0	0	4	0	19	0	309
5:30 PM	0	63	12	0	32	189	0	0	0	0	0	0	7	0	25	0	328
5:45 PM	0	71	15	0	19	201	0	0	0	0	0	0	4	0	10	0	320
TOTAL VOLUMES :	0	587	109	0	200	1406	0	0	0	0	0	0	75	0	138	1	2516
APPROACH %'s :	0.00%	84.34%	15.66%	0.00%	12.45%	87.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	35.05%	0.00%	64.49%	0.47%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	299	48	0	107	707	0	0	0	0	0	0	33	0	78	0	1272
PEAK HR FACTOR :	0.000	0.890	0.857	0.000	0.836	0.930	0.000	0.000	0.000	0.000	0.000	0.000	0.688	0.000	0.780	0.000	0.935
	0.913				0.921								0.816				

National Data & Surveying Services Intersection Turning Movement Count

Location: SW 87th Ave & SW 207th St
City: Cutler Bay
Control: 0

Project ID: 20-03031-006
Date: 1/23/2020

Cars

NS/EW Streets:	SW 87th Ave				SW 87th Ave				SW 207th St				SW 207th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	177	4	0	3	59	0	0	0	0	0	0	19	0	18	0	280
7:15 AM	0	162	5	0	5	59	0	0	0	0	0	0	14	0	16	0	261
7:30 AM	0	177	10	0	6	70	0	0	0	0	0	0	24	0	23	0	310
7:45 AM	0	181	26	0	15	79	0	0	0	0	0	0	20	0	26	0	347
8:00 AM	0	132	16	0	11	64	0	0	0	0	0	0	22	0	20	0	265
8:15 AM	0	163	8	0	10	80	0	0	0	0	0	0	17	0	18	0	296
8:30 AM	0	157	14	0	10	59	0	0	0	0	0	0	16	0	21	0	277
8:45 AM	0	139	8	0	15	60	0	0	0	0	0	0	13	0	11	0	246
TOTAL VOLUMES :	0	1288	91	0	75	530	0	0	0	0	0	0	145	0	153	0	2282
APPROACH %'s :	0.00%	93.40%	6.60%	0.00%	12.40%	87.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	48.66%	0.00%	51.34%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	653	60	0	42	293	0	0	0	0	0	0	83	0	87	0	1218
PEAK HR FACTOR :	0.00	0.902	0.577	0.000	0.700	0.916	0.000	0.000	0.000	0.000	0.000	0.000	0.865	0.000	0.837	0.000	0.878
	0.861				0.891								0.904				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	63	11	0	25	161	0	0	0	0	0	0	11	0	14	1	286
4:15 PM	0	76	16	0	26	150	0	0	0	0	0	0	15	0	12	0	295
4:30 PM	0	70	15	0	21	178	0	0	0	0	0	0	12	0	23	0	319
4:45 PM	0	79	14	0	22	185	0	0	0	0	0	0	10	0	22	0	332
5:00 PM	0	73	11	0	20	167	0	0	0	0	0	0	12	0	10	0	293
5:15 PM	0	84	11	0	30	158	0	0	0	0	0	0	4	0	18	0	305
5:30 PM	0	63	12	0	31	186	0	0	0	0	0	0	7	0	25	0	324
5:45 PM	0	71	15	0	18	200	0	0	0	0	0	0	3	0	9	0	316
TOTAL VOLUMES :	0	579	105	0	193	1385	0	0	0	0	0	0	74	0	133	1	2470
APPROACH %'s :	0.00%	84.65%	15.35%	0.00%	12.23%	87.77%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	35.58%	0.00%	63.94%	0.48%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	299	48	0	103	696	0	0	0	0	0	0	33	0	75	0	1254
PEAK HR FACTOR :	0.00	0.890	0.857	0.000	0.831	0.935	0.000	0.000	0.000	0.000	0.000	0.000	0.688	0.000	0.750	0.000	0.944
	0.913				0.921								0.844				

National Data & Surveying Services Intersection Turning Movement Count

Location: SW 87th Ave & SW 207th St
City: Cutler Bay
Control: 0

Project ID: 20-03031-006
Date: 1/23/2020

HT

NS/EW Streets:	SW 87th Ave				SW 87th Ave				SW 207th St				SW 207th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2	0	5
7:15 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
7:30 AM	0	1	0	0	1	4	0	0	0	0	0	0	0	1	0	0	7
7:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	1	0	1	0	5
8:00 AM	0	2	0	0	2	2	0	0	0	0	0	0	1	0	0	0	7
8:15 AM	0	2	0	0	1	2	0	0	0	0	0	0	0	1	0	0	6
8:30 AM	0	5	2	0	0	1	0	0	0	0	0	0	0	1	0	0	9
8:45 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
TOTAL VOLUMES :	0	14	2	0	7	16	0	0	0	0	0	0	2	0	6	0	47
APPROACH %'s :	0.00%	87.50%	12.50%	0.00%	30.43%	69.57%	0.00%	0.00%	0	0	0	0	25.00%	0.00%	75.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	7	0	0	5	8	0	0	0	0	0	0	2	0	3	0	25
PEAK HR FACTOR :	0.000	0.875	0.000	0.000	0.625	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.750	0.000	0.893
	0.875				0.650								0.625				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	3	1	0	1	5	0	0	0	0	0	0	0	0	0	0	10
4:15 PM	0	3	2	0	1	1	0	0	0	0	0	0	0	0	0	0	7
4:30 PM	0	2	1	0	0	3	0	0	0	0	0	0	0	0	1	0	7
4:45 PM	0	0	0	0	1	5	0	0	0	0	0	0	0	0	2	0	8
5:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1	0	4
5:30 PM	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	0	4
TOTAL VOLUMES :	0	8	4	0	7	21	0	0	0	0	0	0	1	0	5	0	46
APPROACH %'s :	0.00%	66.67%	33.33%	0.00%	25.00%	75.00%	0.00%	0.00%	0	0	0	0	16.67%	0.00%	83.33%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	4	11	0	0	0	0	0	0	0	0	3	0	18
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.500	0.550	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.563
	0.875				0.625								0.375				

National Data & Surveying Services Intersection Turning Movement Count

Location: SW 87th Ave & SW 207th St
City: Cutler Bay
Control: 0

Project ID: 20-03031-006
Date: 1/23/2020

Bikes

NS/EW Streets:	SW 87th Ave				SW 87th Ave				SW 207th St				SW 207th St						
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL		
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU			
	7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0		0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
	7:30 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0		0	3
	7:45 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0		0	3
	8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0		0	1
	8:15 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0		0	5
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0		0	1
8:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3		
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL		
APPROACH %'s :	0	3	0	0	0	13	0	0	0	0	0	0	1	0	0	0	17		
	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					100.00%	0.00%	0.00%	0.00%			
PEAK HR :	07:30 AM - 08:30 AM																TOTAL		
PEAK HR VOL :	0	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	12		
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.550	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.600		
	0.250				0.550														
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL		
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU			
	4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0		0	2
	4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0		0	2
	4:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0		0	4
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL		
APPROACH %'s :	0	6	0	0	0	2	0	0	0	0	0	0	1	0	0	0	9		
	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					100.00%	0.00%	0.00%	0.00%			
PEAK HR :	04:45 PM - 05:45 PM																TOTAL		
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250		
	0.250																		

National Data & Surveying Services

Intersection Turning Movement Count

 Location: SW 87th Ave & SW 207th St
 City: Cutler Bay

 Project ID: 20-03031-006
 Date: 1/23/2020

Pedestrians (Crosswalks)

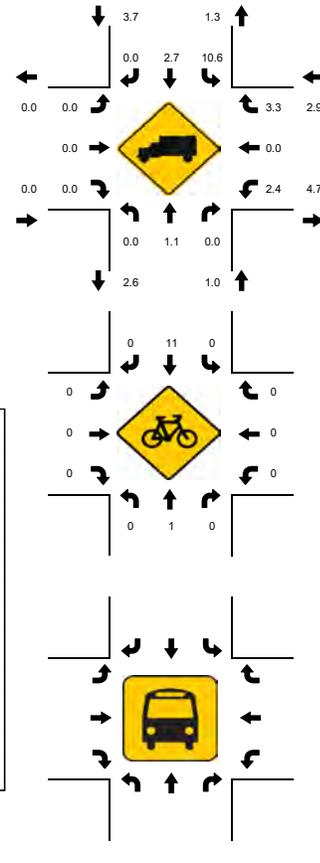
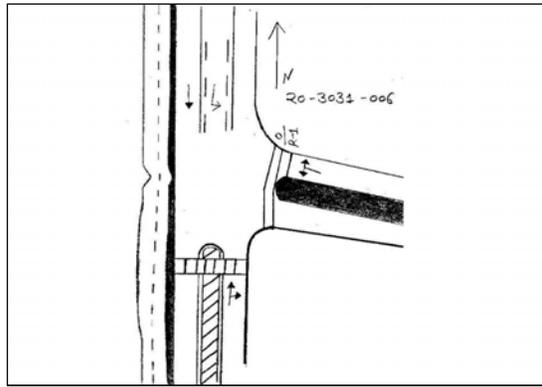
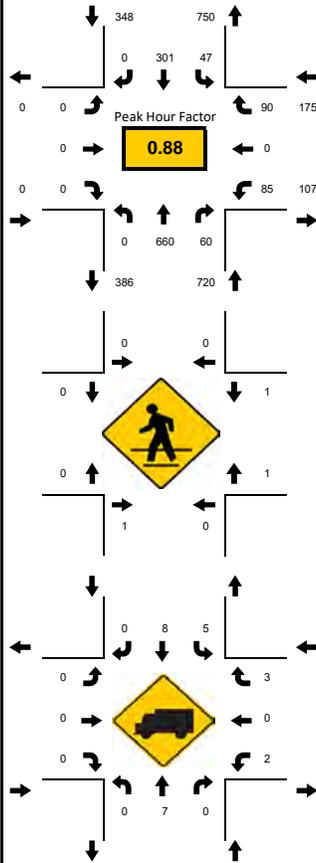
NS/EW Streets:	SW 87th Ave		SW 87th Ave		SW 207th St		SW 207th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	1	0	0	0	2
8:00 AM	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	1	0	1	1	0	0	3
PEAK HR :	07:30 AM - 08:30 AM		100.00%	0.00%	50.00%	50.00%			
PEAK HR VOL :	0	0	1	0	1	1	0	0	3
PEAK HR FACTOR :			0.250	0.250	0.250	0.250			0.375
			0.250		0.500				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	2	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	2	0	0	0	2
PEAK HR :	04:45 PM - 05:45 PM		100.00%	0.00%					
PEAK HR VOL :	0	0	0	0	2	0	0	0	2
PEAK HR FACTOR :					0.250	0.250			0.250
					0.250				

LOCATION: SW 87th Ave & SW 207th St
CITY/STATE: Cutler Bay, FL

PROJECT ID: 20-03031-006
DATE: 01/23/2020

Peak-Hour: 07:30 AM - 08:30 AM
Peak 15-Minute: 07:45 AM - 08:00 AM

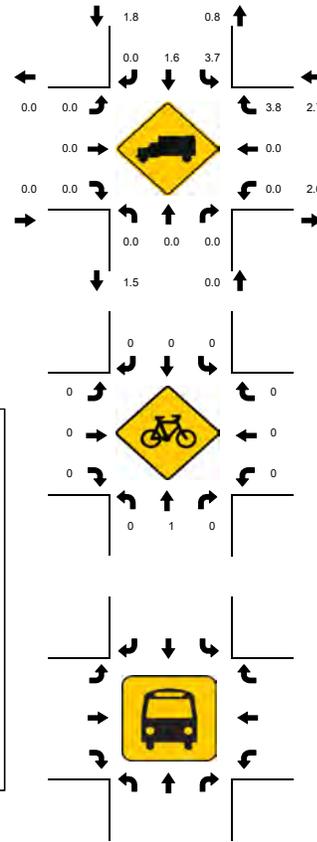
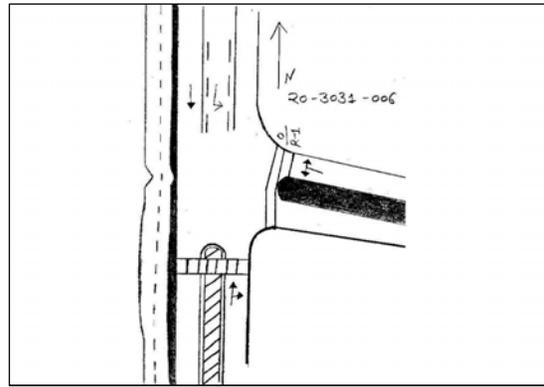
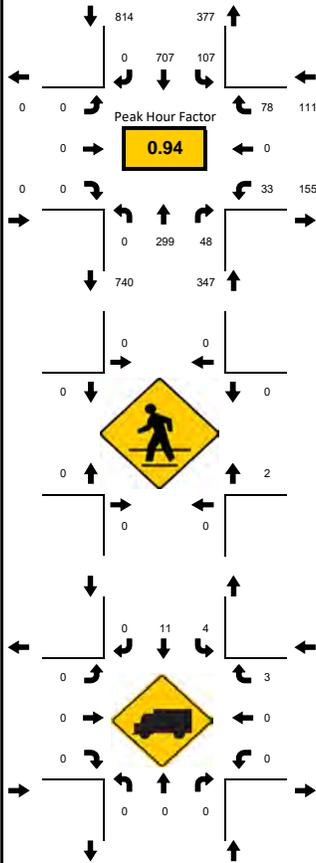
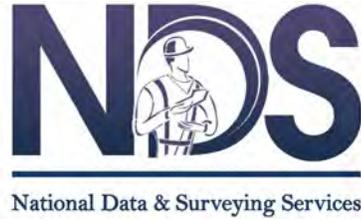


15-Min Count Period Beginning At	SW 87th Ave Northbound					SW 87th Ave Southbound					SW 207th St Eastbound					SW 207th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	0	178	4	0		4	60	0	0		0	0	0	0		19	0	20	0		285	1220
07:15 AM	0	162	5	0		5	64	0	0		0	0	0	0		14	0	16	0		266	1207
07:30 AM	0	178	10	0		7	74	0	0		0	0	0	0		24	0	24	0		317	1243
07:45 AM	0	183	26	0		16	79	0	0		0	0	0	0		21	0	27	0		352	1212
08:00 AM	0	134	16	0		13	66	0	0		0	0	0	0		23	0	20	0		272	1109
08:15 AM	0	165	8	0		11	82	0	0		0	0	0	0		17	0	19	0		302	837
08:30 AM	0	162	16	0		10	60	0	0		0	0	0	0		16	0	22	0		286	535
08:45 AM	0	140	8	0		16	61	0	0		0	0	0	0		13	0	11	0		249	249
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	0	732	104	0		64	328	0	0		0	0	0	0		96	0	108	0		1432	
Heavy Trucks	0	8	0			8	16	0			0	0	0			4	0	4			40	
Pedestrians	4					0					0					4					8	
Bicycles	0	4	0			0	20	0			0	0	0			0	0	0			24	
Railroad Stopped Buses																						

LOCATION: SW 87th Ave & SW 207th St
CITY/STATE: Cutler Bay, FL

PROJECT ID: 20-03031-006
DATE: 01/23/2020

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 04:45 PM - 05:00 PM



15-Min Count Period Beginning At	SW 87th Ave Northbound					SW 87th Ave Southbound					SW 207th St Eastbound					SW 207th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	0	66	12	0		26	166	0	0		0	0	0	0		11	0	14	1		296	1264
04:15 PM	0	79	18	0		27	151	0	0		0	0	0	0		15	0	12	0		302	1263
04:30 PM	0	72	16	0		21	181	0	0		0	0	0	0		12	0	24	0		326	1270
04:45 PM	0	79	14	0		23	190	0	0		0	0	0	0		10	0	24	0		340	1272
05:00 PM	0	73	11	0		20	169	0	0		0	0	0	0		12	0	10	0		295	1252
05:15 PM	0	84	11	0		32	159	0	0		0	0	0	0		4	0	19	0		309	957
05:30 PM	0	63	12	0		32	189	0	0		0	0	0	0		7	0	25	0		328	648
05:45 PM	0	71	15	0		19	201	0	0		0	0	0	0		4	0	10	0		320	320
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	0	336	56	0		128	760	0	0		0	0	0	0		48	0	100	0			1428
Heavy Trucks	0	0	0		8	20	0		0	0	0		0	0	8		36					
Pedestrians	0				0				0				8				8					
Bicycles	0	4	0		0	0	0		0	0	0		0	0	0		4					
Railroad																						
Stopped Buses																						

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: COUNTY
 CATEGORY: 8701 MIAMI-DADE SOUTH

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2018 - 01/06/2018	1.01	1.05
2	01/07/2018 - 01/13/2018	1.01	1.05
3	01/14/2018 - 01/20/2018	1.00	1.04
4	01/21/2018 - 01/27/2018	0.99	1.03
* 5	01/28/2018 - 02/03/2018	0.98	1.02
* 6	02/04/2018 - 02/10/2018	0.97	1.01
* 7	02/11/2018 - 02/17/2018	0.96	1.00
* 8	02/18/2018 - 02/24/2018	0.96	1.00
* 9	02/25/2018 - 03/03/2018	0.96	1.00
*10	03/04/2018 - 03/10/2018	0.96	1.00
*11	03/11/2018 - 03/17/2018	0.96	1.00
*12	03/18/2018 - 03/24/2018	0.96	1.00
*13	03/25/2018 - 03/31/2018	0.96	1.00
*14	04/01/2018 - 04/07/2018	0.96	1.00
*15	04/08/2018 - 04/14/2018	0.96	1.00
*16	04/15/2018 - 04/21/2018	0.96	1.00
*17	04/22/2018 - 04/28/2018	0.98	1.02
18	04/29/2018 - 05/05/2018	0.99	1.03
19	05/06/2018 - 05/12/2018	1.01	1.05
20	05/13/2018 - 05/19/2018	1.02	1.06
21	05/20/2018 - 05/26/2018	1.03	1.07
22	05/27/2018 - 06/02/2018	1.03	1.07
23	06/03/2018 - 06/09/2018	1.04	1.08
24	06/10/2018 - 06/16/2018	1.04	1.08
25	06/17/2018 - 06/23/2018	1.04	1.08
26	06/24/2018 - 06/30/2018	1.04	1.08
27	07/01/2018 - 07/07/2018	1.05	1.09
28	07/08/2018 - 07/14/2018	1.05	1.09
29	07/15/2018 - 07/21/2018	1.05	1.09
30	07/22/2018 - 07/28/2018	1.04	1.08
31	07/29/2018 - 08/04/2018	1.03	1.07
32	08/05/2018 - 08/11/2018	1.02	1.06
33	08/12/2018 - 08/18/2018	1.01	1.05
34	08/19/2018 - 08/25/2018	1.01	1.05
35	08/26/2018 - 09/01/2018	1.02	1.06
36	09/02/2018 - 09/08/2018	1.02	1.06
37	09/09/2018 - 09/15/2018	1.02	1.06
38	09/16/2018 - 09/22/2018	1.01	1.05
39	09/23/2018 - 09/29/2018	1.01	1.05
40	09/30/2018 - 10/06/2018	1.00	1.04
41	10/07/2018 - 10/13/2018	1.00	1.04
42	10/14/2018 - 10/20/2018	0.99	1.03
43	10/21/2018 - 10/27/2018	1.00	1.04
44	10/28/2018 - 11/03/2018	1.00	1.04
45	11/04/2018 - 11/10/2018	1.01	1.05
46	11/11/2018 - 11/17/2018	1.01	1.05
47	11/18/2018 - 11/24/2018	1.01	1.05
48	11/25/2018 - 12/01/2018	1.01	1.05
49	12/02/2018 - 12/08/2018	1.01	1.05
50	12/09/2018 - 12/15/2018	1.01	1.05
51	12/16/2018 - 12/22/2018	1.01	1.05
52	12/23/2018 - 12/29/2018	1.00	1.04
53	12/30/2018 - 12/31/2018	1.00	1.04

* PEAK SEASON

28-FEB-2019 15:24:23

830UPD

6_8701_PKSEASON.TXT

TOD Schedule Report
for 6487: Galloway Rd&SW 212 St

Print Date:
9/25/2019

Print Time:
12:09 AM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
6487	Galloway Rd&SW 212 St	DOW-4		N/A	0	0	N/A	0	Max 0

Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
-	SBT	-	WBT	SBL	NBT	-	EBT
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

<u>Phase</u>	<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>
	<u>Phase Bank</u>																			
	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 SBT	0	7	7	0	28	28	15	7	7	1	1	1	68	45	40	60	55	34	4	2
3 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 WBT	0	7	7	0	20	20	7	7	7	3	-2.5	-2.5	40	22	25	32	40	15	4	2
5 SBL	0	0	0	0	0	0	5	5	5	2	2	2	12	12	11	18	18	11	4	2
6 NBT	0	7	7	0	28	28	15	7	7	1	1	1	68	45	40	60	55	34	4	2
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 EBT	0	7	7	0	20	20	7	7	7	3	-2.5	-2.5	40	22	25	32	40	15	4	2

Last In Service Date: unknown

Permitted Phases	
	12345678
Default	-23456-8
External Permit 0	-----
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

<u>Current</u>	<u>Plan</u>	<u>Cycle</u>	1	2	3	4	5	6	7	8	<u>Ring Offset</u>	<u>Offset</u>
TOD Schedule			-	SBT	-	WBT	SBL	NBT	-	EBT		

Local TOD Schedule		
<u>Time</u>	<u>Plan</u>	<u>DOW</u>
0000	Free	Su M T W Th F S

TOD Schedule Report

for 6487: Galloway Rd&SW 212 St

Print Date:
9/25/2019

Print Time:
12:09 AM

Current Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	-7-----1	SuM T W ThF S
0715	TOD OUTPUTS	-----	M T W ThF
0845	TOD OUTPUTS	-7-----1	M T W ThF
1500	TOD OUTPUTS	-----2-	M T W ThF
1630	TOD OUTPUTS	-7-----1	M T W ThF

Local Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	-7-----1	SuM T W ThF S
0715	TOD OUTPUTS	-----	M T W ThF
0845	TOD OUTPUTS	-7-----1	M T W ThF
1500	TOD OUTPUTS	-----2-	M T W ThF
1630	TOD OUTPUTS	-7-----1	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

<i>No Calendar Defined/Enabled</i>

SIGNAL OPERATING PLAN

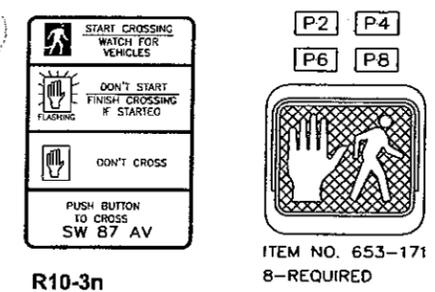
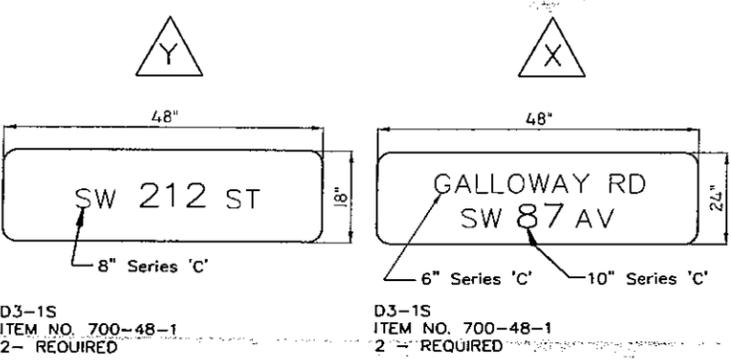
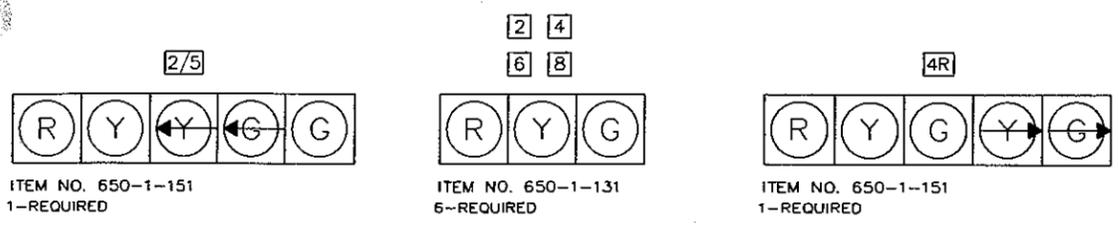


	Direction	NB	SB	EB	WB	Ped Heads							
Timing Phases	Head No.	6	5/2	2	8	4	4R	P6	P2	P8	P4	Movements/Display/Actuation	
	Dwell												
	C l e a r t o												
(2+5) SBL Galloway Rd (Actuated)	Dwell	R	<G/G	G	R	R	R/G>	DW	DW	DW	DW		
	(2+6)	R	<Y/G	G	R	R	R/Y>	DW	DW	DW	DW		
	C l e a r t o												
(2+6) N/S Galloway Rd (Recall)	Dwell	G	G	G	R	R	R	DW	DW	DW	DW		
	X Ped	Y	Y	Y	R	R	R	DW	DW	DW	DW		
	(4+8)	Y	Y	Y	R	R	R	DW	DW	DW	DW		
	C l e a r t o												
X Ped (Actuated)	Dwell	R	R	R	R	R	R	W/F	W/F	W/F	W/F		
	(4+8)	R	R	R	R	R	R	DW	DW	DW	DW		
	(2+6)	R	R	R	R	R	R	DW	DW	DW	DW		
	C l e a r t o												
(4+8) E/W SW 212 St (Actuated)	Dwell	R	R	R	G	G	G	DW	DW	DW	DW		
	(2+5)	R	R	R	Y	Y	Y	DW	DW	DW	DW		
	(2+6)	R	R	R	Y	Y	Y	DW	DW	DW	DW		
	C l e a r t o												
Flashing Operation		FY	FY	FY	FR	FR	FR					Page 1 of 1	

Miami-Dade County Public Works Department

Drawn H. Hernandez	Date 6/9/2005	Galloway Rd & SW 212 St			
Checked	Date	Placed in Service		Phasing No.	Asset Number
		Date	By	1	6487

SIGNAL HEAD & SIGN DETAILS



CONTROLLER OPERATIONS

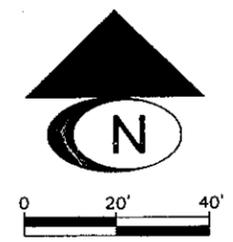
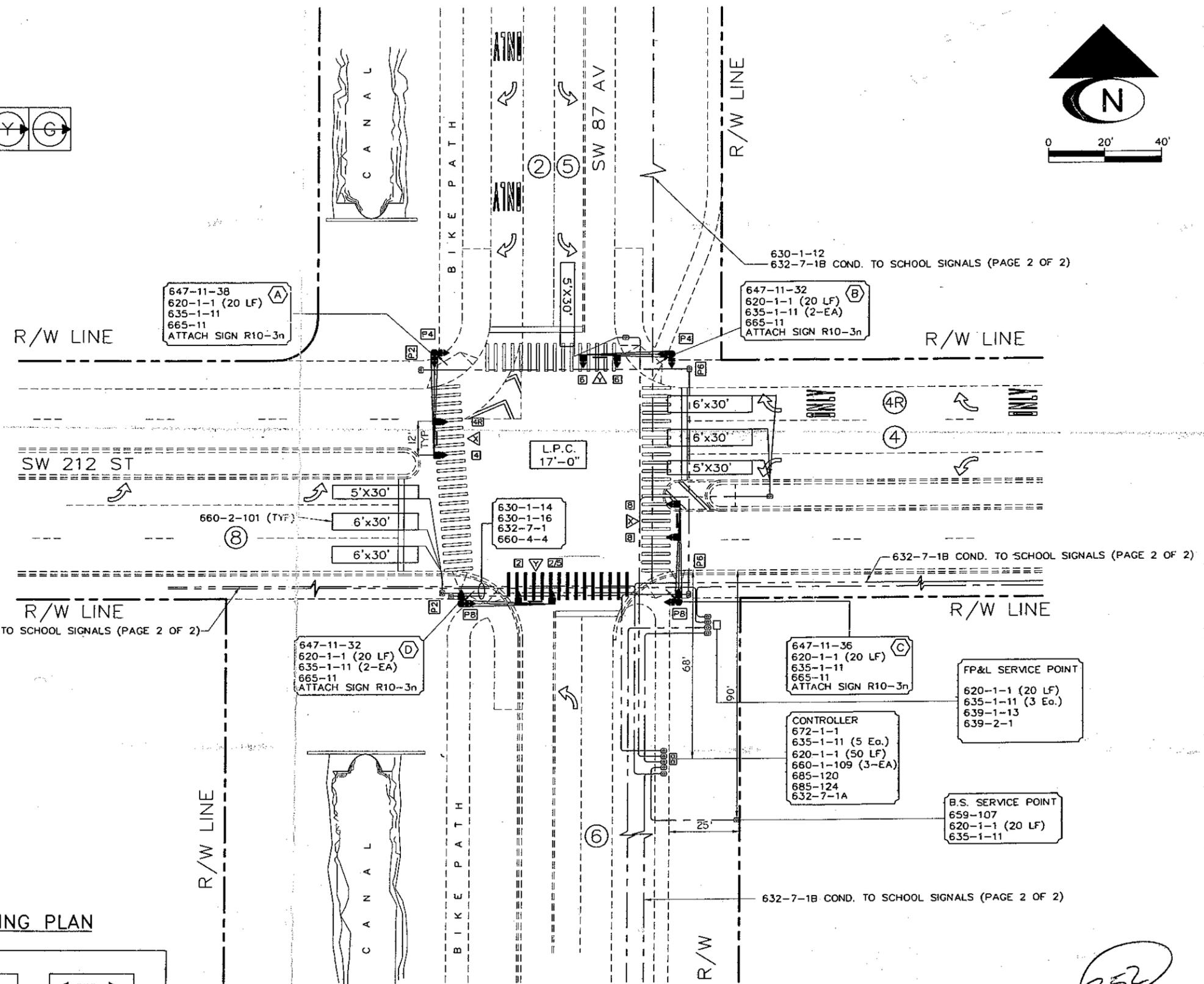
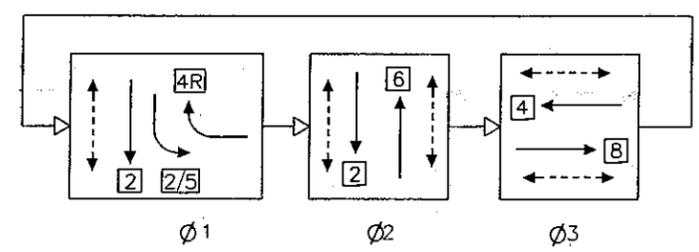
- Major street is SW 87 AV, Minor street is SW 212 ST
- Signal Operating Plan No. 11, W/ Excl., Conc Ped Features.
- Phases 1,3 Actuated, Phase 2 Recall.
- Movement, 5 is Protected/Permissive.
- Signal Coordination Phase is 1.
- Flashing operation SW 87 AV yellow, SW 212 ST red.

NOTES

- Demand wattage for this intersection is 1405 watts.
- FPL Representative Tom Hodgdon, Tel 305 442 5128
- Southern Bell Representative is Steve Massie Tel 305-222-8745

SIGNAL OPERATING PLAN

DETECTORS FOR LOOPS		
MVMT NO.	NO. OF LOOPS	NO. OF DETS.
5	1	1
4	3	1
8	3	1



REV.	DATE	DESCRIPTION	BY	MUSINO DESIGN	VR CHECK	3-2005 DATE	INTERSECTION ID NO. 6487

252

APPENDIX C:
INTERSECTION VOLUME
WORKSHEETS

TURNING MOVEMENT COUNTS (AM PEAK)													
SW 82nd AVENUE & SW 208th STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	1	0	3	0	0	26	0	111	2	7	49	5
	PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
	ADJUSTED EXISTING VOLUMES	1	0	3	0	0	27	0	114	2	7	50	5
	ANNUAL GROWTH RATE	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%
	GROWTH ADJUSTED VOLUMES	1	0	3	0	0	27	0	117	2	7	52	5
	COMMITTED TRIPS	0	0	0	0	0	0	0	0	0	0	0	0
	EXISTING + COMMITTED	1	0	3	0	0	27	0	117	2	7	52	5
	SITE GENERATED TRIPS	0	0	0	0	0	3	0	7	0	6	11	0
	2021 TRAFFIC	1	0	3	0	0	30	0	124	2	13	63	5

TURNING MOVEMENT COUNTS (PM PEAK)													
SW 82nd AVENUE & SW 208th STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	1	0	1	0	1	9	2	63	1	20	107	5
	PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
	ADJUSTED EXISTING VOLUMES	1	0	1	0	1	9	2	65	1	21	110	5
	ANNUAL GROWTH RATE	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%
	GROWTH ADJUSTED VOLUMES	1	0	1	0	1	9	2	66	1	21	113	5
	COMMITTED TRIPS	0	0	0	0	0	0	0	0	0	0	0	0
	EXISTING + COMMITTED	1	0	1	0	1	9	2	66	1	21	113	5
	SITE GENERATED TRIPS	0	0	0	0	0	8	0	15	0	5	8	0
	2021 TRAFFIC	1	0	1	0	1	17	2	81	1	26	121	5

TURNING MOVEMENT COUNTS (AM PEAK)													
SW 82nd AVENUE & SW 207th STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	1	34	59	4	39	0	127	0	1	0	0	0
	PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
	ADJUSTED EXISTING VOLUMES	1	35	61	4	40	0	131	0	1	0	0	0
	ANNUAL GROWTH RATE	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%
	GROWTH ADJUSTED VOLUMES	1	36	62	4	41	0	134	0	1	0	0	0
	COMMITTED TRIPS	0	0	0	0	0	0	0	0	0	0	0	0
	EXISTING + COMMITTED	1	36	62	4	41	0	134	0	1	0	0	0
	SITE GENERATED TRIPS	0	0	17	0	0	0	10	0	0	0	0	0
	2021 TRAFFIC	1	36	79	4	41	0	144	0	1	0	0	0

TURNING MOVEMENT COUNTS (PM PEAK)													
SW 82nd AVENUE & SW 207th STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	0	33	121	1	39	0	72	0	4	0	0	0
	PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
	ADJUSTED EXISTING VOLUMES	0	34	125	1	40	0	74	0	4	0	0	0
	ANNUAL GROWTH RATE	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%
	GROWTH ADJUSTED VOLUMES	0	35	128	1	41	0	76	0	4	0	0	0
	COMMITTED TRIPS	0	0	0	0	0	0	0	0	0	0	0	0
	EXISTING + COMMITTED	0	35	128	1	41	0	76	0	4	0	0	0
	SITE GENERATED TRIPS	0	0	13	0	0	0	23	0	0	0	0	0
	2021 TRAFFIC	0	35	141	1	41	0	99	0	4	0	0	0

TURNING MOVEMENT COUNTS (AM PEAK)													
SW 85th AVENUE & SW 207th STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	33	39	26	33	85	57	41	126	27	20	65	23
	PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
	ADJUSTED EXISTING VOLUMES	34	40	27	34	88	59	42	130	28	21	67	24
	ANNUAL GROWTH RATE	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%
	GROWTH ADJUSTED VOLUMES	35	41	27	35	90	60	43	133	28	21	69	24
	COMMITTED TRIPS	0	0	0	0	0	0	0	0	0	0	0	0
	EXISTING + COMMITTED	35	41	27	35	90	60	43	133	28	21	69	24
	SITE GENERATED TRIPS	0	3	0	0	2	6	0	0	0	10	0	0
	2021 TRAFFIC	35	44	27	35	92	66	43	133	28	31	69	24

TURNING MOVEMENT COUNTS (PM PEAK)													
SW 85th AVENUE & SW 207th STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	8	75	52	20	59	21	21	50	21	55	135	20
	PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
	ADJUSTED EXISTING VOLUMES	8	77	54	21	61	22	22	52	22	57	139	21
	ANNUAL GROWTH RATE	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%
	GROWTH ADJUSTED VOLUMES	8	79	55	21	62	22	22	53	22	58	142	21
	COMMITTED TRIPS	0	0	0	0	0	0	0	0	0	0	0	0
	EXISTING + COMMITTED	8	79	55	21	62	22	22	53	22	58	142	21
	SITE GENERATED TRIPS	0	3	0	5	5	13	0	0	0	8	0	0
	2021 TRAFFIC	8	82	55	26	67	35	22	53	22	66	142	21

TURNING MOVEMENT COUNTS (AM PEAK)													
SW 85th AVENUE & SW 212th STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	115	4	8	0	5	7	19	32	0	6	9	143
	PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
	ADJUSTED EXISTING VOLUMES	118	4	8	0	5	7	20	33	0	6	9	147
	ANNUAL GROWTH RATE	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%
	GROWTH ADJUSTED VOLUMES	121	4	8	0	5	7	20	34	0	6	9	151
	COMMITTED TRIPS	0	0	0	0	0	0	0	0	0	0	0	0
	EXISTING + COMMITTED	121	4	8	0	5	7	20	34	0	6	9	151
	SITE GENERATED TRIPS	2	0	0	0	0	0	0	0	0	1	0	0
	2021 TRAFFIC	123	4	8	0	5	7	20	34	0	7	9	151

TURNING MOVEMENT COUNTS (PM PEAK)													
SW 85th AVENUE & SW 212th STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	84	7	10	1	2	1	7	6	1	5	14	128
	PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
	ADJUSTED EXISTING VOLUMES	87	7	10	1	2	1	7	6	1	5	14	132
	ANNUAL GROWTH RATE	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%
	GROWTH ADJUSTED VOLUMES	89	7	11	1	2	1	7	6	1	5	15	135
	COMMITTED TRIPS	0	0	0	0	0	0	0	0	0	0	0	0
	EXISTING + COMMITTED	89	7	11	1	2	1	7	6	1	5	15	135
	SITE GENERATED TRIPS	2	0	0	0	0	0	0	0	0	3	0	0
	2021 TRAFFIC	91	7	11	1	2	1	7	6	1	8	15	135

TURNING MOVEMENT COUNTS (AM PEAK)													
SW 87th AVENUE & SW 212th STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	62	196	49	84	115	84	50	436	90	49	272	67
	PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
	ADJUSTED EXISTING VOLUMES	64	202	50	87	118	87	52	449	93	50	280	69
	ANNUAL GROWTH RATE	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%
	GROWTH ADJUSTED VOLUMES	65	207	52	89	121	89	53	460	95	52	287	71
	COMMITTED TRIPS	0	0	0	0	0	0	0	0	0	0	0	0
	EXISTING + COMMITTED	65	207	52	89	121	89	53	460	95	52	287	71
	SITE GENERATED TRIPS	0	2	0	0	1	0	0	0	0	0	0	0
	2021 TRAFFIC	65	209	52	89	122	89	53	460	95	52	287	71

TURNING MOVEMENT COUNTS (PM PEAK)													
SW 87th AVENUE & SW 212th STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	37	78	19	70	102	45	17	235	38	62	508	114
	PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
	ADJUSTED EXISTING VOLUMES	38	80	20	72	105	46	18	242	39	64	523	117
	ANNUAL GROWTH RATE	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%
	GROWTH ADJUSTED VOLUMES	39	82	20	74	108	47	18	248	40	65	536	120
	COMMITTED TRIPS	0	0	0	0	0	0	0	0	0	0	0	0
	EXISTING + COMMITTED	39	82	20	74	108	47	18	248	40	65	536	120
	SITE GENERATED TRIPS	0	2	0	0	3	0	0	0	0	0	0	0
	2021 TRAFFIC	39	84	20	74	111	47	18	248	40	65	536	120

TURNING MOVEMENT COUNTS (AM PEAK)													
SW 87th AVENUE & SW 207th STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	0	0	0	85	0	90	0	660	60	47	301	0
	PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
	ADJUSTED EXISTING VOLUMES	0	0	0	88	0	93	0	680	62	48	310	0
	ANNUAL GROWTH RATE	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%
	GROWTH ADJUSTED VOLUMES	0	0	0	90	0	95	0	696	63	50	318	0
	COMMITTED TRIPS	0	0	0	0	0	0	0	0	0	0	0	0
	EXISTING + COMMITTED	0	0	0	90	0	95	0	696	63	50	318	0
	SITE GENERATED TRIPS	0	0	0	0	0	2	0	0	0	3	0	0
	2021 TRAFFIC	0	0	0	90	0	97	0	696	63	53	318	0

TURNING MOVEMENT COUNTS (PM PEAK)													
SW 87th AVENUE & SW 207th STREET													
	TURNING MOVEMENT	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	RAW COUNTS	0	0	0	33	0	78	0	299	48	107	707	0
	PSCF	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
	ADJUSTED EXISTING VOLUMES	0	0	0	34	0	80	0	308	49	110	728	0
	ANNUAL GROWTH RATE	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%	2.4%
	GROWTH ADJUSTED VOLUMES	0	0	0	35	0	82	0	315	51	113	746	0
	COMMITTED TRIPS	0	0	0	0	0	0	0	0	0	0	0	0
	EXISTING + COMMITTED	0	0	0	35	0	82	0	315	51	113	746	0
	SITE GENERATED TRIPS	0	0	0	0	0	5	0	0	0	3	0	0
	2021 TRAFFIC	0	0	0	35	0	87	0	315	51	116	746	0

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8123 - SW 216TH ST, 200' WEST OF SW 98TH AVENUE

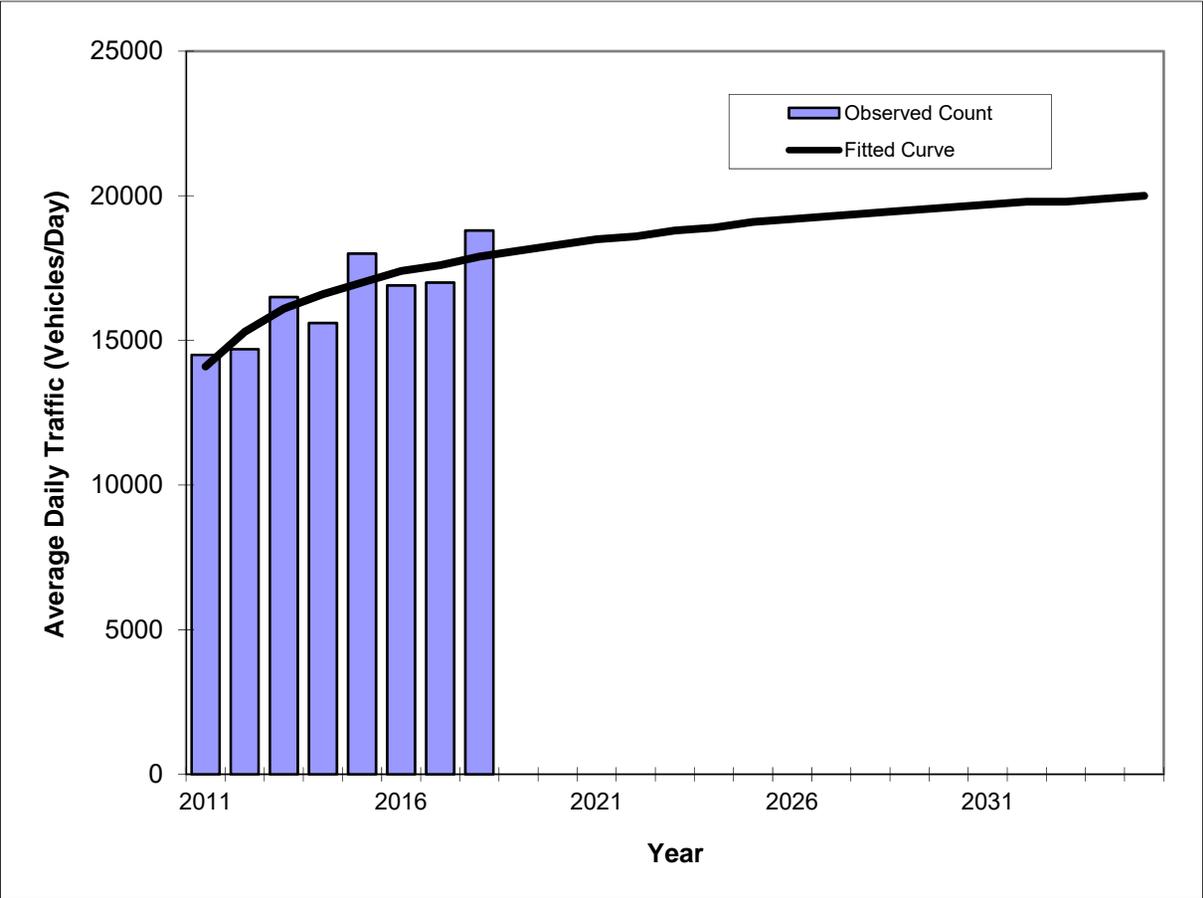
YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	18800	C	E 8900		W 9900	9.00	54.30	2.80
2017	17000	C	E 8400		W 8600	9.00	59.30	2.70
2016	16900	C	E 8100		W 8800	9.00	56.10	1.70
2015	18000	C	E 8600		W 9400	9.00	57.40	3.80
2014	15600	C	E 8200		W 7400	9.00	59.30	15.30
2013	16500	C	E 7700		W 8800	9.00	58.90	16.20
2012	14700	F	E 7200		W 7500	9.00	59.70	16.00
2011	14500	C	E 7100		W 7400	9.00	58.20	14.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = 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

Traffic Trends - V03.a
SW 216th Street --

FIN#	1234
Location	1

County:	Volusia (79)
Station #:	7046
Highway:	SW 216th Street



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2011	14500	14100
2012	14700	15300
2013	16500	16100
2014	15600	16600
2015	18000	17000
2016	16900	17400
2017	17000	17600
2018	18800	17900
2021 Opening Year Trend		
2021	N/A	18500
2022 Mid-Year Trend		
2022	N/A	18600
2023 Design Year Trend		
2023	N/A	18800
TRANPLAN Forecasts/Trends		

Trend R-squared:	73.71%
Compounded Annual Historic Growth Rate:	3.47%
Compounded Growth Rate (2018 to Design Year):	0.99%
Printed:	2-Jan-20
Decaying Exponential Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8205 - OLD CUTLER RD, 200' SOUTH OF SW 184TH STREET

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2018	17300	C	N	8300	S	9000	9.00	54.30	12.10
2017	15700	S	N	7800	S	7900	9.00	55.70	12.60
2016	15900	F	N	7900	S	8000	9.00	56.10	13.50
2015	16100	C	N	8000	S	8100	9.00	57.40	13.70
2014	14400	S	N	7000	S	7400	9.00	59.30	17.40
2013	14400	F	N	7000	S	7400	9.00	58.90	16.20
2012	14400	C	N	7000	S	7400	9.00	59.70	16.00

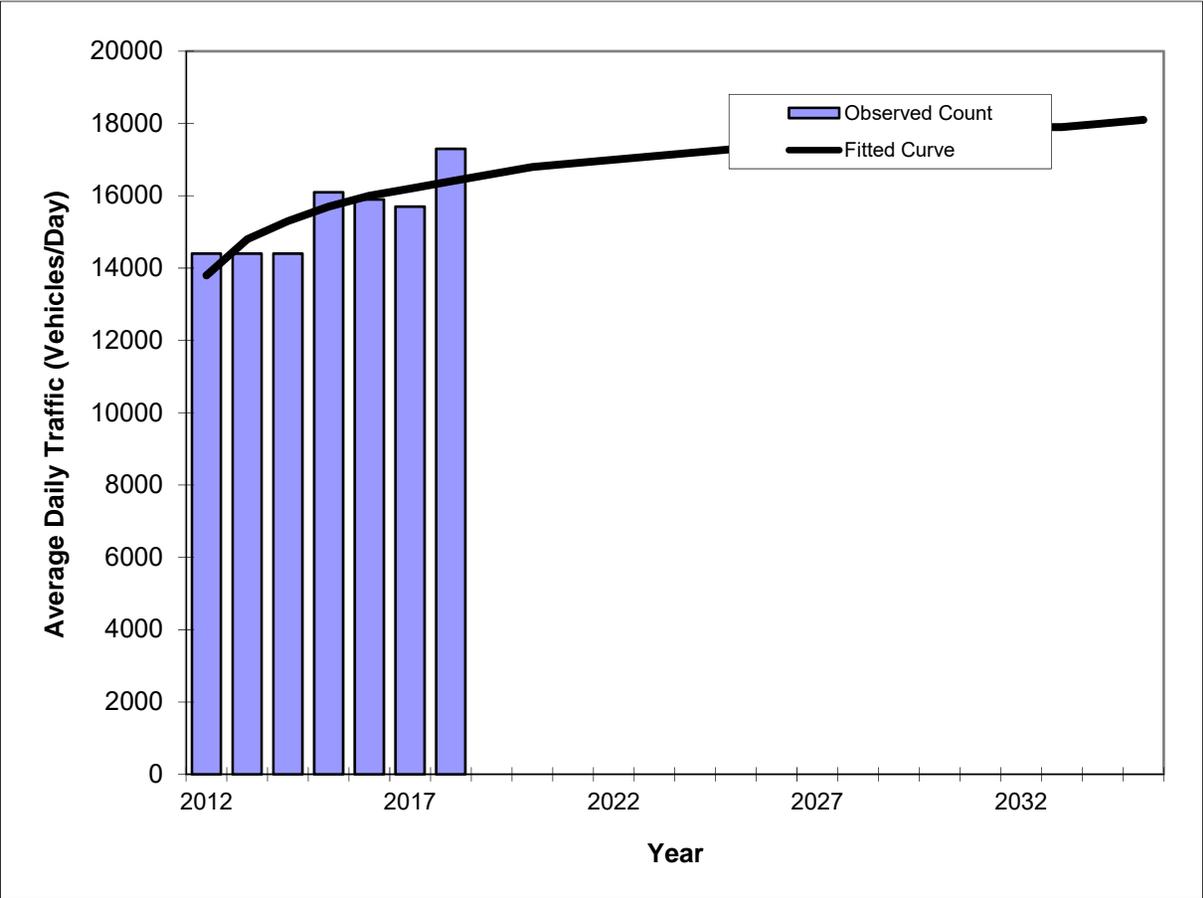
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a
OLD CUTLER ROAD --

FIN#	1234
Location	1

County:	Volusia (79)
Station #:	7046
Highway:	OLD CUTLER ROAD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	14400	13800
2013	14400	14800
2014	14400	15300
2015	16100	15700
2016	15900	16000
2017	15700	16200
2018	17300	16400
2021 Opening Year Trend		
2021	N/A	16900
2022 Mid-Year Trend		
2022	N/A	17000
2023 Design Year Trend		
2023	N/A	17100
TRANPLAN Forecasts/Trends		

Trend R-squared:	66.70%
Compounded Annual Historic Growth Rate:	2.92%
Compounded Growth Rate (2018 to Design Year):	0.84%
Printed:	2-Jan-20
Decaying Exponential Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8310 - OLD CUTLER RD, 200' SOUTH OF FRANJO RD

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2018	15900	S	N	7900	S	8000	9.00	54.30	12.10
2017	17700	F	N	8800	S	8900	9.00	55.70	12.60
2016	17900	C	N	8900	S	9000	9.00	56.10	13.50
2015	15800	T	N	8100	S	7700	9.00	57.40	13.70
2014	16000	S	N	8200	S	7800	9.00	59.30	17.40
2013	16200	F	N	8300	S	7900	9.00	58.90	16.20
2012	16200	C	N	8300	S	7900	9.00	59.70	16.00

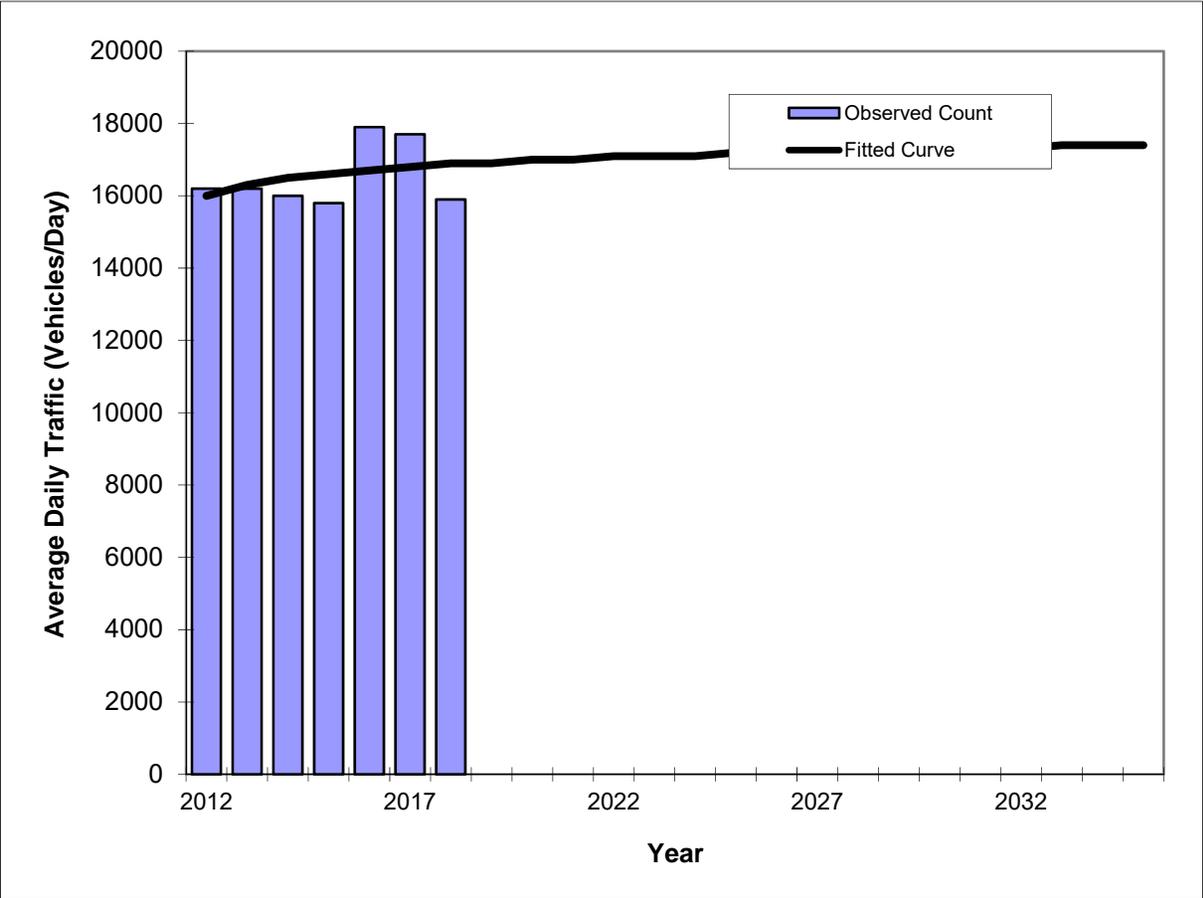
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a
OLD CUTLER ROAD --

FIN#	1234
Location	1

County:	Volusia (79)
Station #:	7046
Highway:	OLD CUTLER ROAD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	16200	16000
2013	16200	16300
2014	16000	16500
2015	15800	16600
2016	17900	16700
2017	17700	16800
2018	15900	16900
2021 Opening Year Trend		
2021	N/A	17000
2022 Mid-Year Trend		
2022	N/A	17100
2023 Design Year Trend		
2023	N/A	17100
TRANPLAN Forecasts/Trends		

Trend R-squared:	12.16%
Compounded Annual Historic Growth Rate:	0.92%
Compounded Growth Rate (2018 to Design Year):	0.24%
Printed:	2-Jan-20
Decaying Exponential Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8374 - SW 87 AVE, 500 FT N OF SW 216TH ST, CUTLER RIDGE (2011 OFFSYS)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2018	8900	F	N	3800	S	5100	9.00	54.30	2.80
2017	9900	C	N	4200	S	5700	9.00	59.30	3.60
2016	8300	T	N	3400	S	4900	9.00	56.10	1.70
2015	8500	S	N	3500	S	5000	9.00	57.40	5.10
2014	8600	F	N	3500	S	5100	9.00	59.30	15.30
2013	8600	C	N	3500	S	5100	9.00	58.90	16.20
2012	4800	C	N	0	S	0	9.00	59.70	16.00

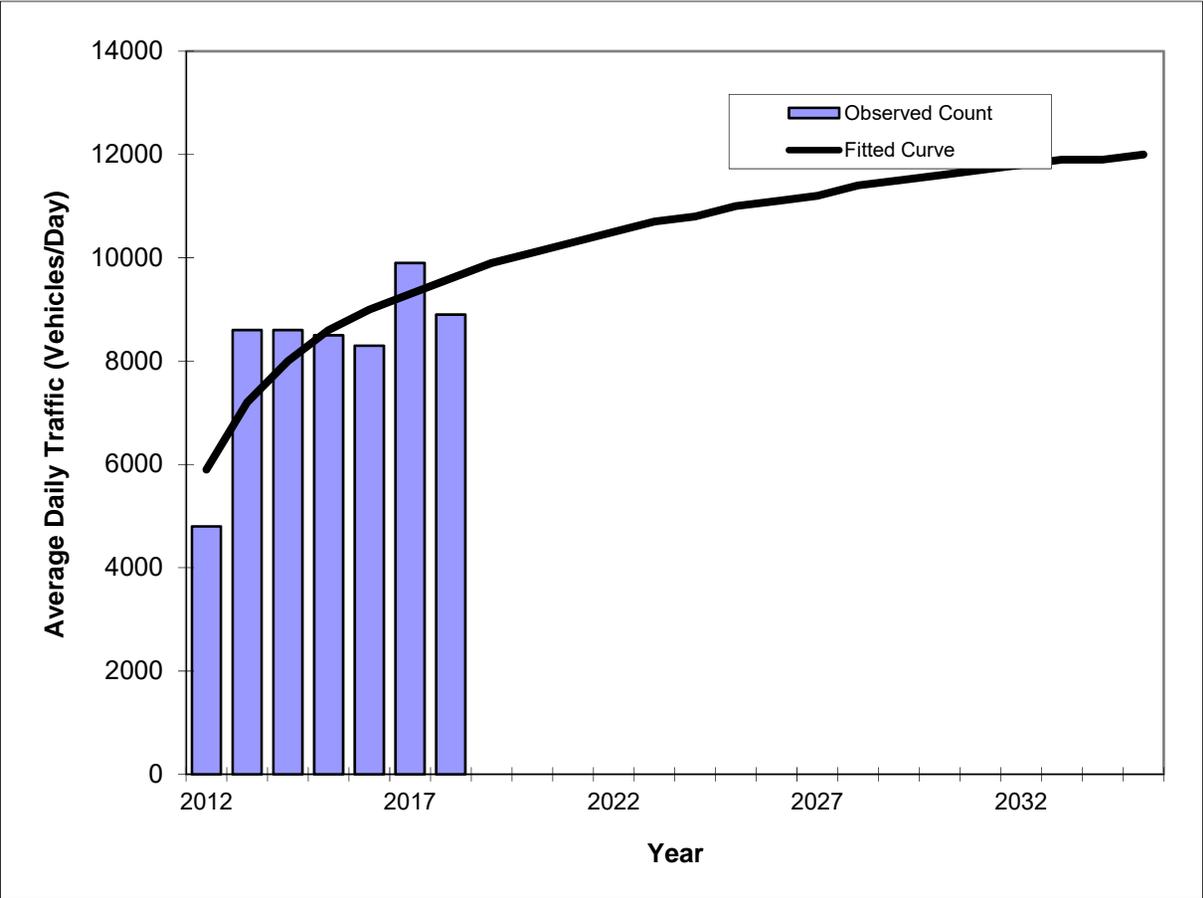
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a
SW 87th Avenue --

FIN#	1234
Location	1

County:	Volusia (79)
Station #:	7046
Highway:	SW 87th Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2012	4800	5900
2013	8600	7200
2014	8600	8000
2015	8500	8600
2016	8300	9000
2017	9900	9300
2018	8900	9600
2021 Opening Year Trend		
2021	N/A	10300
2022 Mid-Year Trend		
2022	N/A	10500
2023 Design Year Trend		
2023	N/A	10700
TRANPLAN Forecasts/Trends		

Trend R-squared:	68.95%
Compounded Annual Historic Growth Rate:	8.45%
Compounded Growth Rate (2018 to Design Year):	2.19%
Printed:	2-Jan-20
Decaying Exponential Growth Option	

*Axle-Adjusted

APPENDIX D: SYNCHRO REPORTS

Lanes, Volumes, Timings
6: SW 87th Avenue & SW 212th St

03/27/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	202	50	87	118	87	52	449	93	50	280	69
Future Volume (vph)	64	202	50	87	118	87	52	449	93	50	280	69
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	215		0	115		0	200		200
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.970				0.850		0.974				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3433	0	1770	1863	1583	1770	1814	0	1770	1863	1583
Flt Permitted	0.599			0.479			0.575			0.353		
Satd. Flow (perm)	1116	3433	0	892	1863	1583	1071	1814	0	658	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25				95		13				75
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1312			1675			1184			1824	
Travel Time (s)		29.8			38.1			26.9			41.5	
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
Adj. Flow (vph)	70	220	54	95	128	95	57	488	101	54	304	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	70	274	0	95	128	95	57	589	0	54	304	75
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2			6		6

Lanes, Volumes, Timings

6: SW 87th Avenue & SW 212th St

03/27/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8	2	2		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	15.0	15.0		5.0	15.0	15.0
Minimum Split (s)	40.0	40.0		40.0	40.0	40.0	68.0	68.0		12.0	68.0	68.0
Total Split (s)	40.0	40.0		40.0	40.0	40.0	68.0	68.0		12.0	68.0	68.0
Total Split (%)	33.3%	33.3%		33.3%	33.3%	33.3%	56.7%	56.7%		10.0%	56.7%	56.7%
Maximum Green (s)	34.0	34.0		34.0	34.0	34.0	62.0	62.0		7.5	62.0	62.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		3.5	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		4.5	6.0	6.0
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	None		None	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0			0	0
Act Effect Green (s)	16.8	16.8		16.8	16.8	16.8	82.2	82.2		92.7	91.2	91.2
Actuated g/C Ratio	0.14	0.14		0.14	0.14	0.14	0.68	0.68		0.77	0.76	0.76
v/c Ratio	0.45	0.55		0.76	0.49	0.31	0.08	0.47		0.10	0.21	0.06
Control Delay	54.8	46.7		83.6	52.7	10.8	8.9	11.7		4.5	5.2	1.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	54.8	46.7		83.6	52.7	10.8	8.9	11.7		4.5	5.2	1.3
LOS	D	D		F	D	B	A	B		A	A	A
Approach Delay		48.3			49.4			11.5			4.4	
Approach LOS		D			D			B			A	
Queue Length 50th (ft)	51	95		72	93	0	14	195		8	56	0
Queue Length 95th (ft)	92	129		125	144	45	38	357		24	115	14
Internal Link Dist (ft)		1232			1595			1104			1744	
Turn Bay Length (ft)	125			215			115			200		200
Base Capacity (vph)	316	990		252	527	516	734	1247		578	1415	1220
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	0.22	0.28		0.38	0.24	0.18	0.08	0.47		0.09	0.21	0.06

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 6:SBTL, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 23.9

Intersection LOS: C

Intersection Capacity Utilization 65.2%

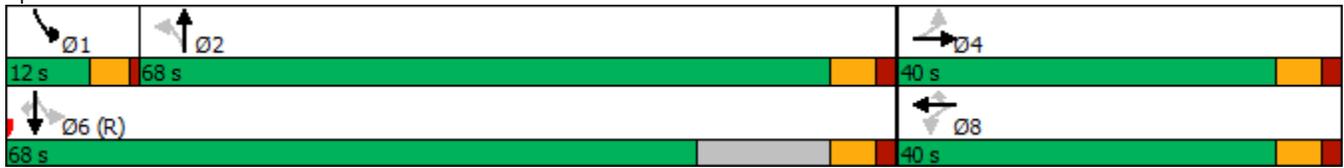
ICU Level of Service C

Analysis Period (min) 15

Lanes, Volumes, Timings
 6: SW 87th Avenue & SW 212th St

03/27/2020

Splits and Phases: 6: SW 87th Avenue & SW 212th St



HCM 2010 AWSC
4: SW 85th Avenue & SW 212th St

03/27/2020

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗		↔		↘	↑		↘	↑	↗
Traffic Vol, veh/h	118	4	8	0	5	7	20	33	0	6	9	147
Future Vol, veh/h	118	4	8	0	5	7	20	33	0	6	9	147
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	128	4	9	0	5	8	22	36	0	7	10	160
Number of Lanes	1	1	1	0	1	0	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	1	3
HCM Control Delay	9.5	7.9	8.6	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	100%	0%	42%	0%	100%	0%
Vol Right, %	0%	0%	0%	0%	100%	58%	0%	0%	100%
Sign Control	Stop								
Traffic Vol by Lane	20	33	118	4	8	12	6	9	147
LT Vol	20	0	118	0	0	0	6	0	0
Through Vol	0	33	0	4	0	5	0	9	0
RT Vol	0	0	0	0	8	7	0	0	147
Lane Flow Rate	22	36	128	4	9	13	7	10	160
Geometry Grp	8	8	7	7	7	8	8	8	8
Degree of Util (X)	0.035	0.053	0.199	0.006	0.011	0.018	0.01	0.014	0.197
Departure Headway (Hd)	5.821	5.319	5.575	5.074	4.374	5.03	5.631	5.13	4.428
Convergence, Y/N	Yes								
Cap	615	673	644	706	818	710	637	699	812
Service Time	3.555	3.053	3.304	2.803	2.103	2.772	3.354	2.852	2.151
HCM Lane V/C Ratio	0.036	0.053	0.199	0.006	0.011	0.018	0.011	0.014	0.197
HCM Control Delay	8.8	8.4	9.7	7.8	7.2	7.9	8.4	7.9	8.2
HCM Lane LOS	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.7	0	0	0.1	0	0	0.7

HCM 2010 AWSC
5: SW 85th Avenue & SW 207th St

03/27/2020

Intersection												
Intersection Delay, s/veh	9.1											
Intersection LOS	A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↗		↵	↕↗		↵	↕↗		↵	↕↗	
Traffic Vol, veh/h	34	40	27	34	88	59	42	130	28	21	67	24
Future Vol, veh/h	34	40	27	34	88	59	42	130	28	21	67	24
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	43	29	37	96	64	46	141	30	23	73	26
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	3			3			3			3		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	3			3			3			3		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	3			3			3			3		
HCM Control Delay	9			9.1			9.2			9		
HCM LOS	A			A			A			A		
Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	
Vol Thru, %	0%	100%	61%	0%	100%	33%	0%	100%	33%	0%	100%	
Vol Right, %	0%	0%	39%	0%	0%	67%	0%	0%	67%	0%	0%	
Sign Control	Stop											
Traffic Vol by Lane	42	87	71	34	27	40	34	59	88	21	45	
LT Vol	42	0	0	34	0	0	34	0	0	21	0	
Through Vol	0	87	43	0	27	13	0	59	29	0	45	
RT Vol	0	0	28	0	0	27	0	0	59	0	0	
Lane Flow Rate	46	94	78	37	29	44	37	64	96	23	49	
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8	
Degree of Util (X)	0.078	0.147	0.115	0.065	0.047	0.065	0.063	0.101	0.139	0.04	0.078	
Departure Headway (Hd)	6.116	5.616	5.341	6.337	5.837	5.369	6.18	5.68	5.213	6.297	5.797	
Convergence, Y/N	Yes											
Cap	582	633	664	560	607	659	575	626	681	564	612	
Service Time	3.899	3.399	3.125	4.134	3.634	3.165	3.966	3.466	2.999	4.092	3.592	
HCM Lane V/C Ratio	0.079	0.148	0.117	0.066	0.048	0.067	0.064	0.102	0.141	0.041	0.08	
HCM Control Delay	9.4	9.4	8.8	9.6	8.9	8.5	9.4	9.1	8.9	9.4	9.1	
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A	A	
HCM 95th-tile Q	0.3	0.5	0.4	0.2	0.1	0.2	0.2	0.3	0.5	0.1	0.3	

HCM 2010 TWSC
3: SW 87th Avenue & SW 207th St

03/27/2020

Intersection						
Int Delay, s/veh	7.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T		T	T
Traffic Vol, veh/h	88	93	680	62	48	310
Future Vol, veh/h	88	93	680	62	48	310
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	96	101	739	67	52	337

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1214	773	0	0	806
Stage 1	773	-	-	-	-
Stage 2	441	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	201	399	-	-	819
Stage 1	455	-	-	-	-
Stage 2	648	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	188	399	-	-	819
Mov Cap-2 Maneuver	188	-	-	-	-
Stage 1	455	-	-	-	-
Stage 2	607	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	52.9	0	1.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	258	819
HCM Lane V/C Ratio	-	-	0.763	0.064
HCM Control Delay (s)	-	-	52.9	9.7
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	5.6	0.2

HCM 2010 TWSC
11: SW 82nd Avenue & SW 207th St

03/27/2020

Intersection						
Int Delay, s/veh	4.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Vol, veh/h	36	61	4	40	127	1
Future Vol, veh/h	36	61	4	40	127	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	66	4	43	138	1
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	105	0	102	53
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	30	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1484	-	885	1003
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	989	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1484	-	882	1003
Mov Cap-2 Maneuver	-	-	-	-	882	-
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	986	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.7	9.8			
HCM LOS			A			
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	882	1003	-	-	1484	-
HCM Lane V/C Ratio	0.157	0.001	-	-	0.003	-
HCM Control Delay (s)	9.8	8.6	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-

HCM 2010 TWSC
14: SW 82nd Avenue & SW 208th St

03/27/2020

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	3	0	0	27	0	114	2	7	50	0
Future Vol, veh/h	1	0	3	0	0	27	0	114	2	7	50	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	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	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	3	0	0	29	0	124	2	8	54	0

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	132	196	27	168	195	63	-	0	0	126	0	0
Stage 1	70	70	-	125	125	-	-	-	-	-	-	-
Stage 2	62	126	-	43	70	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	-	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	827	698	1042	780	699	988	0	-	-	1458	-	-
Stage 1	932	836	-	866	792	-	0	-	-	-	-	-
Stage 2	942	791	-	966	836	-	0	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	799	694	1042	774	695	988	-	-	-	1458	-	-
Mov Cap-2 Maneuver	799	694	-	774	695	-	-	-	-	-	-	-
Stage 1	932	831	-	866	792	-	-	-	-	-	-	-
Stage 2	914	791	-	957	831	-	-	-	-	-	-	-

Approach	EB		WB			NB			SB		
HCM Control Delay, s	8.7		8.8			0			0.9		
HCM LOS	A		A								

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	968	988	1458	-	-
HCM Lane V/C Ratio	-	-	0.004	0.03	0.005	-	-
HCM Control Delay (s)	-	-	8.7	8.8	7.5	0	-
HCM Lane LOS	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0.1	0	-	-

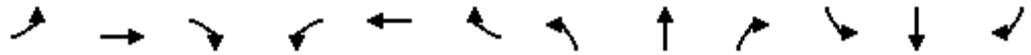
Lanes, Volumes, Timings
6: SW 87th Avenue & SW 212th St

03/27/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	80	20	72	105	46	18	242	39	64	523	117
Future Volume (vph)	38	80	20	72	105	46	18	242	39	64	523	117
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	215		0	115		0	200		200
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.970				0.850		0.979				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3433	0	1770	1863	1583	1770	1824	0	1770	1863	1583
Flt Permitted	0.619			0.683			0.451			0.538		
Satd. Flow (perm)	1153	3433	0	1272	1863	1583	840	1824	0	1002	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22				68		10				127
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1312			1675			1184				1824
Travel Time (s)		29.8			38.1			26.9				41.5
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
Adj. Flow (vph)	41	87	22	78	114	50	20	263	42	70	568	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	109	0	78	114	50	20	305	0	70	568	127
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2			6		6

Lanes, Volumes, Timings
6: SW 87th Avenue & SW 212th St

03/27/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8	2	2		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	15.0	15.0		5.0	15.0	15.0
Minimum Split (s)	40.0	40.0		40.0	40.0	40.0	68.0	68.0		12.0	68.0	68.0
Total Split (s)	40.0	40.0		40.0	40.0	40.0	68.0	68.0		12.0	68.0	68.0
Total Split (%)	33.3%	33.3%		33.3%	33.3%	33.3%	56.7%	56.7%		10.0%	56.7%	56.7%
Maximum Green (s)	34.0	34.0		34.0	34.0	34.0	62.0	62.0		7.5	62.0	62.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		3.5	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		4.5	6.0	6.0
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	None		None	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0			0	0
Act Effect Green (s)	13.0	13.0		13.0	13.0	13.0	86.0	86.0		96.5	95.0	95.0
Actuated g/C Ratio	0.11	0.11		0.11	0.11	0.11	0.72	0.72		0.80	0.79	0.79
v/c Ratio	0.33	0.28		0.57	0.57	0.22	0.03	0.23		0.08	0.39	0.10
Control Delay	55.0	39.6		65.8	60.9	8.1	7.0	7.1		3.1	5.0	0.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	55.0	39.6		65.8	60.9	8.1	7.0	7.1		3.1	5.0	0.8
LOS	D	D		E	E	A	A	A		A	A	A
Approach Delay		43.8			51.6			7.1			4.1	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)	30	33		59	85	0	4	72		9	106	0
Queue Length 95th (ft)	64	58		106	139	24	15	134		23	194	14
Internal Link Dist (ft)		1232			1595			1104			1744	
Turn Bay Length (ft)	125			215			115			200		200
Base Capacity (vph)	326	988		360	527	497	601	1310		854	1474	1279
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.13	0.11		0.22	0.22	0.10	0.03	0.23		0.08	0.39	0.10

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 6:SBTL, Start of Green
Natural Cycle:	120
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.57
Intersection Signal Delay:	16.6
Intersection LOS:	B
Intersection Capacity Utilization:	65.7%
ICU Level of Service:	C
Analysis Period (min):	15

Lanes, Volumes, Timings
 6: SW 87th Avenue & SW 212th St

03/27/2020

Splits and Phases: 6: SW 87th Avenue & SW 212th St



HCM 2010 AWSC
4: SW 85th Avenue & SW 212th St

03/27/2020

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗		↔		↖	↑		↖	↑	↗
Traffic Vol, veh/h	87	7	10	1	2	1	7	6	1	5	14	132
Future Vol, veh/h	87	7	10	1	2	1	7	6	1	5	14	132
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	95	8	11	1	2	1	8	7	1	5	15	143
Number of Lanes	1	1	1	0	1	0	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	1	3
HCM Control Delay	8.7	7.9	8.2	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	25%	100%	0%	0%
Vol Thru, %	0%	86%	0%	100%	0%	50%	0%	100%	0%
Vol Right, %	0%	14%	0%	0%	100%	25%	0%	0%	100%
Sign Control	Stop								
Traffic Vol by Lane	7	7	87	7	10	4	5	14	132
LT Vol	7	0	87	0	0	1	5	0	0
Through Vol	0	6	0	7	0	2	0	14	0
RT Vol	0	1	0	0	10	1	0	0	132
Lane Flow Rate	8	8	95	8	11	4	5	15	143
Geometry Grp	8	8	7	7	7	8	8	8	8
Degree of Util (X)	0.012	0.011	0.143	0.01	0.013	0.006	0.008	0.021	0.168
Departure Headway (Hd)	5.668	5.067	5.438	4.938	4.238	5.158	5.416	4.915	4.214
Convergence, Y/N	Yes								
Cap	633	708	664	729	850	695	664	731	855
Service Time	3.387	2.785	3.138	2.638	1.938	2.88	3.125	2.625	1.924
HCM Lane V/C Ratio	0.013	0.011	0.143	0.011	0.013	0.006	0.008	0.021	0.167
HCM Control Delay	8.5	7.8	9	7.7	7	7.9	8.2	7.7	7.8
HCM Lane LOS	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0	0	0.5	0	0	0	0	0.1	0.6

HCM 2010 AWSC
5: SW 85th Avenue & SW 207th St

03/27/2020

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↗		↵	↕↗		↵	↕↗		↵	↕↗	
Traffic Vol, veh/h	8	77	54	21	61	22	22	52	22	57	139	21
Future Vol, veh/h	8	77	54	21	61	22	22	52	22	57	139	21
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	84	59	23	66	24	24	57	24	62	151	23
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	8.8	8.9	8.8	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	44%	0%	100%	32%	0%	100%	48%	0%	100%
Vol Right, %	0%	0%	56%	0%	0%	68%	0%	0%	52%	0%	0%
Sign Control	Stop										
Traffic Vol by Lane	22	35	39	8	51	80	21	41	42	57	93
LT Vol	22	0	0	8	0	0	21	0	0	57	0
Through Vol	0	35	17	0	51	26	0	41	20	0	93
RT Vol	0	0	22	0	0	54	0	0	22	0	0
Lane Flow Rate	24	38	43	9	56	87	23	44	46	62	101
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.041	0.06	0.063	0.015	0.088	0.125	0.04	0.07	0.069	0.103	0.153
Departure Headway (Hd)	6.214	5.714	5.323	6.176	5.676	5.202	6.238	5.738	5.375	5.962	5.462
Convergence, Y/N	Yes										
Cap	572	621	667	576	627	683	570	619	660	597	652
Service Time	4	3.5	3.108	3.955	3.455	2.981	4.023	3.523	3.159	3.736	3.236
HCM Lane V/C Ratio	0.042	0.061	0.064	0.016	0.089	0.127	0.04	0.071	0.07	0.104	0.155
HCM Control Delay	9.3	8.9	8.5	9.1	9	8.7	9.3	9	8.6	9.4	9.2
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0	0.3	0.4	0.1	0.2	0.2	0.3	0.5

HCM 2010 TWSC
3: SW 87th Avenue & SW 207th St

03/27/2020

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T		T	T
Traffic Vol, veh/h	34	80	308	49	110	728
Future Vol, veh/h	34	80	308	49	110	728
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	87	335	53	120	791

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1393	362	0	0	388
Stage 1	362	-	-	-	-
Stage 2	1031	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	156	683	-	-	1170
Stage 1	704	-	-	-	-
Stage 2	344	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	140	683	-	-	1170
Mov Cap-2 Maneuver	140	-	-	-	-
Stage 1	704	-	-	-	-
Stage 2	309	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.5	0	1.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	317	1170
HCM Lane V/C Ratio	-	-	0.391	0.102
HCM Control Delay (s)	-	-	23.5	8.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.8	0.3

HCM 2010 TWSC
11: SW 82nd Avenue & SW 207th St

03/27/2020

Intersection						
Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Vol, veh/h	34	125	1	40	74	4
Future Vol, veh/h	34	125	1	40	74	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	136	1	43	80	4
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	173	0	129	87
Stage 1	-	-	-	-	105	-
Stage 2	-	-	-	-	24	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1401	-	852	954
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	995	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1401	-	851	954
Mov Cap-2 Maneuver	-	-	-	-	851	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	994	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.2	9.7			
HCM LOS			A			
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	851	954	-	-	1401	-
HCM Lane V/C Ratio	0.095	0.005	-	-	0.001	-
HCM Control Delay (s)	9.7	8.8	-	-	7.6	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-

HCM 2010 TWSC
14: SW 82nd Avenue & SW 208th St

03/27/2020

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	1	0	1	9	2	65	1	21	110	5
Future Vol, veh/h	1	0	1	0	1	9	2	65	1	21	110	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	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	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	0	1	10	2	71	1	23	120	5

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	209	245	63	182	247	36	125	0	0	72	0	0
Stage 1	169	169	-	76	76	-	-	-	-	-	-	-
Stage 2	40	76	-	106	171	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	730	656	988	763	654	1029	1459	-	-	1526	-	-
Stage 1	816	758	-	924	831	-	-	-	-	-	-	-
Stage 2	970	831	-	888	756	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	712	645	988	752	643	1029	1459	-	-	1526	-	-
Mov Cap-2 Maneuver	712	645	-	752	643	-	-	-	-	-	-	-
Stage 1	815	746	-	923	830	-	-	-	-	-	-	-
Stage 2	959	830	-	873	744	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s	9.4		8.7			0.2		1.1		
HCM LOS	A		A							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1459	-	-	828	971	1526	-
HCM Lane V/C Ratio	0.001	-	-	0.003	0.011	0.015	-
HCM Control Delay (s)	7.5	-	-	9.4	8.7	7.4	0
HCM Lane LOS	A	-	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-

HCM 2010 AWSC
4: SW 85th Avenue & SW 212th St

03/27/2020

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗		↔		↖	↑		↖	↑	↗
Traffic Vol, veh/h	121	4	8	0	5	7	20	34	0	6	9	151
Future Vol, veh/h	121	4	8	0	5	7	20	34	0	6	9	151
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	132	4	9	0	5	8	22	37	0	7	10	164
Number of Lanes	1	1	1	0	1	0	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	1	3
HCM Control Delay	9.6	7.9	8.5	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	100%	0%	42%	0%	100%	0%
Vol Right, %	0%	0%	0%	0%	100%	58%	0%	0%	100%
Sign Control	Stop								
Traffic Vol by Lane	20	34	121	4	8	12	6	9	151
LT Vol	20	0	121	0	0	0	6	0	0
Through Vol	0	34	0	4	0	5	0	9	0
RT Vol	0	0	0	0	8	7	0	0	151
Lane Flow Rate	22	37	132	4	9	13	7	10	164
Geometry Grp	8	8	7	7	7	8	8	8	8
Degree of Util (X)	0.035	0.055	0.204	0.006	0.011	0.018	0.01	0.014	0.203
Departure Headway (Hd)	5.84	5.338	5.589	5.088	4.388	5.054	5.645	5.143	4.442
Convergence, Y/N	Yes								
Cap	613	670	643	704	815	707	635	697	809
Service Time	3.575	3.073	3.318	2.817	2.117	2.795	3.367	2.866	2.164
HCM Lane V/C Ratio	0.036	0.055	0.205	0.006	0.011	0.018	0.011	0.014	0.203
HCM Control Delay	8.8	8.4	9.8	7.8	7.2	7.9	8.4	7.9	8.3
HCM Lane LOS	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.8	0	0	0.1	0	0	0.8

HCM 2010 AWSC
5: SW 85th Avenue & SW 207th St

03/27/2020

Intersection												
Intersection Delay, s/veh	9.2											
Intersection LOS	A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↗		↵	↕↗		↵	↕↗		↵	↕↗	
Traffic Vol, veh/h	35	41	27	35	90	60	43	133	28	21	69	24
Future Vol, veh/h	35	41	27	35	90	60	43	133	28	21	69	24
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	45	29	38	98	65	47	145	30	23	75	26
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	3			3			3			3		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	3			3			3			3		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	3			3			3			3		
HCM Control Delay	9.1			9.2			9.3			9.1		
HCM LOS	A			A			A			A		
Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	
Vol Thru, %	0%	100%	61%	0%	100%	34%	0%	100%	33%	0%	100%	
Vol Right, %	0%	0%	39%	0%	0%	66%	0%	0%	67%	0%	0%	
Sign Control	Stop											
Traffic Vol by Lane	43	89	72	35	27	41	35	60	90	21	46	
LT Vol	43	0	0	35	0	0	35	0	0	21	0	
Through Vol	0	89	44	0	27	14	0	60	30	0	46	
RT Vol	0	0	28	0	0	27	0	0	60	0	0	
Lane Flow Rate	47	96	79	38	30	44	38	65	98	23	50	
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8	
Degree of Util (X)	0.081	0.154	0.119	0.068	0.049	0.068	0.067	0.105	0.145	0.041	0.082	
Departure Headway (Hd)	6.237	5.737	5.466	6.466	5.966	5.501	6.304	5.804	5.337	6.422	5.922	
Convergence, Y/N	Yes											
Cap	577	627	659	555	602	652	571	620	675	559	606	
Service Time	3.947	3.447	3.176	4.188	3.688	3.224	4.014	3.514	3.047	4.147	3.647	
HCM Lane V/C Ratio	0.081	0.153	0.12	0.068	0.05	0.067	0.067	0.105	0.145	0.041	0.083	
HCM Control Delay	9.5	9.5	8.9	9.7	9	8.6	9.5	9.2	9	9.4	9.2	
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A	A	
HCM 95th-tile Q	0.3	0.5	0.4	0.2	0.2	0.2	0.2	0.4	0.5	0.1	0.3	

Lanes, Volumes, Timings
6: SW 87th Avenue & SW 212th St

03/27/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	207	52	89	121	89	53	460	95	52	287	71
Future Volume (vph)	65	207	52	89	121	89	53	460	95	52	287	71
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	215		0	115		0	200		200
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.970				0.850		0.974				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3433	0	1770	1863	1583	1770	1814	0	1770	1863	1583
Flt Permitted	0.589			0.470			0.571			0.344		
Satd. Flow (perm)	1097	3433	0	875	1863	1583	1064	1814	0	641	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26				97		13				77
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1312			1675			1184			1824	
Travel Time (s)		29.8			38.1			26.9			41.5	
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
Adj. Flow (vph)	71	225	57	97	132	97	58	500	103	57	312	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	282	0	97	132	97	58	603	0	57	312	77
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2			6		6

Lanes, Volumes, Timings
6: SW 87th Avenue & SW 212th St

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8	2	2		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	15.0	15.0		5.0	15.0	15.0
Minimum Split (s)	40.0	40.0		40.0	40.0	40.0	68.0	68.0		12.0	68.0	68.0
Total Split (s)	40.0	40.0		40.0	40.0	40.0	68.0	68.0		12.0	68.0	68.0
Total Split (%)	33.3%	33.3%		33.3%	33.3%	33.3%	56.7%	56.7%		10.0%	56.7%	56.7%
Maximum Green (s)	34.0	34.0		34.0	34.0	34.0	62.0	62.0		7.5	62.0	62.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		3.5	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		4.5	6.0	6.0
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	None		None	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0			0	0
Act Effect Green (s)	17.2	17.2		17.2	17.2	17.2	81.8	81.8		92.3	90.8	90.8
Actuated g/C Ratio	0.14	0.14		0.14	0.14	0.14	0.68	0.68		0.77	0.76	0.76
v/c Ratio	0.45	0.55		0.78	0.50	0.31	0.08	0.49		0.10	0.22	0.06
Control Delay	54.6	46.4		85.5	52.4	10.6	9.1	12.2		4.7	5.4	1.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	54.6	46.4		85.5	52.4	10.6	9.1	12.2		4.7	5.4	1.4
LOS	D	D		F	D	B	A	B		A	A	A
Approach Delay		48.0			49.8			11.9			4.6	
Approach LOS		D			D			B			A	
Queue Length 50th (ft)	51	98		74	96	0	14	206		9	59	0
Queue Length 95th (ft)	92	132		127	147	45	39	376		25	121	14
Internal Link Dist (ft)		1232			1595			1104			1744	
Turn Bay Length (ft)	125			215			115			200		200
Base Capacity (vph)	310	991		247	527	518	725	1240		564	1410	1216
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	0.23	0.28		0.39	0.25	0.19	0.08	0.49		0.10	0.22	0.06

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 6:SBTL, Start of Green
Natural Cycle:	120
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.78
Intersection Signal Delay:	24.1
Intersection LOS:	C
Intersection Capacity Utilization:	66.1%
ICU Level of Service:	C
Analysis Period (min):	15

Lanes, Volumes, Timings
 6: SW 87th Avenue & SW 212th St

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Splits and Phases: 6: SW 87th Avenue & SW 212th St



HCM 2010 TWSC
3: SW 87th Avenue & SW 207th St

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Intersection						
Int Delay, s/veh	9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T		T	T
Traffic Vol, veh/h	90	95	696	63	50	318
Future Vol, veh/h	90	95	696	63	50	318
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	98	103	757	68	54	346
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1245	791	0	0	825	0
Stage 1	791	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	192	390	-	-	805	-
Stage 1	447	-	-	-	-	-
Stage 2	640	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	179	390	-	-	805	-
Mov Cap-2 Maneuver	179	-	-	-	-	-
Stage 1	447	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	61.3	0	1.3			
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	248	805		
HCM Lane V/C Ratio	-	-	0.811	0.068		
HCM Control Delay (s)	-	-	61.3	9.8		
HCM Lane LOS	-	-	F	A		
HCM 95th %tile Q(veh)	-	-	6.2	0.2		

HCM 2010 TWSC
11: SW 82nd Avenue & SW 207th St

03/27/2020

Intersection						
Int Delay, s/veh	4.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	↖
Traffic Vol, veh/h	37	62	4	41	134	1
Future Vol, veh/h	37	62	4	41	134	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	67	4	45	146	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	107	0	105
Stage 1	-	-	-	-	74
Stage 2	-	-	-	-	31
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	1482	-	881
Stage 1	-	-	-	-	940
Stage 2	-	-	-	-	987
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1482	-	878
Mov Cap-2 Maneuver	-	-	-	-	878
Stage 1	-	-	-	-	940
Stage 2	-	-	-	-	984

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	878	1002	-	-	1482	-
HCM Lane V/C Ratio	0.166	0.001	-	-	0.003	-
HCM Control Delay (s)	9.9	8.6	-	-	7.4	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-

HCM 2010 TWSC
14: SW 82nd Avenue & SW 208th St

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Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	3	0	0	27	0	117	2	7	52	0
Future Vol, veh/h	1	0	3	0	0	27	0	117	2	7	52	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	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	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	3	0	0	29	0	127	2	8	57	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	137	202	29	173	201	65	-	0	0	129	0	0
Stage 1	73	73	-	128	128	-	-	-	-	-	-	-
Stage 2	64	129	-	45	73	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	-	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	820	693	1039	774	694	986	0	-	-	1454	-	-
Stage 1	928	833	-	862	789	-	0	-	-	-	-	-
Stage 2	939	788	-	963	833	-	0	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	792	689	1039	768	690	986	-	-	-	1454	-	-
Mov Cap-2 Maneuver	792	689	-	768	690	-	-	-	-	-	-	-
Stage 1	928	828	-	862	789	-	-	-	-	-	-	-
Stage 2	911	788	-	954	828	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.8		8.8		0		0.9	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	964	986	1454	-	-
HCM Lane V/C Ratio	-	-	0.005	0.03	0.005	-	-
HCM Control Delay (s)	-	-	8.8	8.8	7.5	0	-
HCM Lane LOS	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0.1	0	-	-

HCM 2010 AWSC
4: SW 85th Avenue & SW 212th St

03/27/2020

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗		↔		↖	↑		↖	↑	↗
Traffic Vol, veh/h	89	7	11	1	2	1	7	6	1	5	15	135
Future Vol, veh/h	89	7	11	1	2	1	7	6	1	5	15	135
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	97	8	12	1	2	1	8	7	1	5	16	147
Number of Lanes	1	1	1	0	1	0	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	1	3
HCM Control Delay	8.8	7.9	8.2	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	25%	100%	0%	0%
Vol Thru, %	0%	86%	0%	100%	0%	50%	0%	100%	0%
Vol Right, %	0%	14%	0%	0%	100%	25%	0%	0%	100%
Sign Control	Stop								
Traffic Vol by Lane	7	7	89	7	11	4	5	15	135
LT Vol	7	0	89	0	0	1	5	0	0
Through Vol	0	6	0	7	0	2	0	15	0
RT Vol	0	1	0	0	11	1	0	0	135
Lane Flow Rate	8	8	97	8	12	4	5	16	147
Geometry Grp	8	8	7	7	7	8	8	8	8
Degree of Util (X)	0.012	0.011	0.146	0.01	0.014	0.006	0.008	0.022	0.172
Departure Headway (Hd)	5.687	5.086	5.447	4.947	4.247	5.177	5.426	4.925	4.224
Convergence, Y/N	Yes								
Cap	631	706	663	728	848	693	663	730	853
Service Time	3.402	2.801	3.147	2.647	1.947	2.896	3.133	2.633	1.932
HCM Lane V/C Ratio	0.013	0.011	0.146	0.011	0.014	0.006	0.008	0.022	0.172
HCM Control Delay	8.5	7.9	9.1	7.7	7	7.9	8.2	7.7	7.8
HCM Lane LOS	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0	0	0.5	0	0	0	0	0.1	0.6

HCM 2010 AWSC
5: SW 85th Avenue & SW 207th St

03/27/2020

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↗		↵	↕↗		↵	↕↗		↵	↕↗	
Traffic Vol, veh/h	8	79	55	21	62	22	22	53	22	58	142	21
Future Vol, veh/h	8	79	55	21	62	22	22	53	22	58	142	21
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	86	60	23	67	24	24	58	24	63	154	23
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	8.9	8.9	8.8	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	45%	0%	100%	32%	0%	100%	48%	0%	100%
Vol Right, %	0%	0%	55%	0%	0%	68%	0%	0%	52%	0%	0%
Sign Control	Stop										
Traffic Vol by Lane	22	35	40	8	53	81	21	41	43	58	95
LT Vol	22	0	0	8	0	0	21	0	0	58	0
Through Vol	0	35	18	0	53	26	0	41	21	0	95
RT Vol	0	0	22	0	0	55	0	0	22	0	0
Lane Flow Rate	24	38	43	9	57	88	23	45	46	63	103
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.041	0.061	0.064	0.015	0.091	0.128	0.04	0.072	0.07	0.105	0.157
Departure Headway (Hd)	6.238	5.738	5.35	6.199	5.699	5.226	6.267	5.767	5.406	5.982	5.482
Convergence, Y/N	Yes										
Cap	569	618	663	574	624	680	567	616	657	596	649
Service Time	4.026	3.526	3.137	3.976	3.476	3.003	4.047	3.547	3.186	3.755	3.255
HCM Lane V/C Ratio	0.042	0.061	0.065	0.016	0.091	0.129	0.041	0.073	0.07	0.106	0.159
HCM Control Delay	9.3	8.9	8.5	9.1	9.1	8.8	9.3	9	8.6	9.5	9.3
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0	0.3	0.4	0.1	0.2	0.2	0.4	0.6

Lanes, Volumes, Timings
6: SW 87th Avenue & SW 212th St

03/27/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	82	20	74	108	47	18	248	40	65	536	120
Future Volume (vph)	39	82	20	74	108	47	18	248	40	65	536	120
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	215		0	115		0	200		200
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.970				0.850		0.979				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3433	0	1770	1863	1583	1770	1824	0	1770	1863	1583
Flt Permitted	0.608			0.682			0.445			0.533		
Satd. Flow (perm)	1133	3433	0	1270	1863	1583	829	1824	0	993	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22				68		10				130
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1312			1675			1184				1824
Travel Time (s)		29.8			38.1			26.9				41.5
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
Adj. Flow (vph)	42	89	22	80	117	51	20	270	43	71	583	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	111	0	80	117	51	20	313	0	71	583	130
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2			6		6

Lanes, Volumes, Timings
6: SW 87th Avenue & SW 212th St

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8	2	2		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	15.0	15.0		5.0	15.0	15.0
Minimum Split (s)	40.0	40.0		40.0	40.0	40.0	68.0	68.0		12.0	68.0	68.0
Total Split (s)	40.0	40.0		40.0	40.0	40.0	68.0	68.0		12.0	68.0	68.0
Total Split (%)	33.3%	33.3%		33.3%	33.3%	33.3%	56.7%	56.7%		10.0%	56.7%	56.7%
Maximum Green (s)	34.0	34.0		34.0	34.0	34.0	62.0	62.0		7.5	62.0	62.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		3.5	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		4.5	6.0	6.0
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	None		None	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0			0	0
Act Effect Green (s)	13.2	13.2		13.2	13.2	13.2	85.8	85.8		96.3	94.8	94.8
Actuated g/C Ratio	0.11	0.11		0.11	0.11	0.11	0.72	0.72		0.80	0.79	0.79
v/c Ratio	0.34	0.28		0.58	0.57	0.22	0.03	0.24		0.08	0.40	0.10
Control Delay	55.1	39.6		65.8	60.8	8.5	7.1	7.3		3.2	5.2	0.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	55.1	39.6		65.8	60.8	8.5	7.1	7.3		3.2	5.2	0.8
LOS	E	D		E	E	A	A	A		A	A	A
Approach Delay		43.9			51.7			7.3			4.3	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)	31	33		60	88	0	4	75		9	112	0
Queue Length 95th (ft)	65	59		108	142	24	15	139		23	204	15
Internal Link Dist (ft)		1232			1595			1104			1744	
Turn Bay Length (ft)	125			215			115			200		200
Base Capacity (vph)	321	988		359	527	497	592	1306		845	1471	1277
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.13	0.11		0.22	0.22	0.10	0.03	0.24		0.08	0.40	0.10

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 6:SBTL, Start of Green
Natural Cycle:	120
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.58
Intersection Signal Delay:	16.7
Intersection LOS:	B
Intersection Capacity Utilization:	66.5%
ICU Level of Service:	C
Analysis Period (min):	15

Lanes, Volumes, Timings
 6: SW 87th Avenue & SW 212th St

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Splits and Phases: 6: SW 87th Avenue & SW 212th St



HCM 2010 TWSC
3: SW 87th Avenue & SW 207th St

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Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T		T	T
Traffic Vol, veh/h	35	82	315	51	113	746
Future Vol, veh/h	35	82	315	51	113	746
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	89	342	55	123	811
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1427	370	0	0	397	0
Stage 1	370	-	-	-	-	-
Stage 2	1057	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	149	676	-	-	1162	-
Stage 1	699	-	-	-	-	-
Stage 2	334	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	133	676	-	-	1162	-
Mov Cap-2 Maneuver	133	-	-	-	-	-
Stage 1	699	-	-	-	-	-
Stage 2	299	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	25.1	0	1.1			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	304	1162	-	
HCM Lane V/C Ratio	-	-	0.418	0.106	-	
HCM Control Delay (s)	-	-	25.1	8.5	-	
HCM Lane LOS	-	-	D	A	-	
HCM 95th %tile Q(veh)	-	-	2	0.4	-	

HCM 2010 TWSC
11: SW 82nd Avenue & SW 207th St

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Intersection						
Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Vol, veh/h	35	128	1	41	76	4
Future Vol, veh/h	35	128	1	41	76	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	139	1	45	83	4

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	177	0	133
Stage 1	-	-	-	-	108
Stage 2	-	-	-	-	25
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	1396	-	847
Stage 1	-	-	-	-	904
Stage 2	-	-	-	-	994
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1396	-	846
Mov Cap-2 Maneuver	-	-	-	-	846
Stage 1	-	-	-	-	904
Stage 2	-	-	-	-	993

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	846	951	-	-	1396	-
HCM Lane V/C Ratio	0.098	0.005	-	-	0.001	-
HCM Control Delay (s)	9.7	8.8	-	-	7.6	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-

HCM 2010 TWSC
14: SW 82nd Avenue & SW 208th St

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Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	1	0	1	9	2	66	1	21	113	5
Future Vol, veh/h	1	0	1	0	1	9	2	66	1	21	113	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	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	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	0	1	10	2	72	1	23	123	5

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	213	249	64	185	251	37	128	0	0	73	0	0
Stage 1	172	172	-	77	77	-	-	-	-	-	-	-
Stage 2	41	77	-	108	174	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	725	653	987	759	651	1027	1456	-	-	1525	-	-
Stage 1	813	755	-	923	830	-	-	-	-	-	-	-
Stage 2	968	830	-	886	754	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	708	642	987	748	640	1027	1456	-	-	1525	-	-
Mov Cap-2 Maneuver	708	642	-	748	640	-	-	-	-	-	-	-
Stage 1	812	743	-	922	829	-	-	-	-	-	-	-
Stage 2	957	829	-	871	742	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.4		8.8		0.2		1.1	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1456	-	-	825	968	1525	-
HCM Lane V/C Ratio	0.001	-	-	0.003	0.011	0.015	-
HCM Control Delay (s)	7.5	-	-	9.4	8.8	7.4	0
HCM Lane LOS	A	-	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-

Lanes, Volumes, Timings
6: SW 87th Avenue & SW 212th St

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	209	52	89	122	89	53	460	95	52	287	71
Future Volume (vph)	65	209	52	89	122	89	53	460	95	52	287	71
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	215		0	115		0	200		200
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.970				0.850		0.974				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3433	0	1770	1863	1583	1770	1814	0	1770	1863	1583
Flt Permitted	0.587			0.467			0.571			0.343		
Satd. Flow (perm)	1093	3433	0	870	1863	1583	1064	1814	0	639	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26				97		13				77
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1312			1675			1184			1824	
Travel Time (s)		29.8			38.1			26.9			41.5	
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
Adj. Flow (vph)	71	227	57	97	133	97	58	500	103	57	312	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	284	0	97	133	97	58	603	0	57	312	77
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2			6		6

Lanes, Volumes, Timings
6: SW 87th Avenue & SW 212th St

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8	2	2		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	15.0	15.0		5.0	15.0	15.0
Minimum Split (s)	40.0	40.0		40.0	40.0	40.0	68.0	68.0		12.0	68.0	68.0
Total Split (s)	40.0	40.0		40.0	40.0	40.0	68.0	68.0		12.0	68.0	68.0
Total Split (%)	33.3%	33.3%		33.3%	33.3%	33.3%	56.7%	56.7%		10.0%	56.7%	56.7%
Maximum Green (s)	34.0	34.0		34.0	34.0	34.0	62.0	62.0		7.5	62.0	62.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		3.5	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		4.5	6.0	6.0
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	None		None	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0			0	0
Act Effect Green (s)	17.3	17.3		17.3	17.3	17.3	81.7	81.7		92.2	90.7	90.7
Actuated g/C Ratio	0.14	0.14		0.14	0.14	0.14	0.68	0.68		0.77	0.76	0.76
v/c Ratio	0.45	0.55		0.78	0.50	0.31	0.08	0.49		0.10	0.22	0.06
Control Delay	54.4	46.4		85.5	52.4	10.6	9.1	12.2		4.7	5.4	1.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	54.4	46.4		85.5	52.4	10.6	9.1	12.2		4.7	5.4	1.4
LOS	D	D		F	D	B	A	B		A	A	A
Approach Delay		48.0			49.8			12.0				4.6
Approach LOS		D			D			B				A
Queue Length 50th (ft)	51	99		74	97	0	14	206		9	59	0
Queue Length 95th (ft)	92	132		127	147	45	39	377		25	121	15
Internal Link Dist (ft)		1232			1595			1104			1744	
Turn Bay Length (ft)	125			215			115			200		200
Base Capacity (vph)	309	991		246	527	518	724	1239		562	1408	1215
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	0.23	0.29		0.39	0.25	0.19	0.08	0.49		0.10	0.22	0.06

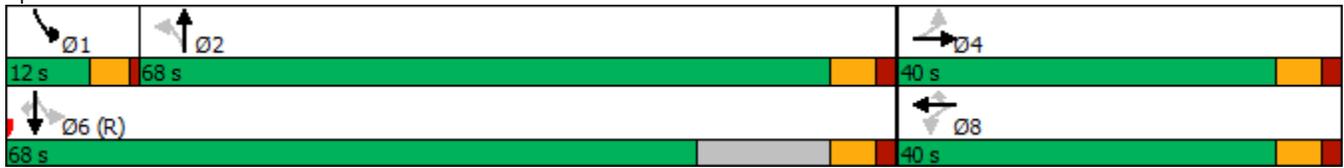
Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 6:SBTL, Start of Green
Natural Cycle:	120
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.78
Intersection Signal Delay:	24.2
Intersection LOS:	C
Intersection Capacity Utilization:	66.2%
ICU Level of Service:	C
Analysis Period (min):	15

Lanes, Volumes, Timings
 6: SW 87th Avenue & SW 212th St

03/27/2020

Splits and Phases: 6: SW 87th Avenue & SW 212th St



HCM 2010 AWSC
4: SW 85th Avenue & SW 212th St

03/27/2020

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗		↔		↖	↑		↖	↑	↗
Traffic Vol, veh/h	123	4	8	0	5	7	20	34	0	7	9	151
Future Vol, veh/h	123	4	8	0	5	7	20	34	0	7	9	151
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	134	4	9	0	5	8	22	37	0	8	10	164
Number of Lanes	1	1	1	0	1	0	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	1	3
HCM Control Delay	9.6	7.9	8.5	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	0%	100%	0%	0%
Vol Thru, %	0%	100%	0%	100%	0%	42%	0%	100%	0%
Vol Right, %	0%	0%	0%	0%	100%	58%	0%	0%	100%
Sign Control	Stop								
Traffic Vol by Lane	20	34	123	4	8	12	7	9	151
LT Vol	20	0	123	0	0	0	7	0	0
Through Vol	0	34	0	4	0	5	0	9	0
RT Vol	0	0	0	0	8	7	0	0	151
Lane Flow Rate	22	37	134	4	9	13	8	10	164
Geometry Grp	8	8	7	7	7	8	8	8	8
Degree of Util (X)	0.035	0.055	0.208	0.006	0.011	0.018	0.012	0.014	0.203
Departure Headway (Hd)	5.85	5.348	5.59	5.09	4.39	5.061	5.653	5.152	4.45
Convergence, Y/N	Yes								
Cap	612	669	643	703	815	705	634	696	808
Service Time	3.586	3.084	3.321	2.821	2.12	2.805	3.375	2.874	2.172
HCM Lane V/C Ratio	0.036	0.055	0.208	0.006	0.011	0.018	0.013	0.014	0.203
HCM Control Delay	8.8	8.4	9.8	7.9	7.2	7.9	8.4	7.9	8.3
HCM Lane LOS	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.8	0	0	0.1	0	0	0.8

HCM 2010 AWSC
5: SW 85th Avenue & SW 207th St

03/27/2020

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↗		↵	↕↗		↵	↕↗		↵	↕↗	
Traffic Vol, veh/h	35	44	27	35	92	66	43	133	28	31	69	24
Future Vol, veh/h	35	44	27	35	92	66	43	133	28	31	69	24
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	48	29	38	100	72	47	145	30	34	75	26
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	9.1	9.2	9.4	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	61%	0%	100%	35%	0%	100%	32%	0%	100%
Vol Right, %	0%	0%	39%	0%	0%	65%	0%	0%	68%	0%	0%
Sign Control	Stop										
Traffic Vol by Lane	43	89	72	35	29	42	35	61	97	31	46
LT Vol	43	0	0	35	0	0	35	0	0	31	0
Through Vol	0	89	44	0	29	15	0	61	31	0	46
RT Vol	0	0	28	0	0	27	0	0	66	0	0
Lane Flow Rate	47	96	79	38	32	45	38	67	105	34	50
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.082	0.155	0.121	0.069	0.053	0.07	0.067	0.108	0.157	0.061	0.083
Departure Headway (Hd)	6.303	5.803	5.532	6.522	6.022	5.568	6.353	5.853	5.375	6.464	5.964
Convergence, Y/N	Yes										
Cap	571	621	651	550	595	644	566	615	669	555	602
Service Time	4.013	3.513	3.242	4.251	3.751	3.297	4.065	3.565	3.088	4.189	3.689
HCM Lane V/C Ratio	0.082	0.155	0.121	0.069	0.054	0.07	0.067	0.109	0.157	0.061	0.083
HCM Control Delay	9.6	9.6	9	9.7	9.1	8.7	9.5	9.3	9.1	9.6	9.2
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.3	0.5	0.4	0.2	0.2	0.2	0.2	0.4	0.6	0.2	0.3

HCM 2010 TWSC
3: SW 87th Avenue & SW 207th St

03/27/2020

Intersection						
Int Delay, s/veh	9.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T		T	T
Traffic Vol, veh/h	90	97	696	63	53	318
Future Vol, veh/h	90	97	696	63	53	318
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	98	105	757	68	58	346

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1253	791	0	0	825
Stage 1	791	-	-	-	-
Stage 2	462	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	190	390	-	-	805
Stage 1	447	-	-	-	-
Stage 2	634	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	176	390	-	-	805
Mov Cap-2 Maneuver	176	-	-	-	-
Stage 1	447	-	-	-	-
Stage 2	588	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	64	0	1.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	246	805
HCM Lane V/C Ratio	-	-	0.826	0.072
HCM Control Delay (s)	-	-	64	9.8
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	6.5	0.2

HCM 2010 TWSC
11: SW 82nd Avenue & SW 207th St

03/27/2020

Intersection						
Int Delay, s/veh	4.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Vol, veh/h	37	79	4	41	144	1
Future Vol, veh/h	37	79	4	41	144	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	86	4	45	157	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	126	0	114
Stage 1	-	-	-	-	83
Stage 2	-	-	-	-	31
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	1458	-	870
Stage 1	-	-	-	-	931
Stage 2	-	-	-	-	987
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1458	-	867
Mov Cap-2 Maneuver	-	-	-	-	867
Stage 1	-	-	-	-	931
Stage 2	-	-	-	-	984

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	867	988	-	-	1458	-
HCM Lane V/C Ratio	0.181	0.001	-	-	0.003	-
HCM Control Delay (s)	10.1	8.6	-	-	7.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-

HCM 2010 TWSC
14: SW 82nd Avenue & SW 208th St

03/27/2020

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	3	0	0	30	0	124	2	13	63	0
Future Vol, veh/h	1	0	3	0	0	30	0	124	2	13	63	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	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	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	3	0	0	33	0	135	2	14	68	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	164	233	34	198	232	69	-	0	0	137	0	0
Stage 1	96	96	-	136	136	-	-	-	-	-	-	-
Stage 2	68	137	-	62	96	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	-	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	785	666	1032	743	667	980	0	-	-	1445	-	-
Stage 1	900	815	-	853	783	-	0	-	-	-	-	-
Stage 2	934	782	-	942	815	-	0	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	753	659	1032	735	660	980	-	-	-	1445	-	-
Mov Cap-2 Maneuver	753	659	-	735	660	-	-	-	-	-	-	-
Stage 1	900	807	-	853	783	-	-	-	-	-	-	-
Stage 2	903	782	-	930	807	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	8.8		8.8			0			1.3			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	-	-	945	980	1445	-	-					
HCM Lane V/C Ratio	-	-	0.005	0.033	0.01	-	-					
HCM Control Delay (s)	-	-	8.8	8.8	7.5	0	-					
HCM Lane LOS	-	-	A	A	A	A	-					
HCM 95th %tile Q(veh)	-	-	0	0.1	0	-	-					

Lanes, Volumes, Timings
6: SW 87th Avenue & SW 212th St

03/27/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	84	20	74	111	47	18	248	40	65	536	120
Future Volume (vph)	39	84	20	74	111	47	18	248	40	65	536	120
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	215		0	115		0	200		200
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971				0.850		0.979				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3437	0	1770	1863	1583	1770	1824	0	1770	1863	1583
Flt Permitted	0.594			0.681			0.445			0.532		
Satd. Flow (perm)	1106	3437	0	1269	1863	1583	829	1824	0	991	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22				68		10				130
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1312			1675			1184				1824
Travel Time (s)		29.8			38.1			26.9				41.5
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
Adj. Flow (vph)	42	91	22	80	121	51	20	270	43	71	583	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	113	0	80	121	51	20	313	0	71	583	130
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2			6		6

Lanes, Volumes, Timings
6: SW 87th Avenue & SW 212th St

03/27/2020



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8	2	2		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	15.0	15.0		5.0	15.0	15.0
Minimum Split (s)	40.0	40.0		40.0	40.0	40.0	68.0	68.0		12.0	68.0	68.0
Total Split (s)	40.0	40.0		40.0	40.0	40.0	68.0	68.0		12.0	68.0	68.0
Total Split (%)	33.3%	33.3%		33.3%	33.3%	33.3%	56.7%	56.7%		10.0%	56.7%	56.7%
Maximum Green (s)	34.0	34.0		34.0	34.0	34.0	62.0	62.0		7.5	62.0	62.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		3.5	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		4.5	6.0	6.0
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	None		None	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0			0	0
Act Effect Green (s)	13.4	13.4		13.4	13.4	13.4	85.6	85.6		96.1	94.6	94.6
Actuated g/C Ratio	0.11	0.11		0.11	0.11	0.11	0.71	0.71		0.80	0.79	0.79
v/c Ratio	0.34	0.28		0.57	0.58	0.22	0.03	0.24		0.08	0.40	0.10
Control Delay	55.4	39.8		65.3	61.3	8.4	7.2	7.3		3.2	5.2	0.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	55.4	39.8		65.3	61.3	8.4	7.2	7.3		3.2	5.2	0.8
LOS	E	D		E	E	A	A	A		A	A	A
Approach Delay		44.0			51.9			7.3			4.3	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)	31	34		60	91	0	4	76		9	113	0
Queue Length 95th (ft)	65	60		108	146	24	15	139		23	204	15
Internal Link Dist (ft)		1232			1595			1104			1744	
Turn Bay Length (ft)	125			215			115			200		200
Base Capacity (vph)	313	989		359	527	497	591	1304		842	1469	1275
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.13	0.11		0.22	0.23	0.10	0.03	0.24		0.08	0.40	0.10

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 6:SBTL, Start of Green
Natural Cycle:	120
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.58
Intersection Signal Delay:	16.9
Intersection LOS:	B
Intersection Capacity Utilization:	66.5%
ICU Level of Service:	C
Analysis Period (min):	15

Lanes, Volumes, Timings
 6: SW 87th Avenue & SW 212th St

03/27/2020

Splits and Phases: 6: SW 87th Avenue & SW 212th St



HCM 2010 AWSC
4: SW 85th Avenue & SW 212th St

03/27/2020

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗		↔		↖	↑		↖	↑	↗
Traffic Vol, veh/h	91	7	11	1	2	1	7	6	1	5	15	135
Future Vol, veh/h	91	7	11	1	2	1	7	6	1	5	15	135
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	99	8	12	1	2	1	8	7	1	5	16	147
Number of Lanes	1	1	1	0	1	0	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	1	3
HCM Control Delay	8.8	7.9	8.2	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	25%	100%	0%	0%
Vol Thru, %	0%	86%	0%	100%	0%	50%	0%	100%	0%
Vol Right, %	0%	14%	0%	0%	100%	25%	0%	0%	100%
Sign Control	Stop								
Traffic Vol by Lane	7	7	91	7	11	4	5	15	135
LT Vol	7	0	91	0	0	1	5	0	0
Through Vol	0	6	0	7	0	2	0	15	0
RT Vol	0	1	0	0	11	1	0	0	135
Lane Flow Rate	8	8	99	8	12	4	5	16	147
Geometry Grp	8	8	7	7	7	8	8	8	8
Degree of Util (X)	0.012	0.011	0.15	0.01	0.014	0.006	0.008	0.022	0.173
Departure Headway (Hd)	5.696	5.094	5.449	4.949	4.248	5.183	5.434	4.933	4.232
Convergence, Y/N	Yes								
Cap	630	704	662	728	848	692	662	729	851
Service Time	3.412	2.811	3.149	2.649	1.948	2.904	3.142	2.641	1.94
HCM Lane V/C Ratio	0.013	0.011	0.15	0.011	0.014	0.006	0.008	0.022	0.173
HCM Control Delay	8.5	7.9	9.1	7.7	7	7.9	8.2	7.8	7.8
HCM Lane LOS	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0	0	0.5	0	0	0	0	0.1	0.6

HCM 2010 AWSC
5: SW 85th Avenue & SW 207th St

03/27/2020

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↔		↵	↕↔		↵	↕↔		↵	↕↔	
Traffic Vol, veh/h	8	82	55	26	67	35	22	53	22	66	142	21
Future Vol, veh/h	8	82	55	26	67	35	22	53	22	66	142	21
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	89	60	28	73	38	24	58	24	72	154	23
Number of Lanes	1	2	0	1	2	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	9	9	8.9	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	45%	0%	100%	33%	0%	100%	39%	0%	100%
Vol Right, %	0%	0%	55%	0%	0%	67%	0%	0%	61%	0%	0%
Sign Control	Stop										
Traffic Vol by Lane	22	35	40	8	55	82	26	45	57	66	95
LT Vol	22	0	0	8	0	0	26	0	0	66	0
Through Vol	0	35	18	0	55	27	0	45	22	0	95
RT Vol	0	0	22	0	0	55	0	0	35	0	0
Lane Flow Rate	24	38	43	9	59	89	28	49	62	72	103
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.042	0.062	0.065	0.015	0.095	0.132	0.049	0.078	0.093	0.121	0.159
Departure Headway (Hd)	6.331	5.831	5.442	6.274	5.774	5.306	6.301	5.801	5.374	6.057	5.557
Convergence, Y/N	Yes										
Cap	560	608	650	566	615	669	564	612	659	588	640
Service Time	4.129	3.629	3.241	4.063	3.563	3.095	4.094	3.594	3.166	3.839	3.339
HCM Lane V/C Ratio	0.043	0.063	0.066	0.016	0.096	0.133	0.05	0.08	0.094	0.122	0.161
HCM Control Delay	9.4	9	8.6	9.2	9.2	8.9	9.4	9.1	8.7	9.7	9.4
HCM Lane LOS	A	A	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0	0.3	0.5	0.2	0.3	0.3	0.4	0.6

HCM 2010 TWSC
3: SW 87th Avenue & SW 207th St

03/27/2020

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T		T	T
Traffic Vol, veh/h	35	87	315	51	116	746
Future Vol, veh/h	35	87	315	51	116	746
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	95	342	55	126	811

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1433	370	0	0	397
Stage 1	370	-	-	-	-
Stage 2	1063	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	148	676	-	-	1162
Stage 1	699	-	-	-	-
Stage 2	332	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	132	676	-	-	1162
Mov Cap-2 Maneuver	132	-	-	-	-
Stage 1	699	-	-	-	-
Stage 2	296	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25	0	1.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	310	1162
HCM Lane V/C Ratio	-	-	0.428	0.109
HCM Control Delay (s)	-	-	25	8.5
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	2.1	0.4

HCM 2010 TWSC
11: SW 82nd Avenue & SW 207th St

03/27/2020

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Vol, veh/h	35	141	1	41	99	4
Future Vol, veh/h	35	141	1	41	99	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	115	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	153	1	45	108	4
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	191	0	140	96
Stage 1	-	-	-	-	115	-
Stage 2	-	-	-	-	25	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1380	-	839	942
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	994	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1380	-	838	942
Mov Cap-2 Maneuver	-	-	-	-	838	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	993	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.2	9.9			
HCM LOS			A			
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	838	942	-	-	1380	-
HCM Lane V/C Ratio	0.128	0.005	-	-	0.001	-
HCM Control Delay (s)	9.9	8.8	-	-	7.6	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-

HCM 2010 TWSC
14: SW 82nd Avenue & SW 208th St

03/27/2020

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	1	0	1	17	2	81	1	26	121	5
Future Vol, veh/h	1	0	1	0	1	17	2	81	1	26	121	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	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	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	0	1	18	2	88	1	28	132	5

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	240	284	69	215	286	45	137	0	0	89	0	0
Stage 1	191	191	-	93	93	-	-	-	-	-	-	-
Stage 2	49	93	-	122	193	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
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	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	694	624	980	723	622	1015	1445	-	-	1504	-	-
Stage 1	792	741	-	904	817	-	-	-	-	-	-	-
Stage 2	958	817	-	869	740	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	670	611	980	711	609	1015	1445	-	-	1504	-	-
Mov Cap-2 Maneuver	670	611	-	711	609	-	-	-	-	-	-	-
Stage 1	791	726	-	903	816	-	-	-	-	-	-	-
Stage 2	938	816	-	851	725	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s	9.5		8.8			0.2		1.4		
HCM LOS	A		A							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1445	-	-	796	979	1504	-
HCM Lane V/C Ratio	0.002	-	-	0.003	0.02	0.019	-
HCM Control Delay (s)	7.5	-	-	9.5	8.8	7.4	0.1
HCM Lane LOS	A	-	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-

APPENDIX E:

LOS STANDARDS

TABLE 4 Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**¹

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES						
STATE SIGNALIZED ARTERIALS						FREEWAYS						
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E		
Lanes	Median	B	C	D	E	4	4,120	5,540	6,700	7,190		
2	Undivided	*	1,510	1,600	**	6	6,130	8,370	10,060	11,100		
4	Divided	*	3,420	3,580	**	8	8,230	11,100	13,390	15,010		
6	Divided	*	5,250	5,390	**	10	10,330	14,040	16,840	18,930		
8	Divided	*	7,090	7,210	**	12	14,450	18,880	22,030	22,860		
Class II (35 mph or slower posted speed limit)						Freeway Adjustments						
Lanes	Median	B	C	D	E	Auxiliary Lanes			Ramp			
2	Undivided	*	660	1,330	1,410	Present in Both Directions			Metering			
4	Divided	*	1,310	2,920	3,040	+ 1,800			+ 5%			
6	Divided	*	2,090	4,500	4,590							
8	Divided	*	2,880	6,060	6,130							
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%												
Median & Turn Lane Adjustments												
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors								
2	Divided	Yes	No	+5%								
2	Undivided	No	No	-20%								
Multi	Undivided	Yes	No	-5%								
Multi	Undivided	No	No	-25%								
-	-	-	Yes	+ 5%								
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6												
BICYCLE MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Paved Shoulder/Bicycle Lane Coverage						B	C	D	E			
0-49%						*	260	680	1,770			
50-84%						190	600	1,770	>1,770			
85-100%						830	1,770	>1,770	**			
PEDESTRIAN MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Sidewalk Coverage						B	C	D	E			
0-49%						*	*	250	850			
50-84%						*	150	780	1,420			
85-100%						340	960	1,560	>1,770			
BUS MODE (Scheduled Fixed Route) ³ (Buses in peak hour in peak direction)												
Sidewalk Coverage						B	C	D	E			
0-84%						> 5	≥ 4	≥ 3	≥ 2			
85-100%						> 4	≥ 3	≥ 2	≥ 1			
						UNINTERRUPTED FLOW HIGHWAYS						
Lanes	Median	B	C	D	E							
2	Undivided	770	1,530	2,170	2,990							
4	Divided	3,300	4,660	5,900	6,530							
6	Divided	4,950	6,990	8,840	9,790							
Uninterrupted Flow Highway Adjustments												
Lanes	Median	Exclusive left lanes		Adjustment factors								
2	Divided	Yes		+5%								
Multi	Undivided	Yes		-5%								
Multi	Undivided	No		-25%								
						¹ Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.						
						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.						
						³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.						
						* Cannot be achieved using table input value defaults.						
						** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.						
						Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm						

TABLE 4
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's
Urbanized Areas

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
	Freeways	Highways		State Arterials				Class I	
		Class I	Class II		Bicycle	Pedestrian			
ROADWAY CHARACTERISTICS									
Area type (lu, u)	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (n, nr, r)		n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		80							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.97	0.98						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				4	4	10	10	4	6
Arrival type (1-6)				3	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	120	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n
LEVEL OF SERVICE THRESHOLDS									
Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus	
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.	
		%ffs	Density	ats	ats				
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6	
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4	
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3	
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2	

% ffs = Percent free flow speed ats = Average travel speed

Transportation



The Level-of-Service standard set for Cutler Bay through this Growth Management Plan is LOS D where no transit service exists, LOS E on facilities within ½ mile of where transit headways are 20 minutes or less, and LOS E+20% of E, where Extraordinary Transit (Busway) exists within ½ mile. These standards are those currently held by Miami Dade County for this area. These "bonuses" in acceptable Level-of-Service have been developed to provide incentives for the use of transit. It has been acknowledge through the early application of concurrency, that if development stopped, as certain segments of the roadway system exceeded acceptable capacities, the affect would be to force development to currently undeveloped land, creating sprawl. Also, it is a fact that for any transit to be successful, it needs a critical mass of population to serve, and a critical mass of traffic to make it attractive. LOS credits are given in the hopes that that critical mass of people per acre will be attained, making transit a viable option therefore having a mitigating impact on traffic congestion. It must be known, that barring any catastrophic economic consequences, traffic will continue to get worse each year. Eventually it will reach a critical mass, at which the general population will be willing to ride transit. If that transit infrastructure is not in place, the road continues to deteriorate, creating a dire quality of life issue. The objective of transit oriented Levels-of-Service is to have traffic congestion worsen at a pace slower than it would have if it were left unchecked.

Table T-3 Adopted Peak Hour Level of Service Standards

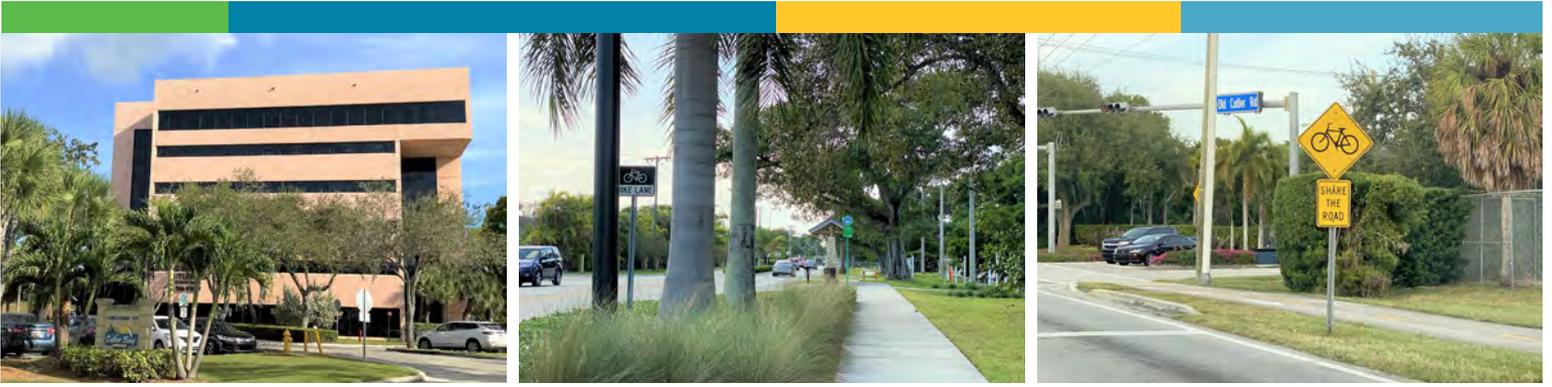
NON-FIHS, SIS NOR TRIP-FUNDED FACILITIES MINIMUM LEVELS OF SERVICE WITHIN THE TOWN OF CUTLER BAY				
Location	Facility - Town, County and State Roadways	Transit Availability		
		No Transit Availability	20 Min. Headway Transit Service Within 1/2 Mile	Extraordinary Transit (Commuter Rail or Express Bus)
Outside Miami-Dade Urban Infill Area	Principal Arterials	LOS D	LOS E (100% of Capacity)	(120% of Capacity)
	Minor Arterials	LOS D	LOS E (100% of Capacity)	(120% of Capacity)
	Collectors	LOS D	LOS E (100% of Capacity)	(120% of Capacity)
	Local Roads	LOS D	LOS E (100% of Capacity)	(120% of Capacity)
STATEWIDE MINIMUM LEVEL OF SERVICE STANDARDS FOR THE STATE HIGHWAY SYSTEM, ROADWAYS ON THE STRATEGIC INTERMODAL SYSTEM (SIS), ROADWAYS ON THE FLORIDA INTRASTATE HIGHWAY SYSTEM (FIHS) AND ROADWAY FACILITIES FUNDED IN ACCORDANCE WITH SECTION 339.2819, FLORIDA STATUTES, THE TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) WITHIN CUTLER BAY ⁽¹⁾				
SIS and FIHS Facilities	Location			Constrained or Backlogged Roadways ⁽³⁾
	Inside Cutler Bay	Roadway Parallel to Exclusive Transit Facilities		
Limited Access Facilities	LOS D (E)	LOS E		Manage
Controlled Access Facilities	LOS D	LOS E		Manage
TRIP-funded Facilities and other State Roads ⁽²⁾	Location			
Other Multilane ⁽³⁾	LOS D	LOS E		Manage
Two-Lane ⁽³⁾	LOS D	LOS E		Manage

⁽¹⁾ Source: Statewide Minimum Level of Service Standards, Rule 14-94.003

⁽²⁾ Means the level of service standards for non TRIP facilities may be set by local governments in accordance with Rule 9J-5.0055 F.A.C.

⁽³⁾ It is recognized that certain roadways (i.e. constrained roadways) will not be expanded by the addition of through lanes for physical, environmental, or policy reasons. In such instances, a variance to the level of service may be sought pursuant to Section 120.542, Florida Statutes.

NOTE: Level of service designations are defined in the Department's 2002 Quality/Level of Service Handbook



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