CALTRAN
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Cutler Bay Town Center
Residential Elderly Senior Housing

Traffic Impact Study

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December December 18th, 2018

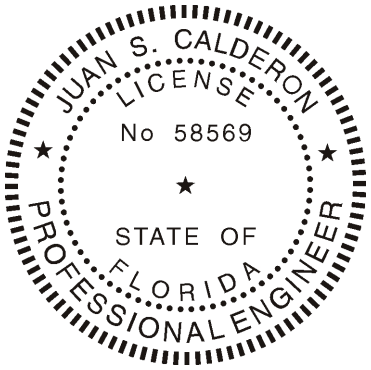
FROM: Juan S. Calderon, P.E., PTOE, Project Manager

TO: Andy Atrio
Cutler Bay Town Center LLC
15715 South Dixie Hwy, Suite 203
Palmetto Bay, Fl, 33157

SUBJECT: Cutler Bay Town Center Residential Elderly Senior Housing Traffic Impact Study.

Engineer's Certification

I, Juan S. Calderon, certify that I currently hold an active Professional Engineer's License in the State of Florida and I am competent through education and experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. I further certify that this report was prepared by me, or under my responsible charge, as required by Chapter 61G15-18. F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

Juan S Calderon
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ON THE DATE ADJACENT TO THE SEAL

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Executive Summary

CALTRAN Engineering Group, Inc. (CALTRAN) was retained by Cutler Bay Town Center LLC to assess the traffic impact with regards to the proposed development that includes 104 units for residential elderly senior housing with 8,400 Square Feet (SF) of office development is to be located at 10100 SW 186 Street, within the Town of Cutler Bay, FL, 33157.

The proposed development will occupy the empty parcel, located on the south-west corner of SR 5/US-1/South Dixie Hwy and SR 994/Quail Roost Drive/SW 186th Street between the Rooms To Go & Pollo Tropic Plaza and the South Dade Busway.

Main access will be implemented for the development according to the site plan (presented in **Appendix A**). The driveways located at the east side of this development along SR 5/US-1/South Dixie Hwy and the northern driveway which will serve trips that are coming from SR 994/Quail Roost Drive/SW 186th Street.

This Traffic impact study evaluates the potential traffic impacts, focusing on traffic conditions at the study intersections, which may be impacted by the proposed development. This study identifies short-term roadway and circulation needs, determines potential mitigation measures, and identifies any critical traffic issues that should be addressed upon a planning process. The traffic operations of existing and future conditions during AM and PM peak periods were analyzed as part of this study. Traffic data collection includes Turning Movement Count (TMC) during peak demand periods as well as daily vehicular throughputs along adjacent roadways. The existing and future conditions were simulated using micro-simulation software Synchro 10.0.

Based on the findings, the following results were concluded:

- Under Highway Capacity Manual (HCM) 2010 methodologies, the studied intersections are projected to experience additional delay after applying the growth factor as well as the forecasted trips generated by the proposed development. However, all of the intersections will not be affected adversely due to the proposed development.

- According to Miami Dade County Article II, Transportation, no left or right turn lanes are required for any of the concerned driveways.

- Concurrency analysis indicates that based on the traffic data, the Level of Services along the adjacent segment of SR 5/US-1/South Dixie Hwy and SR 994/Quail Roost Drive/SW 186th Street is equal to adopted LOS D or better.

- As the primary nature of this project is to provide Housing for low and/or moderate income for older persons and/or persons with disabilities a reasonable 50% reduction of is being requested for this project under the basis that Miami-Dade County allows reductions up to 2/3 of parking spaces and previous similar projects within the Town have allowed significant reductions to be applied.

In summary, the proposed development will not have an adverse impact on the surrounding roadway network and/or affect other traffic generators in the area.

1. Analysis Methodology

The traffic impact analysis was performed in accordance to the Town of Cutler Bay approved Traffic Impact Methodology also found in **Appendix A**, as well as the FDOT Florida Department of Transportation (FDOT) Traffic Impact Handbook guidelines. Field observations, data collection, and traffic operations were analyzed using the capacity analysis methodology published in the Highway Capacity Manual (HCM) through Synchro analysis software.

Three (3) development scenarios were analyzed as part of the traffic impact analysis.

- **Scenario 1 - Existing Conditions**: Current traffic evaluation for a base condition establishment during the weekday peak hours from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM time period.

- **Scenario 2 - Future Conditions /No Build out Development Traffic & Committed Development Traffic**: Consistent with background traffic historical trends and SERPM 7.0 (Southeast Regional Planning Model – Version 7.0) model trends, a growth rate are to be factored into the Existing Conditions (Scenario 1) analysis in addition to the committed developments future trips. The growth factor was obtained for the number of years until the proposed development Build-Out Condition (2020). This scenario will be the baseline for the impact of the development.

- **Scenario 3- Future Conditions Build-Out Development Traffic**: Based on the results obtained in the Future Conditions (Scenario 2), the additional AM and PM peak hour trips expected to be generated by the proposed development

(considering 10th Edition of The ITE Trip Generation Handbook) through the Online Traffic Impact Study Software (OTISS) are to be included into the future network conditions.

For each of the three (3) scenarios, a level of service analysis is provided at concern intersections and driveways. Moreover, considering the 95th Percentile queues, a deceleration length analysis was performed for the critical movements affected by the developments forecasted trip generation.

2. Introduction

A five-story senior housing residential building with office space is proposed to occupy the vacant land under folio No. 36-6005-001-0091 to be located at 10100 SW 186 S Dixie Hwy, Town of Cutler Bay, FL, 33157. This development will have total area of 65,260 Square Feet from which 54,735 Square Feet is net land area. The detailed architectural plan can be seen in **Appendix A**. **Figure 1** depicts the location map of this development and also the area network. This development will be surrounded by S Miami-Dade Busway (west) and SR 994/Quail Roost Drive/SW 186th Street (north) and the Rooms To Go & Pollo Tropic Plaza (east). The main access of the development will be provided using three driveways located along SR 994/Quail Roost Drive/SW 186th Street and SR 5/US-1/South Dixie Hwy. Per the site plan, a total of 101 parking spaces including 5 accessible, 11 on-street and 90 off-street parking will be provided.

Figure 1. Location Map of the Development and Surrounding Network

3. Existing Geometric Conditions

A detailed field review was conducted to determine the existing intersection geometry, traffic control devices, signal phasing and other factors, which may affect intersection or roadway segment adjacent to the proposed development.

3.1. Roadway Segments

SR 5/ US-1/South Dixie Highway, (Roadway ID 87020000) is an Active-on the State Highway System (SHS) urban principal arterial running northeast-southwest direction. The roadway segment adjacent to the development presents the following typical section characteristics:

Posted Speed Limit: 45 MPH
Lane width: 6-lane road (12 feet wide) with three lanes per each direction
Outside Shoulder: 2 feet curb and gutter on each side
Inside Shoulder: 2 feet curb and gutter on each side
Median: 25 feet wide curb and vegetation
Sidewalk Width: 6 feet wide sidewalks on each side

SR 994/Quail Roost Drive/SW 186th Street, (Roadway ID 87091000) is an Active-on the State Highway System (SHS) urban minor arterial running east-west direction. This roadway segment presents the following typical section characteristics:

Posted Speed Limit: 40 MPH
Lane width:4-lane road (11 feet wide) with two lanes per each direction
Outside Shoulder: 2 feet curb and gutter on each side
Inside Shoulder: No inside shoulder
Median: 10 feet wide paved median
Sidewalk Width: 6 feet wide sidewalks on each side

Miami-Dade Busway, (Roadway ID 87020700) is an Active-off the State Highway System (SHS) urban local bus-bike way running northeast-southwest direction. This roadway segment presents the following typical section characteristics:

Posted Speed Limit: 45 MPH
Lane width: 2-lane road (10 feet wide) with one lane per each direction (bus only)
Outside Shoulder: 5 feet paved followed by 7 feet lawn on each side
Inside Shoulder: No inside shoulder
Median: 3 feet wide paved median
Sidewalk Width: The South Dade Trail runs along the west side of the road.

3.2. Roadway Intersections

Intersection of SR 994/Quail Roost Drive/SW 186th Street and SR 5/US-1/South Dixie Hwy is a four-legged signalized intersection under the asset ID 2994 by the Miami-Dade Signal Division. This intersection provides a Time of Day Plan (TOD) in which the northbound and southbound phases operate with a protected/permissive left-turn phase and eastbound and westbound directions operate with a permissive phase operation for left-turn movements.

- **Northbound approach:** consists of a 210 feet left turn storage lane and a shared right/through lane for turn movements, in addition to two through only lanes.
- **Southbound approach:** consists of a 330 feet storage left turn storage lane, a shared right/through lane and two through only lanes.
- **Eastbound approach:** consists of a left turn lane, a right turn lane and a shared left/through lane.
- **Westbound approach:** consists of a single 100 feet long left turn storage lane and a shared right/through lane.

Pedestrian crosswalks are located at north, east, and west sides of the intersection.

Intersection of SR 5/US-1/South Dixie Hwy and Mall Entrance (Miami Grill) is a three-legged unsignalized driveway along SR 5/US-1/South Dixie Hwy and is being controlled by two-way stop control sign along the eastbound direction.

- **Eastbound approach:** consist of a right-in/right out lane condition.

Intersection of SR 5/US-1/South Dixie Hwy and Mall Entrance (Rooms to Go) is four legged un-signalized intersection with a directional median opening that restrict east and west through movements. The driveway for the concerned development is being controlled by a stop sign for eastbound direction.

- **Southbound approach:** consists of two through lanes and a shared through/right lane to enter the west side driveway.
- **Eastbound approach:** Consist of a right-in/right out lane condition.
- **Northbound approach:** consists of an exclusive left turn lane, two through lanes and a shared through/right lane to enter the eastern driveway.
- Westbound **approach:** consist of a right turn only lane from mall which is being controlled by the stop sign.

Intersection of SR 994/Quail Roost Drive/SW 186th Street and S Miami-Dade Busway is a signalized intersection under the asset ID 5566 by the Miami-Dade Signal Division.

This intersection does not provide left turn movements since S Miami-Dade Busway is a bus-only path.

- **Northbound and southbound approaches:** consist of one dedicated bus through only lane.
- **Eastbound and westbound approaches:** consist of two through lanes.

Pedestrian crosswalk is located on the north, east and west legs of intersection.

Intersection of SR 994/Quail Roost Drive/SW 186th Street and Mall Entrance (Driveway between the Busway and SR 5/US-1/South Dixie Hwy) is a three-legged unsignalized right-out driveway being controlled by two-way stop control sign for the north and south approaches.

- **Eastbound approach:** consist of a shared right/through lane into the mall, a shared through/left and a through lane only.
- **Northbound approach:** Consist of a right-in/right out lane condition.

Intersection of SR 994/Quail Roost Drive/SW 186th Street and Homestead Ave is a four-legged signalized intersection under the asset ID 3641 by the Miami-Dade Signal Division. This intersection provides a Time of Day Plan (TOD) in which the westbound phase operates with a protected/permissive left-turn phase and other phases operate with a permissive phase operation for left-turn movements.

- **Eastbound approach:** consists of a left turn only storage lane with 180 feet length, a shared right/through lane and a through lane.
- **Westbound approach:** consists of a left turn only storage lane with 160 feet length, a shared right/through lane and a through lane.
- **Southbound/Northbound approach:** consist of one shared lane for all movements (through, left and right).

Pedestrian crosswalks are located at all sides of the intersection.

4. Traffic Data Collection

Consistent with the approved Miami-Dade County and Town of Cutler Bay methodology for the proposed development, traffic data was collected on Tuesday, October 30th, 2018. The data collection includes 24-hour Daily Traffic Volumes and 4-hour Turning Movement Counts (TMCs) at the locations below with raw data reports that can be found in **Appendix B**:

Daily Traffic Volume Stations

- SR 5/US-1/South Dixie Hwy, North of SR 994/Quail Roost Drive/SW 186th Street
- SR 994/Quail Roost Drive/SW 186th Street, West of SR 5/US-1/South Dixie Hwy

Turning Movements Counts (TMCs)

- Intersection of SR 994/Quail Roost Drive/SW 186th Street and SR 5/US-1/South Dixie Hwy
- Intersection of SR 5/US-1/South Dixie Hwy and Plaza Entrance (Miami Grill Driveway)
- Intersection of SR 5/US-1/South Dixie Hwy and Plaza Entrance (Rooms to Go Driveway)
- Intersection of SR 994/Quail Roost Drive/SW 186th Street and South Miami-Dade Busway
- Intersection of SR 994/Quail Roost Drive/SW 186th Street and Plaza Entrance (Driveway between the Busway and SR 5/US-1/South Dixie Hwy)
- Intersection of SR 994/Quail Roost Drive/SW 186th Street and Homestead Avenue

A summary of the traffic data is presented in **Table 1**. Raw volume counts were adjusted with a seasonal factor of 1.02 based on latest version of Florida Transportation Online (FTO) Report.

Table 1. Existing Traffic Volumes (Data collected on 10/30/2018)

Location	Direction	24-Hour Volume	AM Peak Volume	PM Peak Volume
SR 5/US-1/South Dixie Hwy, North of SR 994/Quail Roost Drive/SW 186th Street	N	27,764	2,103	1,693
	S	26,694	1,153	2,108
SR 994/Quail Roost Drive/SW 186th Street, West of SR 5/US-1/South Dixie Hwy	E	9,678	582	850
	W	9,224	705	687

5. Scenario 1 - Existing Conditions

As explained, the current traffic volume and geometric conditions is used to simulate existing condition for the base year of 2018. The existing turning movement volumes and intersection controls are illustrated in **Figure 2** and **Figure 3** for AM and PM peak periods.

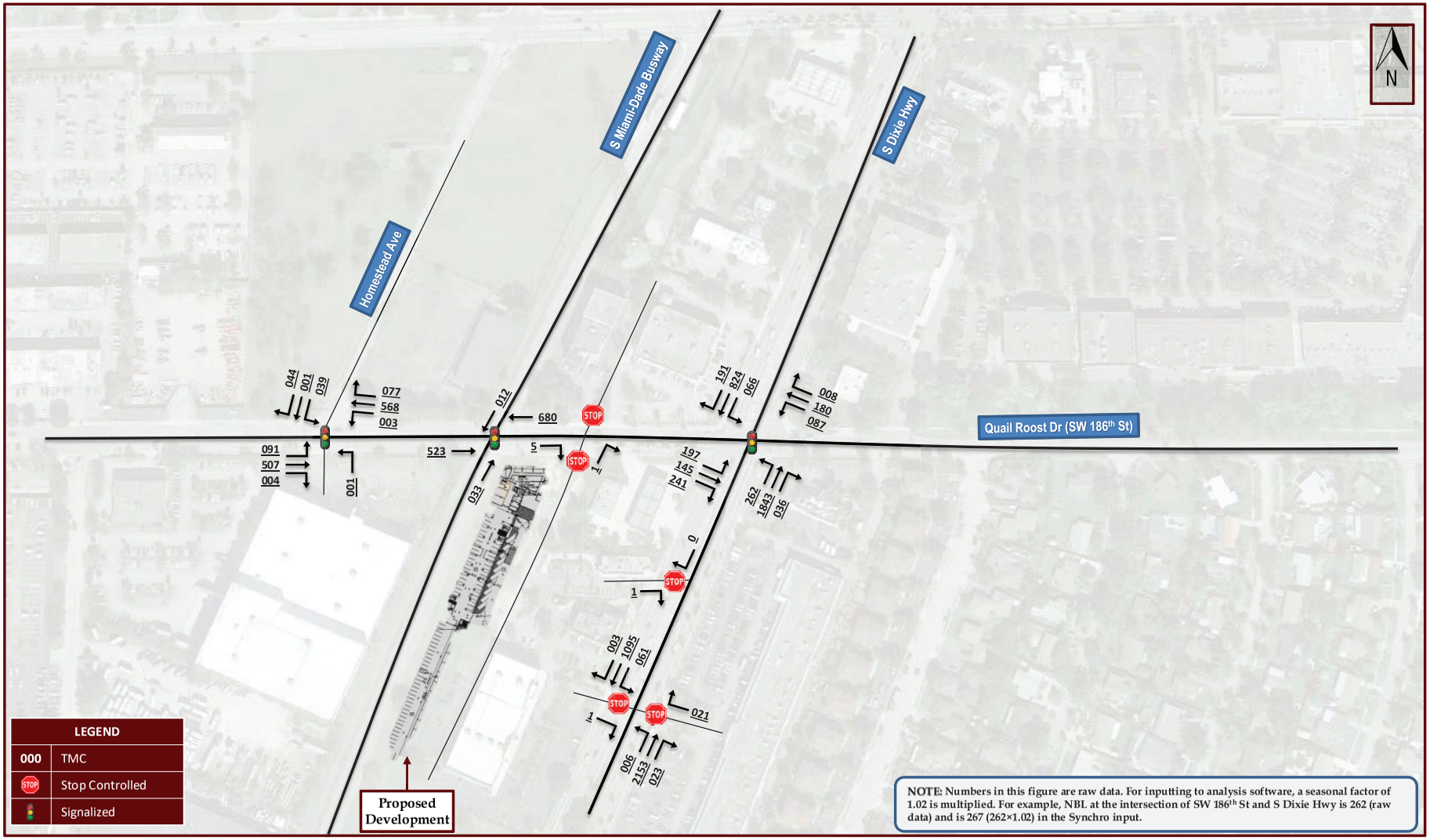

Figure 2. Scenario 1 - Existing Peak Hour Traffic – AM Peak

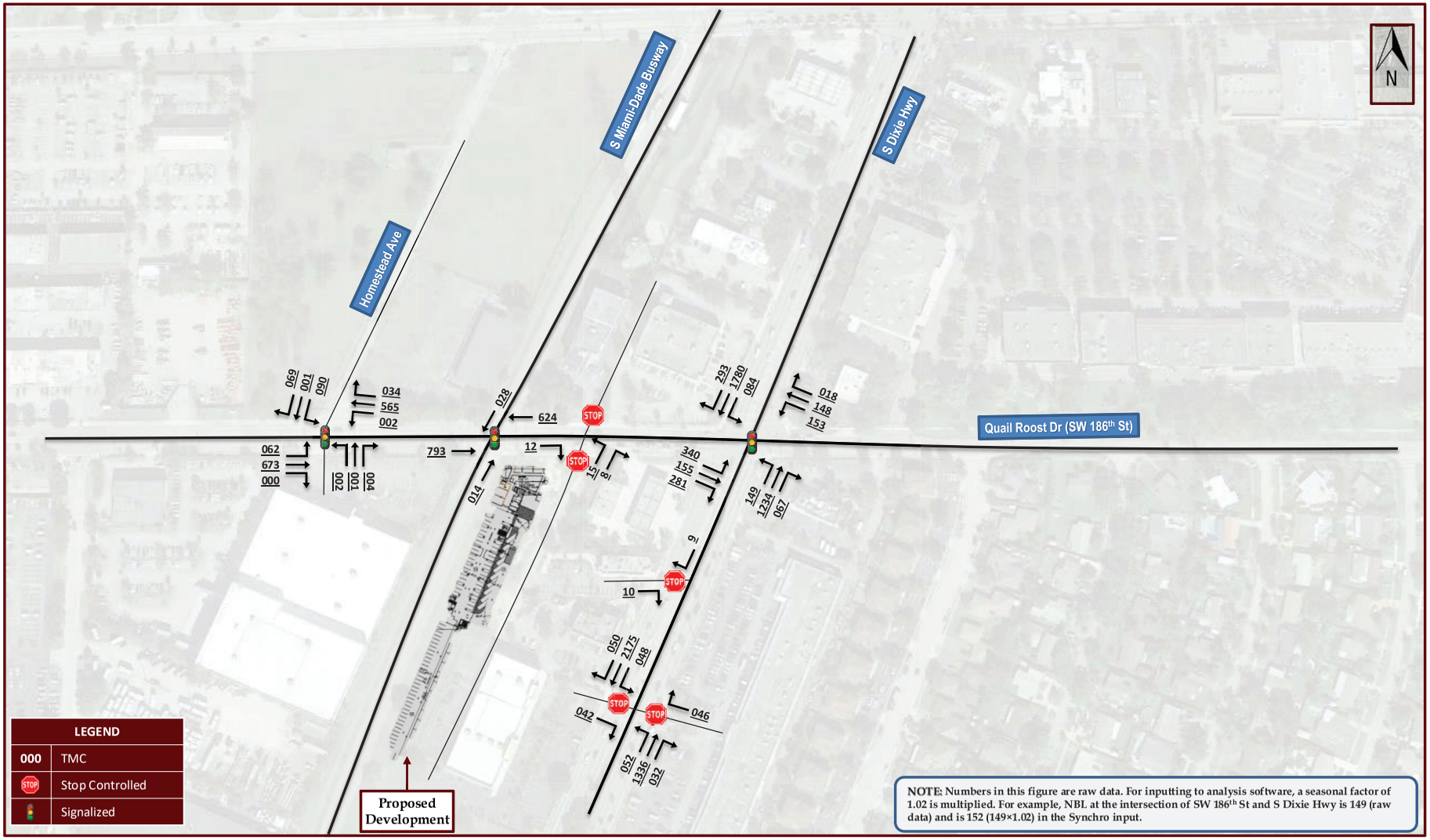

Figure 3. Scenario 1 - Existing Peak Hour Traffic – PM Peak

6. Scenario 2 - Future Conditions - No Build Condition

Consistent with background traffic historical trends and SERPM 7.0 model trends, a growth rate was factored into the existing traffic Scenario 1. Future traffic forecasts are developed for the years until expected build-out conditions; for this development built-out is expected in year 2020. Historical traffic trends within the area are assessed as per due process to assist in forecasting future growth rates. At this time, no committed development was documented by either Miami-Dade County or the Town of Cutler Bay. Future Conditions No Build-Out is the baseline in which the impact of the specific project was measured.

6.1. Growth Analysis

As mentioned in the previous section, growth rate factor should be applied on the existing data in order to forecast future traffic for the years until expected build-out conditions. Historical traffic trends within the area are assessed as per due process to assist in forecasting future rates. Future growth rate will be based on the most conservative values obtained through the analysis of both the FDOT Historical Trend Analysis and the modeling data from the South East Regional Planning Modal version 7 (SERPM 7.0) forecasted growth. The highest variation in traffic will be determined and provided a conservative growth expected within the impact study area.

6.1.1. Historical Traffic Data

Based on FDOT Transportation Information On-Line Portal, Traffic Monitoring Sites (TMSs) 871114 and 872562/872563 were identified within the project limits. **Table 2** summarizes the historical AADT (Annual Average Daily Traffic) of both stations. **Figure 4** shows the traffic monitoring site location.

Table 2. Historical Traffic Volumes

Traffic Station	Location	Year	AADT
871114	SR 994/Quail Roost Drive, 200' West of SR 5/US-1/South Dixie Hwy on SR 994/Quail Roost Drive/SW 186th Street	2012	20,500
		2013	16,200
		2014	18,600
		2015	18,900
		2016	18,900
		2017	18,100
872563 / 872562	SR 5/US-1/South Dixie Hwy, Northbound / Southbound, 300' South of SW 174th Street	2012	59,500
		2013	58,500
		2014	61,000
		2015	59,000
		2016	58,500
		2017	59,000

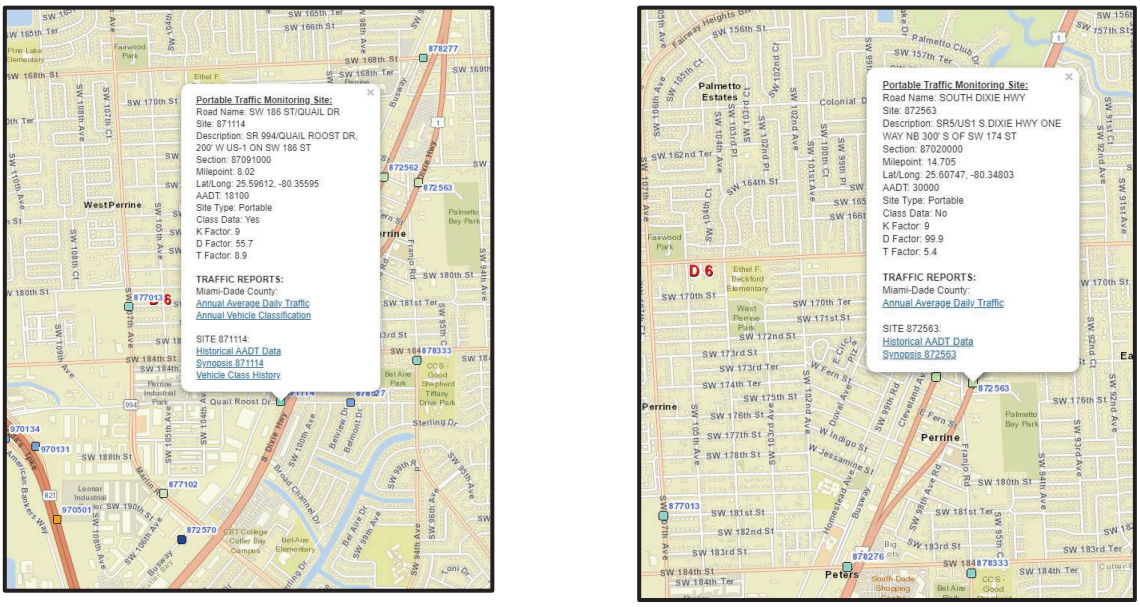

Figure 4. Traffic Monitoring Site Locations

6.1.2. Modeling Data

As per the South Florida Regional Traffic Analysis SERPM Model, highest AADT's variations in traffic between 2010 and 2040 were obtained at the intersection of Quail Roost Dr and SR 5/US-1/South Dixie Hwy Intersection, nearby the development location. AADT volumes within the project limits are presented in **Table 3**.

Table 3. Projected Model Volumes

Source	Segment	Year	AADT
SERPM	SR 994/Quail Roost Drive/SW 186th Street and SR 5/US-1/South Dixie Hwy Intersection	2010	=6,777+6,082+27,935+28,036+32,426+31,833 =133,089
		2040	=8,278+8,125+31,687+31,323+36,647+37,164 =153,224

Below formula is used to calculate Compound Annual Growth Rate:

$$CAGR = \left(\frac{Ending\ Year\ Value}{Beginning\ Year\ Value}\right)^{\left(\frac{1}{30}\right)} - 1$$

6.2. Traffic Growth Analysis

Based on the FDOT Monitoring Sites and SERPM Model volumes, forecasted traffic volumes for the Opening-Year (2020) were obtained after analyzing and computing the

appropriate and applicable forecast methodology at each segment. Forecast methodologies include the following:

1) Regression analysis of up to 6 years of most recent historical AADTs from FDOT counts sites
2) Growth between the validation years 2010 and 2040 SERPM roadway volumes

Historical AADT volumes on FDOT's Traffic Monitoring Sites were studied for a historical annual growth rate by applying the three regression analyses; Linear, Decaying, and Exponential Growth, by using the FDOT-Traffic Trends Analysis Tool V2.0. In addition, the same trend analysis was performed under the SERPM 2010-2040 AADT Data. The growth analysis and data can be seen in **Appendix C**.

Based on the compound annual growth rates obtained (-1.07% and -0.24% from the historical data and 0.47% from the model), physical traffic analysis zone characteristics and knowledge of the area, it was determined that a conservative 1% growth rate can be applied to the existing year data. This percentage based on years to future build-out conditions (2-year) yields a Growth Rate Factor of 1.0201 ($(1+0.01)^2$). Trend analysis calculations are presented in **Table 4**.

Table 4. Growth Analysis Results

Analysis	Location	Growth Rate Method	Compound Annual Growth Rate	Trend R-Square
SERPM 7.0 Model Calculation	SR 994/Quail Roost Drive/SW 186th Street and SR 5/US-1/South Dixie Hwy Intersection	Compound Annual Growth Rate	0.47%	100%
FDOT Historical Trend Analysis	SR 994/Quail Roost Drive, 200' West of SR 5/US-1/South Dixie Hwy on SR 994/Quail Roost Drive/SW 186th Street	Decaying Exponential Growth	-1.07%	7%
	SR 5/US-1/South Dixie Hwy, Northbound / Southbound, 300' South of SW 174th Street	Linear	-0.24%	6.65%

Note: R- Squared is a statistical measure of how well a regression line approximates real data points. Since there are only two input values for this analysis (2010 and 2040), the R-Squared for the three statistical distributions is 100%.

6.3 Committed Developments

At this time, no committed development is documented by FDOT, Miami-Dade County, Village of Palmetto Bay or Town of Cutler Bay.

After applying the growth factor, no build volumes will be as **Figure 5** and **Figure 6**.

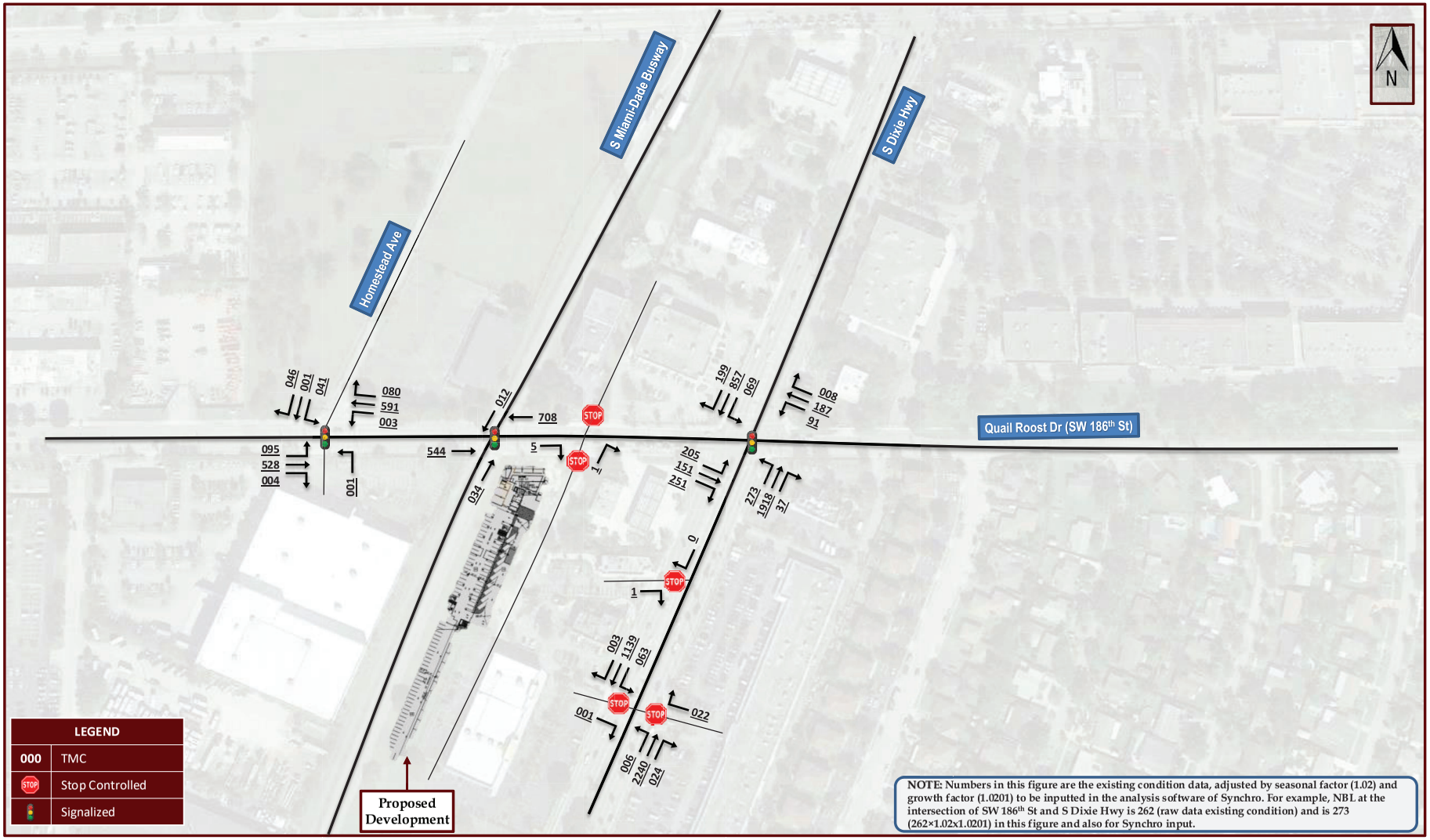

Figure 5. Scenario 2 – Future No Build Peak Hour Traffic – AM Peak

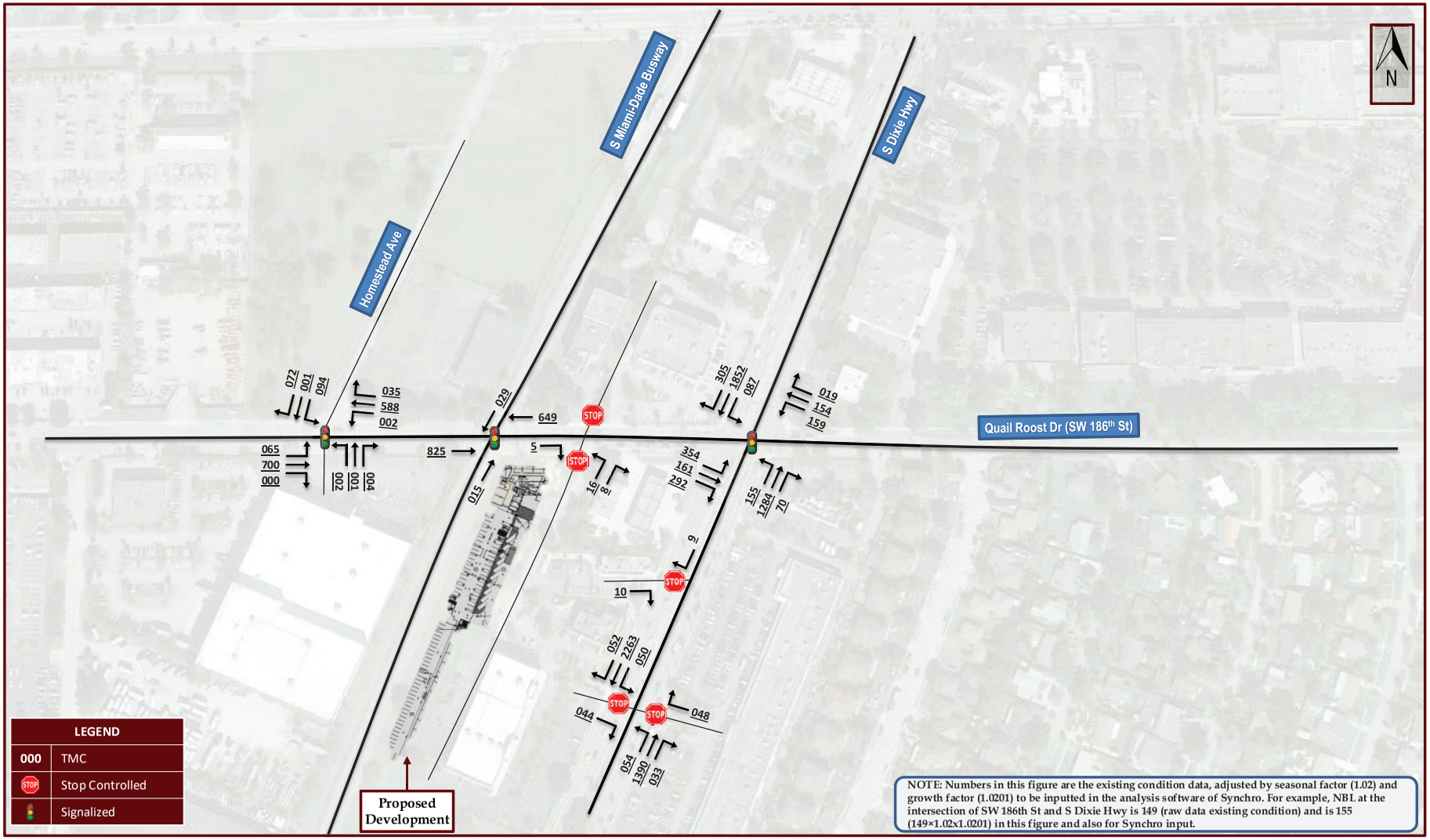

Figure 6. Scenario 2 – Future No Build Peak Hour Traffic – PM Peak

7. Scenario 3 - Future Conditions, Proposed Developments Build-Out Condition

Based on the results previously obtained in the Scenario 2- Future Conditions – No Built, the additional AM and PM peak hour trips that are expected to be generated by the proposed development are being added to the future network conditions.

7.1. Trip Generation

A trip generation analysis was performed using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition through the OTISS (Online Traffic Impact Study Software). Trip generation for the proposed development is based on the development site plan. Upon buildout, the proposed development is estimated to generate a maximum of 54 peak hour trips during the AM Period. The trip generation results are summarized in **Table 5**. OTISS report can be found in **Appendix D**.

For the analyzed land use, not all of the trips generated at the driveway represent new trips added to the roadway network. This is due to "pass-by" trips. Pass-by trips are made by traffic already using the adjacent roadway that enters the site as an intermediate stop on the way from another destination.

Table 5. Cutler Bay Town Center Residential Elderly Senior Housing Development Trip Generation

Land Use	Variable and Size	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 AM			Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 PM			Weekday		
		Entry	Exit	Total	Entry	Exit	Total	Entry	Exit	Total
252 - Senior Adult Housing - Attached (General Urban/Suburban)	104 Dwelling Units	7	14	21	15	12	27	193	192	385
710 - General Office Building (General Urban/Suburban)	8.4 1000 Sq. Ft. GFA	29	5	34	2	9	11	48	48	96
Total		**36**	**19**	**55**	**17**	**21**	**38**	**241**	**240**	**481**
Total Non Pass-By		**35**	**19**	**54**	**17**	**21**	**38**	**240**	**239**	**479**

Note: due to nearby transit system, a 3% reduction could be applied on the office trips. However, to be conservative and also since office is the minor land use, no reduction is applied.

7.2. Trip Distribution and Assignment

Trip distribution is a function of the origin and destination of the site users and the available roadway system. For the proposed development the trip distribution of the traffic generated by the proposed development was determined based on the interpolation 2010-2040 Miami-Dade Long Range Transportation Plan traffic analysis zone (TAZ 4250) patterns, as well as, knowledge of traffic flow patterns and the roadway system in the area, in addition to the location of area trip generation. 2020 trip distribution is interpolated between 2010 and 2040 trip distributions.

Distribution percentages are summarized in **Table 6** below and the build-out year percentages can be seen in **Figure 7**.

Table 6. Cutler Bay Town Center Residential Elderly Senior Housing Development Cardinal Distribution

Origin TAZ		Year	Item	Cardinal Directions								Total
Original TAZ	Regional TAZ			NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1350	4256	2010	Trips	1,099	239	363	451	896	356	365	746	4,515
			Percent	24.3	5.3	8.0	10.0	19.8	7.9	8.1	16.5	100.00
		2040	Trips	1,628	339	335	441	1,612	502	510	969	6,336
			Percent	25.7	5.4	5.3	7.0	25.4	7.9	8.1	15.3	100.00
		2020 (interpolated)	Percent	24.8	5.3	7.1	9.0	21.7	7.9	8.1	16.1	100.00

The trip distribution was conducted based on the assumptions mentioned in **Table 7** and **Table 8**:

Table 7. Trip Distribution Assumption for Entering Vehicles

Trip Percentage (%)	Corresponding Direction	Traffic Pattern
24.8	NNE	Use SR 5/US-1/South Dixie Hwy southbound, enter using Miami Grill driveway
5.3	ENE	Take SR 994/Quail Roost Drive/SW 186th Street westbound, make a left at SR 5/US-1/South Dixie Hwy intersection, enter using Miami Grill driveway
16.1	ESE+SSE	Use SR 5/US-1/South Dixie Hwy northbound, make a left to the mall, enter using Rooms to Go driveway
37.7	WSW+SSW+WNW	Take SR 994/Quail Roost Drive/SW 186th Street eastbound, enter using north driveway
16.1	NNW	Use Homestead Ave, make a left at the intersection with SR 994/Quail Roost Drive/SW 186th Street, enter using north driveway

Table 8. Trip Distribution Assumption for Exiting Vehicles

Trip Percentage (%)	Corresponding Direction	Traffic Pattern
24.8	NNE	Exit using north driveway to SR 994/Quail Roost Drive/SW 186th Street eastbound, make a left to SR 5/US-1/South Dixie Hwy northbound
5.3	ENE	Exit using north driveway and take SR 994/Quail Roost Drive/SW 186th Street eastbound
16.1	ESE+SSE	Exit using Rooms to Go driveway and make a right to SR 5/US-1/South Dixie Hwy southbound
37.7	WSW+SSW+WNW	Exit using north driveway to SR 994/Quail Roost Drive/SW 186th Street eastbound, make a U-turn at SR 5/US-1/South Dixie Hwy and take SR 994/Quail Roost Drive/SW 186th Street westbound
16.1	NNW	Exit using north driveway to SR 994/Quail Roost Drive/SW 186th Street eastbound, make a U-turn at SR 5/US-1/South Dixie Hwy and take SR 994/Quail Roost Drive/SW 186th Street westbound, then make a right to Homestead Ave northbound

Figure 7 shows trip generation distribution (percentages) and assignments based on the assumptions made previously. **Figure 8** and **Figure 9** show the future volumes at the intersection of study area for the build out scenario of development. This should be noted that upon development, the left turn movement at north driveway (northbound left to SR 994/Quail Roost Drive/SW 186th Street) will be restricted. Consequently, the traffic should use SR 994/Quail Roost Drive/SW 186th Street eastbound and make a U-turn at the intersection of SR 994/Quail Roost Drive/SW 186th Street and SR 5/US-1/South Dixie Hwy.

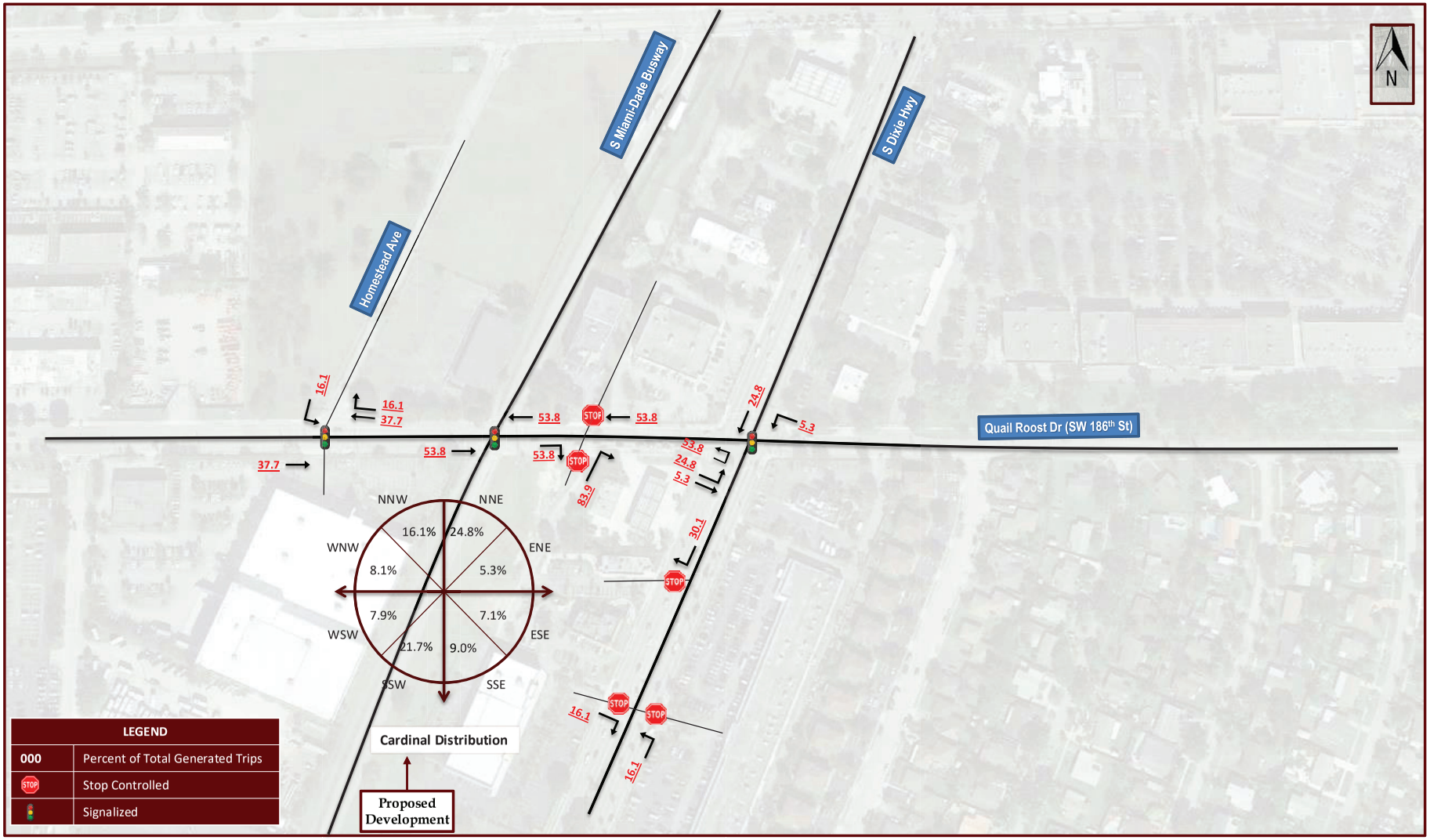

Figure 8. Trip Distribution Assignment for Development

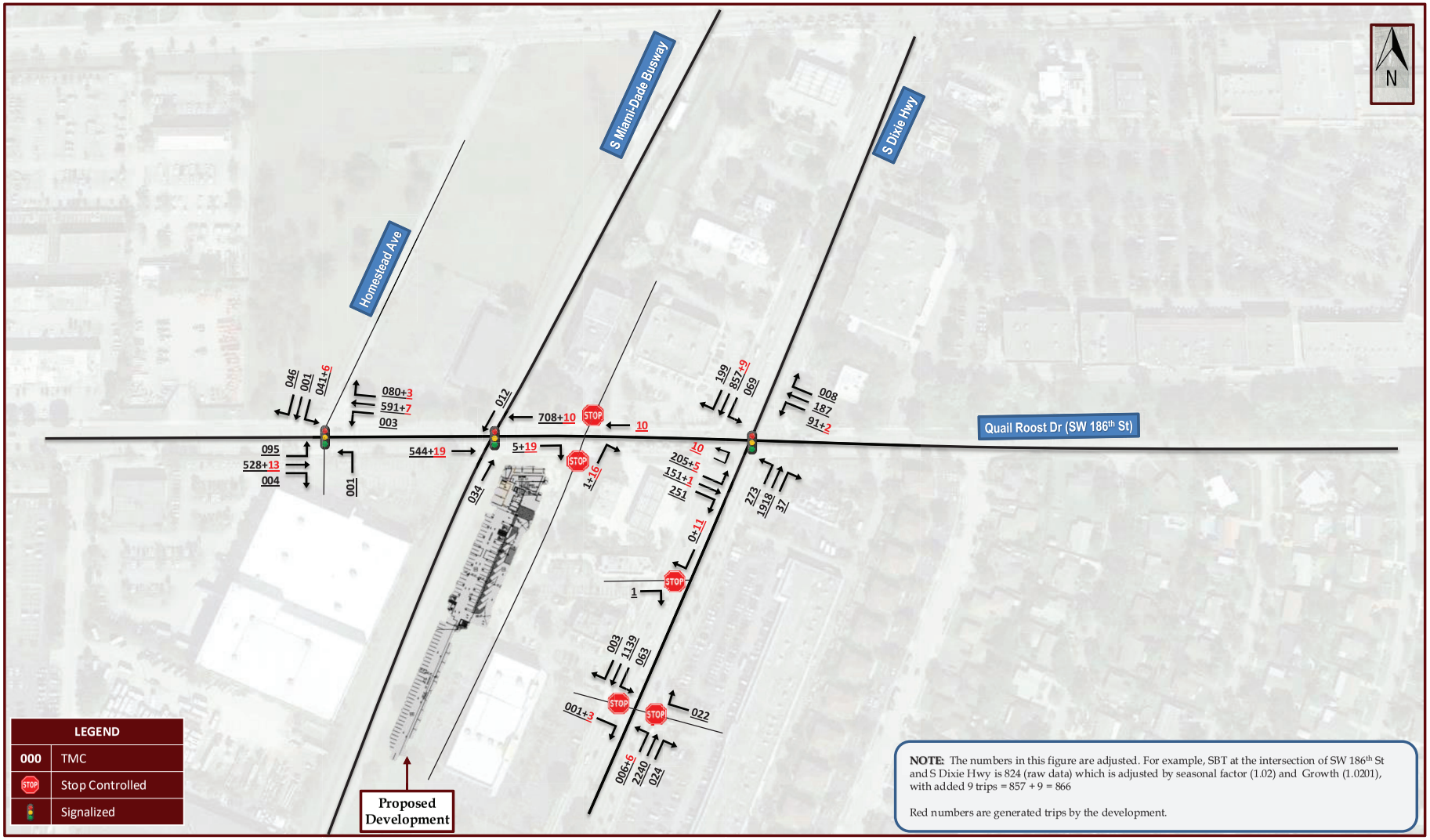

Figure 9. Scenario 3 – Future Build Peak Hour Traffic – AM Peak

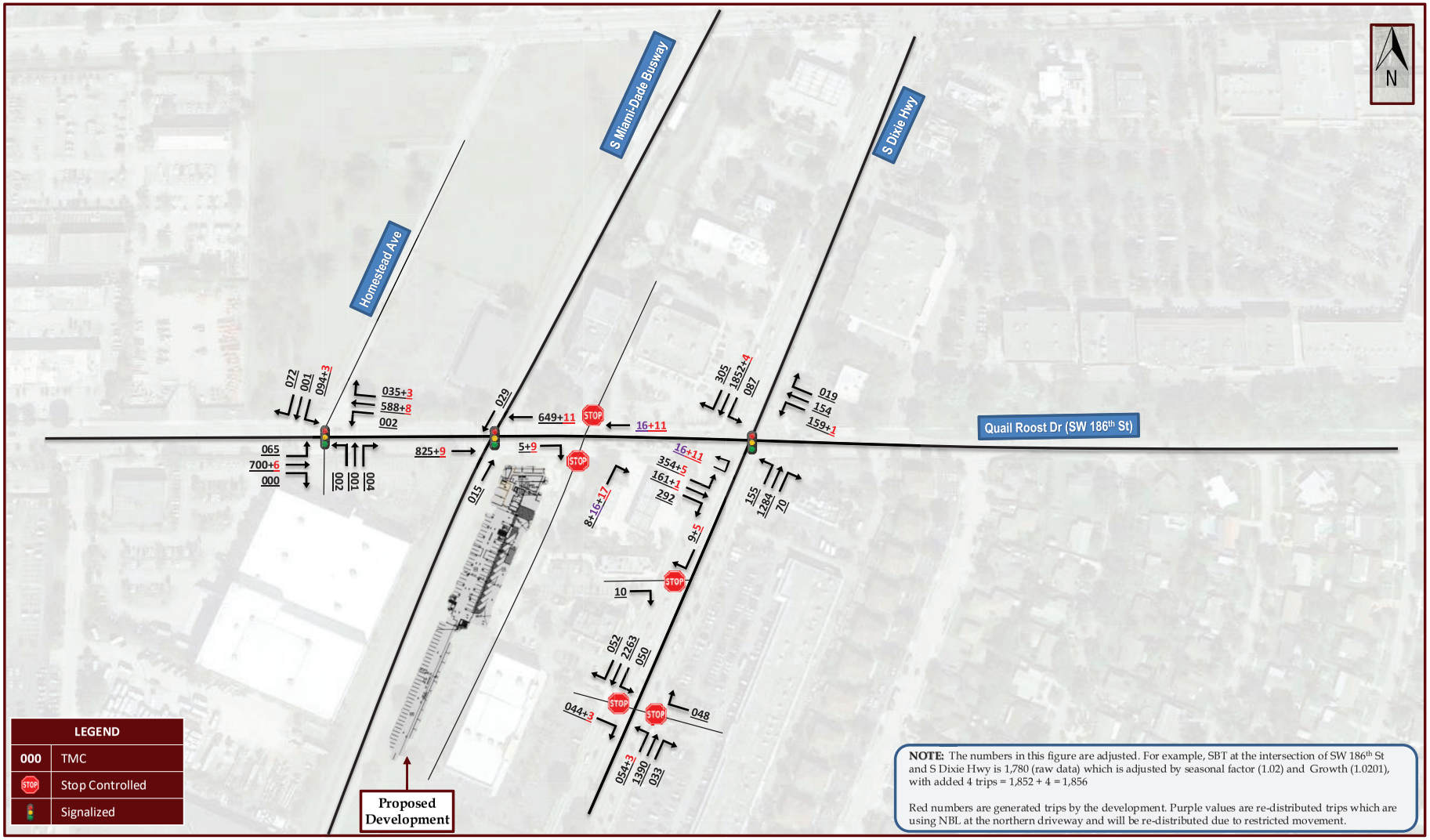

Figure 10. Scenario 3 – Future Build Peak Hour Traffic – PM Peak

8. Level of Service Analysis

This traffic analysis utilizes Synchro 10.0 which applies methodologies outlined in the Highway Capacity Manual, 6th Edition. LOS Analysis for signalized / un-signalized intersections are based on the amount of control delay which is a measurement in seconds per vehicle that act as an indicator of lost time, fuel consumption, frustration and driver's discomfort at the signalized intersections. The level of services for signalized intersections is a scale from "A" to "F" in accordance with control delay thresholds that range from less than 10 seconds to greater than 80 seconds of delay per vehicle.

In order to perform this analysis, cycle lengths and clearance intervals used in the analysis are consistent with the current Miami-Dade County signal control sections and signal operating plans for the study intersection in conjunction with physical and operational characteristics observed during peak hours. Signal Operation Plans (SOP) and Time of Day (TOD) schedules for signalized intersection are available in **Appendix E**. Synchro inputs including volume, signal timings and traffic factors are presented in **Appendix F**.

Table 9 shows the existing and future LOS and delay for the identified intersections and all proposed development driveways per each scenario; details of the LOS results and operational analysis are documented in **Appendix G**. As outlined before, three scenarios were defined; Scenario 1 (existing conditions), Scenario 2 (future no-built condition) and Scenario 3 (proposed future build condition).

Table 9. LOS Analysis of Intersections

Intersection	Scenario	Peak	Eastbound		Westbound		Northbound		Southbound		Intersection	
			LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)
SR 994/Quail Roost Drive/SW 186th Street and SR 5/US-1/South Dixie Hwy	1	AM	F	1,594.6	F	108.6	C	30.4	C	25.8	F	257.6
		PM	F	2,311.6	F	172.2	D	43.2	D	36.1	F	423.4
	2	AM	F	1,666.0	F	112.8	C	31.9	C	26.3	F	269.6
		PM	F	2,413.7	F	184.8	D	45.2	D	37.7	F	441.9
	3	AM	F	1,778.4	F	113.4	C	31.9	C	26.4	F	290.9
		PM	F	2,563.9	F	190.8	D	45.2	D	37.7	F	481.2
SR 5/US-1/South Dixie Hwy and Mall Entrance (Southeast Driveway)	1	AM									A	2.3
		PM									A	2.2
	2	AM									A	2.9
		PM									A	2.6
	3	AM									A	3.0
		PM									A	2.8
SR 5/US-1/South Dixie Hwy and Mall Entrance (Northeast Driveway)	1	AM									A	0.1
		PM									A	0.1
	2	AM									A	0.1
		PM									A	0.1
	3	AM									A	0.1
		PM									A	0.1
SR 994/Quail Roost Drive/SW 186th Street and S Miami-Dade Busway	1	AM	B	10.7	B	11.5	B	19.8	B	18.8	B	11.5
		PM	B	12.3	B	11.3	B	19.0	B	19.7	B	12.1
	2	AM	B	10.8	B	11.7	B	19.9	B	18.8	B	11.6
		PM	B	12.5	B	11.4	B	19.0	B	19.7	B	12.2
	3	AM	B	10.9	B	11.7	B	19.9	B	18.8	B	11.6
		PM	B	12.5	B	11.5	B	19.0	B	19.7	B	12.3
SR 994/Quail Roost Drive/SW 186th Street and Driveway between Busway and SR 5/US-1/South Dixie Hwy	1	AM									A	0
		PM									A	0.9
	2	AM									A	0
		PM									A	1.0
	3	AM									A	0.3
		PM									A	0.5
SR 994/Quail Roost Drive/SW 186th Street and Homestead Ave	1	AM	A	8.0	B	17.0	D	35.8	D	39.3	B	14.4
		PM	C	20.1	F	122.1	B	10.5	B	12.4	E	60.0
	2	AM	A	8.1	B	17.2	D	35.8	D	39.5	B	14.5
		PM	C	20.5	F	141.4	B	10.5	B	12.5	E	67.9
	3	AM	A	8.1	B	17.3	D	35.8	D	39.8	B	14.6
		PM	C	20.6	F	150.6	B	10.5	B	12.6	E	71.9

The LOS analysis shows there are some intersections which are performing under capacity LOS E or even failing (LOS F) in all three scenarios. All of the intersections will be affected nominally with slight incremental delay not perceived by drivers while maintaining the current LOS after adding the proposed development trips.

9. Concurrency Analysis

Pursuant to the Miami-Dade County Concurrency Management System, the study area roadway adjacent to the proposed development has to be operating at an acceptable level of service during the peak demand periods. Available capacity and acceptable level of service needs to be maintained for the adjacent traffic station, to meet the traffic concurrency standards from the FDOT or Miami-Dade County.

The maximum service volumes have been obtained from the Florida Department of Transportation 2013 Generalized Peak Hour Two-Way Volume for Florida's Urbanized Areas Quality Level of Service Handbook. The maximum service volumes for the State count stations are based upon the Two-Way Peak Hour from the latest 2016 FDOT Quality/LOS Handbook.

The results of this analysis indicated that, as per the collected data, both SR 5/US-1/South Dixie Hwy and SR 994/Quail Roost Drive/SW 186th Street will need to present the adopted LOS D or better after the additional traffic generated by the development are added into future built-out scenario.

Concurrency was also assessed by MDC Concurrency tables (**Appendix H**). According to the concurrency standard and the results provided in **Table 10**, it can be seen that both corridors are operating (and will continue operating) under acceptable LOS after the growth factor and generated trips are applied and added to the existing traffic demand.

Table 10. Existing and Future LOS – Concurrency Analysis

Roadway	Peak	Scenario	Peak-Hour Volume	FDOT Quality Level of Service Handbook			MDC Concurrency Tables	
				Segment Capacity	V/C	LOS	Concurrency LOS[7]	Concurrency LOS Met?
SR 5/US-1/South Dixie Hwy, North of SR 994/Quail Roost Drive/SW 186th Street	AM	Existing	3,321[3]	5390 [1]	0.62	B	C (5,250)	Y
		Future No Built	3,388[4]		0.63	B		Y
		Future Build Out	3,401[5]		0.63	B		Y
	PM	Existing	3,877		0.72	C		Y
		Future No Built	3,955		0.73	C		Y
		Future Build Out	3,964		0.74	C		Y
SR 994/Quail Roost Drive/SW 186th Street West of SR 5/US-1/South Dixie Hwy	AM	Existing	1,313	3,401 [2]	0.24	A	C (3,420)	Y
		Future No Built	1,339		0.25	A		Y
		Future Build Out	1,352[6]		0.25	A		Y
	PM	Existing	1,568		0.29	A		Y
		Future No Built	1,599		0.30	A		Y
		Future Build Out	1,619		0.30	A		Y

(1) Segment Capacity, SR 5/US-1/South Dixie Hwy, As per FDOT Table 4 Peak Hour Two-Way Class I (6 Lane Divided), Adopted LOS D = 5,390 veh (See Appendix H)
(2) Segment Capacity, SR 994/Quail Roost Drive/SW 186th Street, As per FDOT Table 4 Peak Hour Two-Way Class I (4 Lane Divided). Adopted LOS D = 3,580 veh (See Appendix H), 5% reduction due to undivided = 3,401
(3) Refer to Table 1 (a seasonal factor of 1.02 applied to two-way volume)
(4) A growth factor of 1.0212 (refer to growth factor section) is applied to Existing Condition data
(5) 24.8% of the trips generated by the development will be added to traffic at this station (24.8%×54 for AM and 24.8%×38 for PM)
(6) 53.8% of the trips generated by the development will be added to traffic at this station (53.8%×54 for AM and 53.8%×38 for PM)
(7) Refer to Appendix H (for SR 5/US-1/South Dixie Hwy, C = 5,250 and for SR 994/Quail Roost Drive/SW 186th Street, C = 3,249 (3,420x0.95 due to undivided facility))

10. Parking Analysis

The development of Cutler Bay Town Center facility will produce a parking demand that needs to be balanced by adequate parking supply. It is by County and Town regulations that the limited availability of parking contributes to roadway congestion, air pollution, and driver frustration. Considering Chapter 3, Article X of the Town Ordinances as well as Section 33 of Miami-Dade County Section 33-124 (o-2) a view to explore the possibilities of managing parking spaces a parking analysis was performed. **Table 11** shows the parking capacity provided by the proposed development.

Table 11. Cutler Bay Town Center Residential Elderly Senior Housing Development Parking Capacity

Location	Capacity
Accessible Parking	5
On-Street Parking	11
Off-Street Parking	90
Total Parking on Site	101

Site plan parking calculations based on Town of Cutler Bay Municipality Code indicates that a typical studio and loaf would require 1.5 (1-bedroom) or 1.75 (2-bedroom) parking spaces per dwelling unit or at least 180 parking spaces for this size development including the parking for office space; considering the primary nature of this project is to provide Housing for low and/or moderate income for older persons and/or persons with disabilities a reasonable 50% reduction of is being requested for this project under the basis that Miami-Dade County allows reduction up to 2/3 of parking spaces and previous similar projects within the Town have allowed those reductions to be applied.

11. Turn Lane Evaluation

As specified, the Miami Dade County Article II, Transportation, a left turn lane with a minimum of 100 feet of transition shall be provided at each access point with an average daily trip end (volume) of 1,000 vehicles or more, and/or an average peak hour inbound left turn volume of 25 vehicles or more. Based on the expected traffic demands none of three driveways will required turn lane.

In addition, a right turn deceleration lane with a minimum of 150 feet of storage and 100 feet of transition shall be required at each access point when the posted speed limit exceeds 45 miles per hour or if the development will generate 80 to 125 or more right turn movements during the peak hour at a posted speed of 45 miles per hour or less. Based on the posted speeds and generated trips, deceleration lane is not required at any of the driveways. The 95th %ile queue analysis also shows maximum queue length for northbound left movement at Rooms to Go driveway will occur in PM peak, future build scenario. However, the maximum queue length is approximately equal to 90 feet (3.6 vehicles) which is less than 125 feet storage length.

12. Summary of Findings and Recommendations

This study analyzes the traffic impact of the proposed Cutler Bay Town Center Rental Apartments and office to be located on the southwest corner of SR 994/Quail Roost Drive/SW 186th Street and SR 5/US-1/South Dixie Hwy in the Town of Cutler Bay, Miami Dade County, Florida. The proposed development will replace the empty lot. The following provides a summary of the traffic impact analysis:

- For the proposed development, trip generation analysis contemplated the most conservative scenario of trip generation forecast rates. The trip generation analysis was performed under two below land uses. As the analysis concluded, the development could generate a maximum of 54 trips in the AM peak and 38 trips in the PM peak hour of adjacent street.
    - 252 – Senior Adult Housing
    - 710 – General Office Building
- Under HCM 2010 methodologies, the studied intersections are projected to experience additional delay after applying the growth factor as well as the forecasted trips generated by the proposed development. However, none of the intersection will be impacted negatively only due to the development.
- Concurrency analysis indicates, that based on the portable traffic station, the level of services along SR 5/US-1/South Dixie Hwy and SR 994/Quail Roost Drive/SW 186th Street will present the adopted LOS D or better after the additional traffic generated by the development are considered.
- The proposed driveways will work under acceptable Level of Service. According to the standard, no turn lane bay is required for any of the driveways.
- In summary, the proposed development will have minimal impact on the surrounding roadway network and/or affect other traffic generators in the area.

Appendix A

Architectural Plans and Methodology

October 15, 2018

Scarlet R. Hammons, AICP CTP
Senior Project Manager
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RE: Traffic Study Methodology
TC Residential

Traffic Impact Methodology

CALTRAN Engineering Group, Inc. (CALTRAN) is pleased to submit the following methodology to complete a traffic impact study for the development of Cutler Bay Town Center Rental Apartments, to be located on the southwest corner of Quail Roost Drive and US-1 in the Town of Cutler Bay, Miami Dade County Florida. A site plan is provided within the **Appendix A**. This property consist of 104 Units proposed as a senior living facility as part of affordable housing.

The following specific items shall be included in the Traffic Impact Report:

1.0 Introduction

Assessment of the Impact Area and Review of Architectural Site Plan: The proposed development plan is bounded by Quail Roost Drive, US-1 and the Miami-Dade Busway. The report will include a summary of the existing roadway network including but not limited to geometry, traffic controls, existing surrounded land uses, pedestrian/bikes activities and transit as applicable. A preliminarily approved site plan and figures showing the roadway conditions including raised medians, median openings, separate left and right-turn lanes, bike lanes, number of travel lanes, posted speed, intersection controls, turn restrictions and intersection lane configurations will be included as part of the report.

2.0 Methodology

Evaluation will be performed under three (3) scenarios described below.
Scenario 1 - Existing Conditions: Base condition establishment during a regular Weekday peak hours from 7:00 AM to 9:00 AM and 4:00 to 6:00 PM time period.
Scenario 2 - Future Conditions No Build-Out, Growth analysis /Committed Development: Consistent with background traffic historical trends, a growth rate will be factored into the Existing Conditions (Scenario 1) analysis, and including trips generated by the committed developments. The growth factor will be applied for the number of years until the proposed development Build-Out condition (2020). This scenario will be the baseline for the impact of the development.
Scenario 3 - Future Conditions Build-Out: The additional AM and PM peak hour trips generated by the development (under the 10th Edition of the ITE Trip Generation Handbook) are to be included into the future network conditions.

3.0 Data Collection

1) Perform 4-hour TMCs at critical intersections during a regular weekday to evaluate existing peak demand periods.

The intersections include are:

- Quail Roost Drive at US-1
- Quail Roost Drive at Driveway between the Busway and US-1
- Quail Roost Drive at S Miami-Dade Busway
- Quail Roost Drive at Homestead Avenue
- US-1 at Driveway (Miami Grill)
- US-1 at Driveway w/Directional Median (Rooms to Go)

2) Perform 24-hour counts on US-1 and Quail Roost Drive

4.0 Growth Analysis

Growth analysis will be conducted based the historical data collection obtained from nearest Florida Transportation Online (FTO) data collection station and also the Southeast Regional Planning Model (SERPM 7) analysis of the area. The most conservative rate will be applied to the existing collected data. As a result all data which will be collected on 2018 will be escalated for two years.

5.0 Trip Generation Analysis

A trip generation analysis will be performed under the ITE Trip Generation Manual, 10th Edition in order to evaluate the proposed general development traffic impact within the studied roadway network. According to the existing site plan, the proposed development will generate trips as follow:

Table 1. Cutler Bay Town Center Rental Apartments Trip Generation

Land Use	Size	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.			Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.		
		Entry	Exit	Total	Entry	Exit	Total
221 - Multifamily Housing (Mid-Rise) (General Urban/Suburban)	104 Dwelling Units	9	27	36	28	18	46
Total after Reduction Factors Application		7	22	29	22	14	36

Notes:

1. **As indicated on ITE guidelines, a vehicle occupancy factor of 1.2 was applied to Trip Generation.**
2. **A 3% trip reduction due to a transit corridor within the vicinity of the studied area.**

6.0. Committed Developments

This information will be coordinated with the FDOT and the Town of Cutler Bay. It is defined that committed developments are those developments that already have a traffic impact under review by your office. Tentative plats are potential projects to be contemplated during the analysis but are not considered as committed developments.

7.0. Level of Service Analysis

Level of Service analysis (LOS) for scenario 1, 2 and 3 considering the proposed development will be evaluated at each intersection and driveway affected.

8.0 Multimodal Consideration

Multimodal and complete street evaluations will be taken into consideration, and their applicability will be discussed with Miami Dade County during traffic Impact Study development, as necessary. It is important to mention that following the trip generation handbook an applicable 3% trip reduction was applied to the ITE trip generation analysis performed using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition through the OTISS (Online Traffic Study Software). Such percentage factor was applied

due to South Dade transit Way corridor proximity, as well as the north-South Local-Stop Service (Route 35) service provided within the vicinity of the studied roadway network.

9.0 Queue Analysis-95th Percentile Queue

Turn bay storage needs considering 95th percentile queue lengths and median opening adequacy as per access management standards will be studied along roadway segments.

10.0 Parking Analysis

The proposed parking requirements will be evaluated under the Miami Dade County's Code of Ordinance, Chapter 33 (Zoning), Article VII (Off Street Parking), and Section 33-124 (Standards).

11.0 Reporting

Finally, this report will provide analyses and recommendations that will help Miami-Dade County to conclude potential traffic impacts on the surrounding roadway network and/or affect other traffic generators in the area.

Appendix A

Architectural Plans

CUTLER BAY TOWN CENTRE RENTAL APARTMENTS

FOR:

CUTLER BAY TOWN CENTRE LLC

LOCATED AT:

-

PROGRESS SET
05/29/18

● ARCHITECT

BURGOS LANZA & ASSOCIATES
2730 SW 3RD AVENUE
MIAMI, FLORIDA 33129
(786) 554-9035

FOLIO: 36-6005-001-0091

LEGAL DESCRIPTION

PARCEL 1:

A PORTION OF TRACT 12 OF PERRINE GRANT SUBDIVISION OF SECTION 5, TOWNSHIP 56 SOUTH, RANGE 40 EAST, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 1, AT PAGE 4, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, BEING PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF SAID TRACT 12, SAID POINT LYING ON THE BOUNDARY LINE OF LOT 10, BLOCK 6 OF POINTWEST SEVENTH ADDITION, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 116, PAGE 56, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; THENCE S89°59'09"W (S89°59'11"W MEASURED) ALONG THE NORTH LINE OF SAID TRACT 12 AND ALONG THE BOUNDARY LINE OF LOT 10 FOR 32.25 FEET TO THE POINT OF BEGINNING OF THE PARCEL HEREIN DESCRIBED; THENCE FROM THE ABOVE ESTABLISHED POINT OF BEGINNING, RUN S22°31'22"W ALONG THE SAID BOUNDARY LINE OF LOT 10 FOR 370.00 FEET; THENCE S89°59'10"W (S89° 59'11"W MEASURED) ALONG THE SAID BOUNDARY LINE OF LOT 10 AND ITS WESTERLY EXTENSION FOR 108.27 FEET TO THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF THE LIMITED ACCESS CORRIDOR CONVEYED BY THE F.E.C. RAILWAY COMPANY TO THE FLORIDA DEPARTMENT OF TRANSPORTATION; THENCE N22°31'22"E ALONG THE SAID SOUTHEASTERLY RIGHT-OF-WAY LINE OF THE LIMITED ACCESS CORRIDOR FOR 370.00 FEET TO THE AFORESAID NORTH LINE OF TRACT 12; THENCE N89°59'09"E (N89°59'11"E MEASURED) ALONG THE SAID NORTH LINE OF TRACT 12 FOR 108.27 FEET TO THE POINT OF BEGINNING;

AND

PORTIONS OF THE NW ¼ OF SECTION 5, TOWNSHIP 56 SOUTH, RANGE 40 EAST, BEING MORE PARTICULARLY DESCRIBED AS FOLLOW: BEING AT THE INTERSECTION OF THE SOUTH LINE OF QUAIL ROOST DRIVE (S.W. 186TH STREET) AND THE EAST LINE OF THE NW ¼ OF SAID SECTION 5; THENCE S00°35'40"E (S00°35'53"E MEASURED) ALONG THE EAST LINE OF THE NW ¼ OF SECTION 5 FOR 15.02 FEET; THENCE S89°59'29"W FOR 140.32 FEET (140.52 FEET MEASURED), TO A POINT OF THE SOUTHEASTERLY LIMITED ACCESS RIGHT-OF-WAY LINE OF THE STATE OF FLORIDA TRANSPORTATION CORRIDOR RIGHT-OF-WAY; THENCE N22°31'40"E (N22°31'22"E MEASURED) ALONG THE SAID SOUTHEASTERLY ACCESS RIGHT-OF-WAY LINE FOR 20.19 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF QUAIL ROOST DRIVE (S.W. 186TH STREET); THENCE S88°26'34"E (S88°26'47"E MEASURED) ALONG THE SAID SOUTH RIGHT-OF-WAY LINE FOR 132.68 FEET TO THE POINT OF BEGINNING, SAID LANDS LYING AND BEING IN MIAMI-DADE COUNTY, FLORIDA.

ALSO KNOWN AS LEGAL DESCRIPTION:

A PORTION OF TRACT 5 AND 12 OF THE PLAT OF PERRINE GRANT SUBDIVISION, OF SECTION 5, TOWNSHIP 56 SOUTH, RANGE 40 EAST, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 1, PAGE 4, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, BEING PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE NORTHEAST CORNER OF SAID TRACT 12, SAID POINT LYING ON THE BOUNDARY LINE OF LOT 10, BLOCK 6 OF POINT WEST SEVENTH ADDITION, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 116, AT PAGE 56, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; THENCE S89°59'09"W ALONG THE NORTH LINE OF SAID TRACT 12 AND ALONG THE BOUNDARY LINE OF LOT 10 FOR 32.25 FEET; THENCE S22°31'22"W ALONG THE SAID BOUNDARY LINE OF LOT 10 FOR 370.00 FEET; THENCE S89°59'11"W ALONG SAID BOUNDARY LINE OF SAID LOT 10 AND ITS WESTERLY EXTENSION FOR 108.27 FEET TO A POINT ON THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF THE LIMITED ACCESS CORRIDOR CONVEYED BY THE F.E.C. RAILWAY COMPANY TO THE FLORIDA DEPARTMENT OF TRANSPORTATION; THENCE N22°31'22"E ALONG THE SAID SOUTHEASTERLY RIGHT-OF-WAY LINE OF THE LIMITED ACCESS CORRIDOR FOR 390.19 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF QUAIL ROOST DRIVE (S.W. 186TH STREET), AS SAID STREET IS SHOWN ON THE PLAT OF BAILY PARK, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 147, PAGE 71, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; THENCE S89°26'47"E ALONG SAID SOUTH RIGHT-OF-WAY LINE OF QUAIL ROOST DRIVE FOR 132.68 FEET TO A POINT ON THE EAST LINE OF SAID TRACT 12; THENCE S00°35'53"E ALONG THE SAID EAST LINE OF TRACT 5 FOR 15.02 FEET TO THE POINT OF BEGINNING.

PARCEL 2

A PORTION OF TRACT 12 OF PERRINE GRANT SUBDIVISION, OF SECTION 5, TOWNSHIP 56 SOUTH, RANGE 40 EAST, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 1, PAGE 4 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, BEING PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF SAID TRACT 12, SAID POINT LYING ON THE BOUNDARY LINE OF LOT 10 OF BLOCK 6 OF POINT WEST SEVENTH ADDITION, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 116, PAGE 56 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; THENCE RUN THE FOLLOWING COURSES AND DISTANCES ALONG THE SAID BOUNDARY LINE OF LOT 10: S89°59'09"W FOR 32.25 FEET; THENCE S22°31'22"W FOR 370.00 FEET; THENCE S89°59'10"W FOR 54.13 FEET TO THE POINT OD BEGINNING OF THE PARCEL HEREIN DESCRIBED; THENCE FROM THE ABOVE ESTABLISHED POINT OF BEGINNING RUN S22°31'22"W FOR 11.35 FEET TO THE NORTHWEST CORNER OF LOT 1 OF BLOCK 6 OF POINT WEST FOURTH ADDITION, ACCORDING TO THE PLAT THEREOF IN PLAT BOOK 107, AT PAGE 67 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; THENCE DEPARTING THE SAID BOUNDARY LINE OF LOT 10 CONTINUE S22°31'22"W ALONG THE NORTHWESTERLY LINE OF SAID BLOCK 6 OF POINT WEST FOURTH ADDITION FOR 308.27 FEET TO THE SOUTHWEST CORNER OF LOT 4 OF SAID BLOCK 6; THENCE N67°28'38"W FOR 50,00 FEET TO THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF THE LIMITED ACCESS CORRIDOR CONVEYED BY THE F.E.C. RAILWAY COMPANY TO THE FLORIDA DEPARTMENT OF TRANSPORTATION; THENCE N22°31'22"E ALONG THE SAID SOUTHEASTERLY RIGHT-OF-WAY LINE OF THE LIMITED ACCESS CORRIDOR FOR 298.87 FEET; THENCE N89°59'10"E FOR 54.14 FEET TO THE POINT OF BEGINNING.
PARCEL IDENTIFICATION NUMBER: 35-6005-001-0091

FOR:

SCT PROPERTIES, LLC, A FLORIDA LIMITED COMPANY (PARCEL 1) AND LNR REALTY CORPORATION, A DELAWARE CORPORATION, AS SUCCESSORS BY MERGE TO UNIVERSAL AMEWRICAN REALTY CORPORATION, A DELAWARE CORPORATION (PARCEL 2).

INDEX OF DRAWINGS

REVISIONS:

REV.	REV. ISSUE

18-462

CUTLER BAY TOWN CENTRE
RENTAL APARTMENTS
LOCATED AT:
–

BURGOS LANZA
ARCHITECTS & PLANNERS
AA 26001519

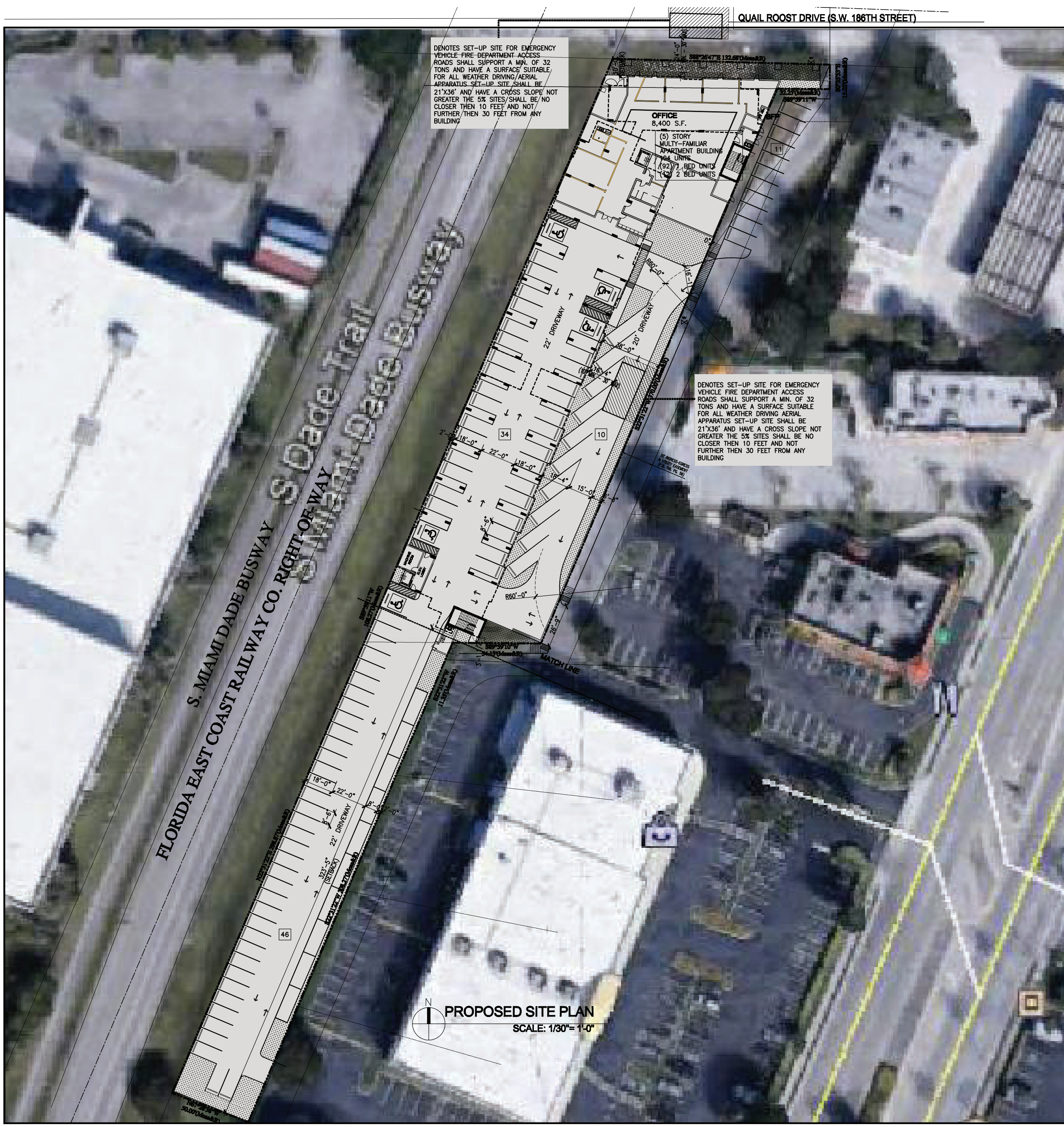
BURGOS LANZA & ASSOCIATES
2730 SW 3RD AVENUE
MIAMI, FLORIDA 33129
(786) 554-9035
AIA
WWW.BURGOSLANZA.COM

PABLO BURGOS ARCHITECT AR 0095925
CARLOS LANZA ARCHITECT AR 0016081

DATE 05/04/2018
DRAWN CH
SCALE AS-SHOWN

COVER

A0.00



LOCATION MAP

N.T.S.

SITE DATA

1) ZONING: TRC, TRANSIT CORRIDOR DISTRICT

2) LAND AREA:

NET LAND AREA +/-	54,735 S.F.	1.26 ACRES	83.87 %
R/W	10,525 S.F.	0.24 ACRES	16.13 %
TOTAL AREA +/-	65,260 S.F.	1.50 ACRES	100.00 %

Sec. 3-59. - TRC, Transit Corridor District

STANDARD	TCR REQUIRED	PROVIDED
MINIMUM LOT AREA (SQUARE FEET)	N/A	N/A
MAXIMUM FLOOR AREA RATIO	2.0 (130,520 SF)	1.65 (107,849)
MAXIMUM DENSITY (75 UNITS PER ACRE)	112.5 UNITS	104 UNITS
MINIMUM FACADE HEIGHT (FEET)	25'	53'-4"
NUMBER OF STORIES (MINIMUM)	2	5
MAXIMUM HEIGHT (FEET)	60'	53'-4"
NUMBER OF STORIES	5	5
SETBACK OF FACADE FOR HEIGHT ABOVE 5TH STORY	20'	N/A
ADJOINING RESIDENTIAL ZONING (FEET)	35'	N/A
NUMBER OF STORIES	3	N/A
BUILDING FRONTAGE (PERCENT)		
ALONG PRIMARY STREET	100%	80.69%
ALONG SECONDARY STREET	75'	N/A
SETBACKS (FEET)		
FRONT	0'	10.00'
SIDE	0'	0'
REAR	0'	323.42'
SIDE (ABUTTING AN ALLEY)	0'	0'
MAXIMUM IMPERVIOUS SURFACE COVERAGE (PERCENT)	100%	46,470 SF (84.90%)
MINIMUM LOT WIDTH (FEET)	N/A	N/A
MINIMUM LOT DEPTH (FEET)	N/A	N/A
OPEN SPACE (PERCENT)	15%	8,265 SF (15.10%)
IN THE FORM OF COURTYARDS, GARDENS, COLONNADE, BALCONIES, PLAZAS AND SQUARES		
ENCROACHMENT INTO ROW (FEET)		
BALCONY	5'	N/A
AWNING	8'	N/A
DETACHED ACCESSORY BUILDING	NOT PERMITTED	N/A

PARKING REQUIREMENT

	TOTAL
RESIDENTIAL PARKING REQUIRED	
1 BEDROOM UNITS (92 UNITS X 1.5)	138
2 BEDROOM UNITS (12 UNITS X 1.75)	21
OFFICE PARKING (8,400/400)	21
OVERALL PARKING REQUIRED	180
TOTAL PARKING REQUIRED W/50% REDUCTION (FOR SENIOR COMMUNITY HOUSING)	92
TOTAL PARKING PROVIDED (5 ACCESSIBLE PARKING INCLUDED) (11 ON-STREET PARKING) (90 OFF-STREET PARKING)	101

UNIT MIX CHART

BUILDING	A 1B/1B (634 SF)	B1 2B/1B (904 SF)	B2 2B/1B (950 SF)	# UNITS
	UNIT TYPE			
LEVEL 1	–	–	–	
LEVEL 2	23	2	1	26
LEVEL 3	23	2	1	26
LEVEL 4	23	2	1	26
LEVEL 5	23	2	1	26
	92	8	4	104

CUTLER BAY TOWN CENTRE PROJECT IS TO BE A 55 YEAR OLD PLUS SENIOR COMMUNITY

REVISIONS:

REV.	REV. ISSUE

18-462

CUTLER BAY TOWN CENTRE
RENTAL APARTMENTS
LOCATED AT:

BURGOS LANZA ARCHITECTS & PLANNERS

BURGOS LANZA & ASSOCIATES
2730 SW 3RD AVENUE
MIAMI, FLORIDA 33129
(786) 564-9035
AIA
WWW.BURGOSLANZA.COM

DATE	/2018
DRAWN	
SCALE	AS-SHOWN

SITE DATA
SITE PLAN
SCALE:1/8" = 1'-0"

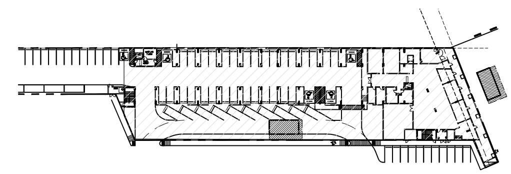
A0.02

PATTERN LEGEND

Pattern	Description
(crosshatch)	NEW PROMENADE
(stipple)	NEW CONCRETE WALKS
(diagonal hatch)	PAINT STRIPPED PEDESTRIAN CROSSWALK AREA
(dots)	NEW LANDSCAPED / SODDED AREA, SEE LANDSCAPING DRAWINGS.

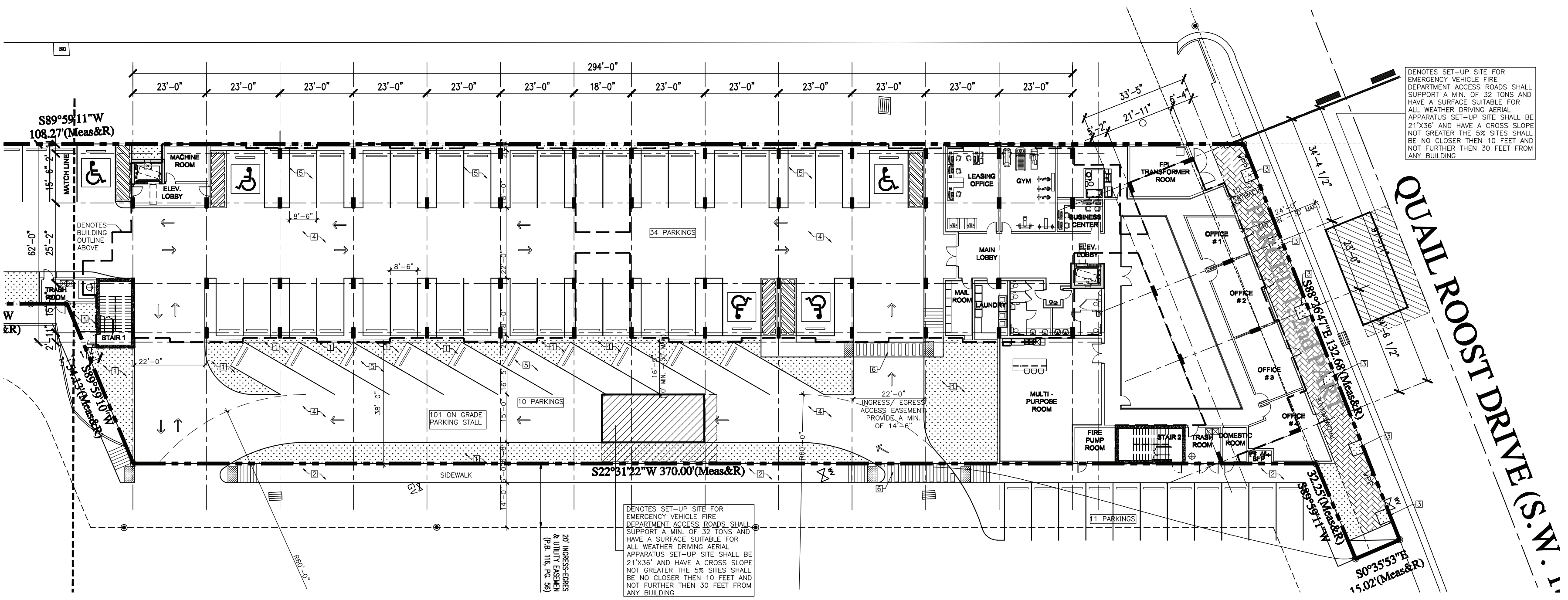
LEGEND

1	NEW LANDSCAPED AREA
2	CONCRETE SIDEWALK.
3	TREE GRATE TYP.
4	NEW ASPHALT STREET / DRIVEWAY.
5	NEW PARALLEL PARKING.
6	PAINTED PEDESTRIAN CROSSWALK. (TYP.)



2 KEY PLAN

Scale: 1/64"=1'-0"



1 GROUND FLOOR PLAN-PARCIAL 1

Scale: 1/16"=1'-0"

REVISIONS:

REV.	REV. ISSUE

18-462

CUTLER BAY TOWN CENTRE RENTAL APARTMENTS

LOCATED AT:

BURGOS LANZA ARCHITECTS & PLANNERS

BURGOS LANZA & ASSOCIATES
2730 SW 3RD AVENUE
MIAMI, FLORIDA 33129
(786) 554-9035
AIA
WWW.BURGOSLANZA.COM

PABLO BURGOS ARCHITECT AR 0099925
CARLOS LANZA ARCHITECT AR 0016081

DATE	05/07/2018
DRAWN	CR
SCALE	AS-SHOWN

GROUND FLOOR PLAN

SCALE:1/16" = 1'-0"

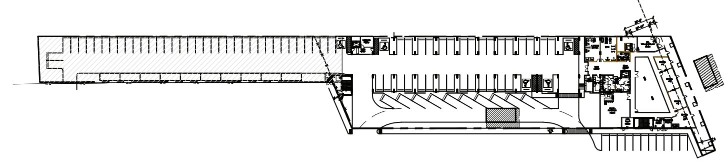
A2.01A

PATTERN LEGEND

[pattern]	NEW PROMENADE
[pattern]	NEW CONCRETE WALKS
[pattern]	PAINT STRIPPED PEDESTRIAN CROSSWALK AREA
[pattern]	NEW LANDSCAPED / SODDED AREA, SEE LANDSCAPING DRAWINGS.

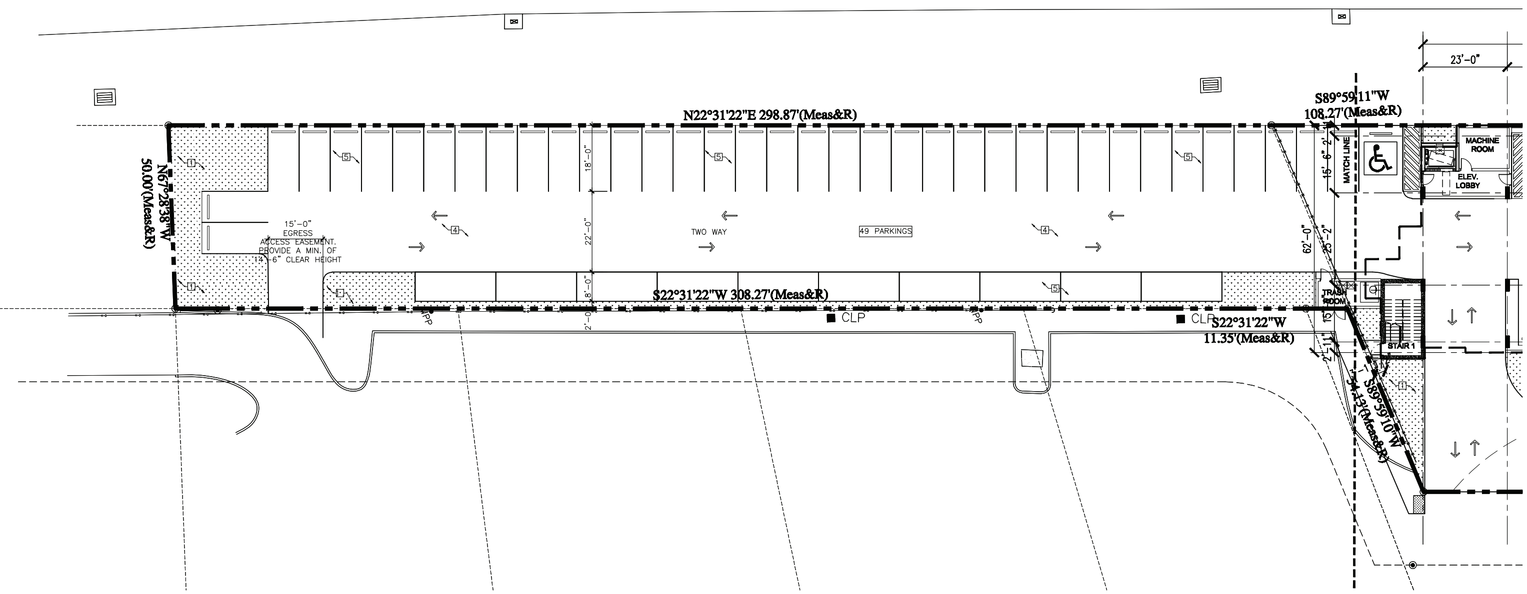
LEGEND

1	NEW LANDSCAPED AREA
2	CONCRETE SIDEWALK.
3	TREE GRATE TYP.
4	NEW ASPHALT STREET / DRIVEWAY.
5	NEW PARALLEL PARKING.
6	PAINTED PEDESTRIAN CROSSWALK. (TYP.)



2 KEY PLAN

Scale: 1/64"=1'-0"



1 GROUND FLOOR PLAN-PARCIAL 2

Scale: 1/16"=1'-0"

REVISIONS:

REV.	REV. ISSUE

18-462

CUTLER BAY TOWN CENTRE
RENTAL APARTMENTS
LOCATED AT:

BURGOS LANZA
ARCHITECTS & PLANNERS

BURGOS LANZA & ASSOCIATES
2730 SW 3RD AVENUE
MIAMI, FLORIDA 33129
(786) 554-9035
AIA
WWW.BURGOSLANZA.COM

DATE	05/04/2018
DRAWN	CR
SCALE	AS-SHOWN

GROUND FLOOR PLAN

SCALE:1/16" = 1'-0"

A2.01B

REVISIONS:

REV.	REV. ISSUE

18-462

CUTLER BAY TOWN CENTRE
RENTAL APARTMENTS
LOCATED AT:
–
–

BURGOS LANZA & ASSOCIATES
2750 SW 3RD AVENUE
MIAMI, FLORIDA 33129
(786) 554-9035
WWW.BURGOSLANZA.COM
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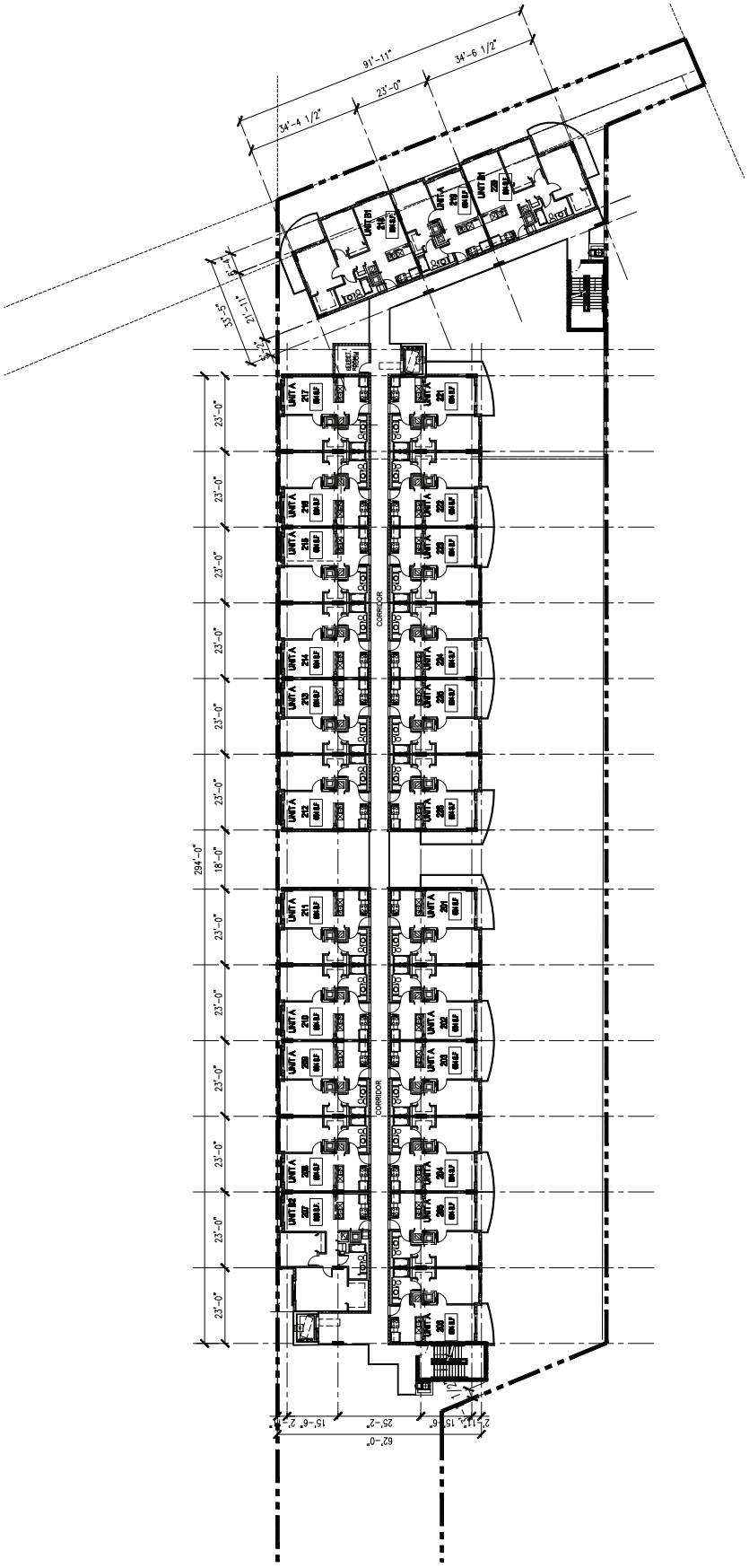
BURGOS LANZA
ARCHITECTS & PLANNERS

DATE 05/30/2018
DRAWN CR
SCALE AS SHOWN

SECOND FLOOR PLAN
SCALE: 1/16"=1'-0"

A2.02



SECOND FLOOR PLAN
Scale: 1/16"=1'-0"

REVISIONS:

REV.	REV. ISSUE

18-462

CUTLER BAY TOWN CENTRE
RENTAL APARTMENTS
LOCATED AT:
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BURGOS LANZA & ASSOCIATES
2750 SW 3RD AVENUE
MIAMI, FLORIDA 33129
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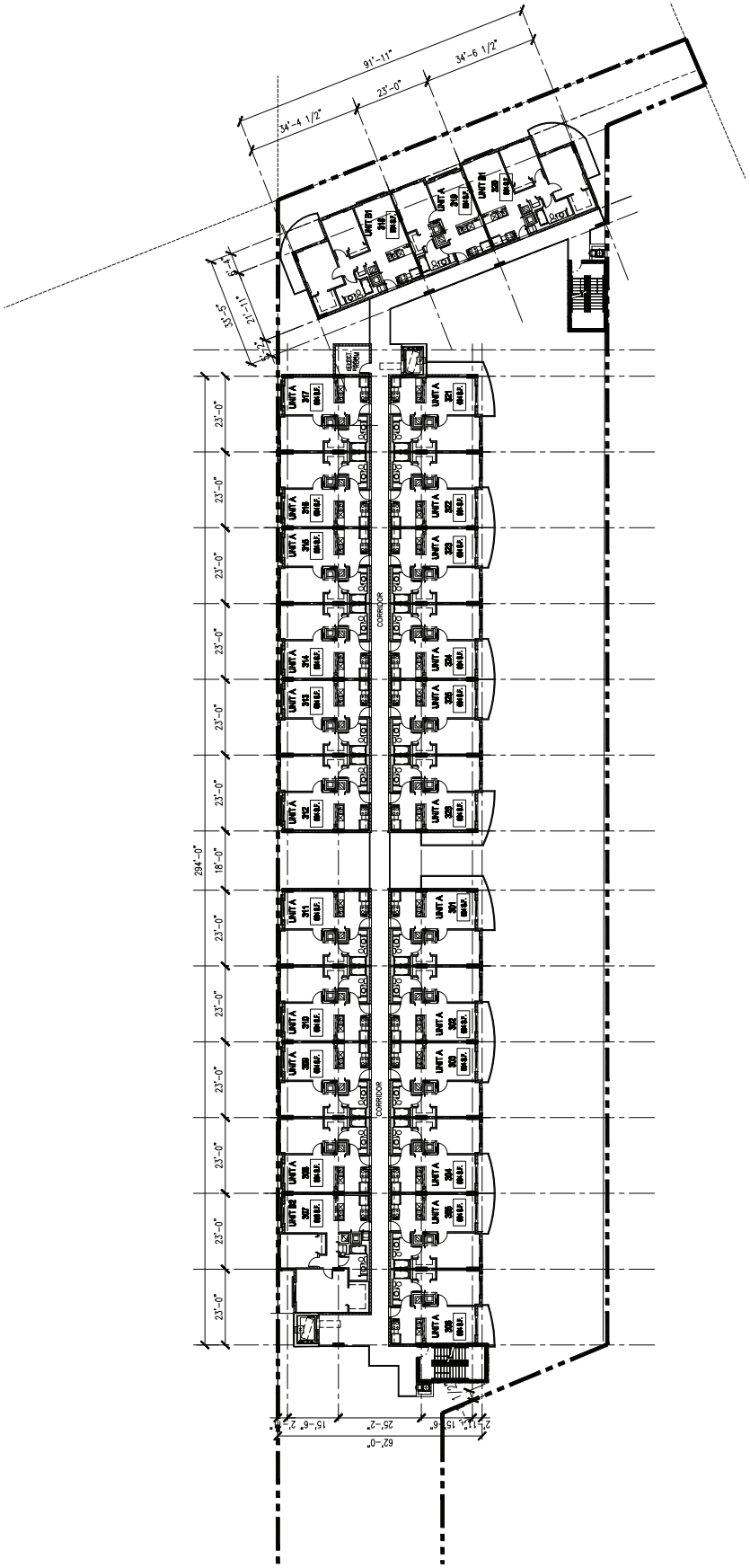
BURGOS LANZA
ARCHITECTS & PLANNERS

DATE: 05/30/2018
DRAWN: CR
SCALE: AS SHOWN

THIRD FLOOR PLAN
SCALE: 1/16"=1'-0"

A2.03



THIRD FLOOR PLAN
Scale: 1/16"=1'-0"

REVISIONS:

REV.	REV. ISSUE

18-462

CUTLER BAY TOWN CENTRE
RENTAL APARTMENTS
LOCATED AT:
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2750 SW 3RD AVENUE
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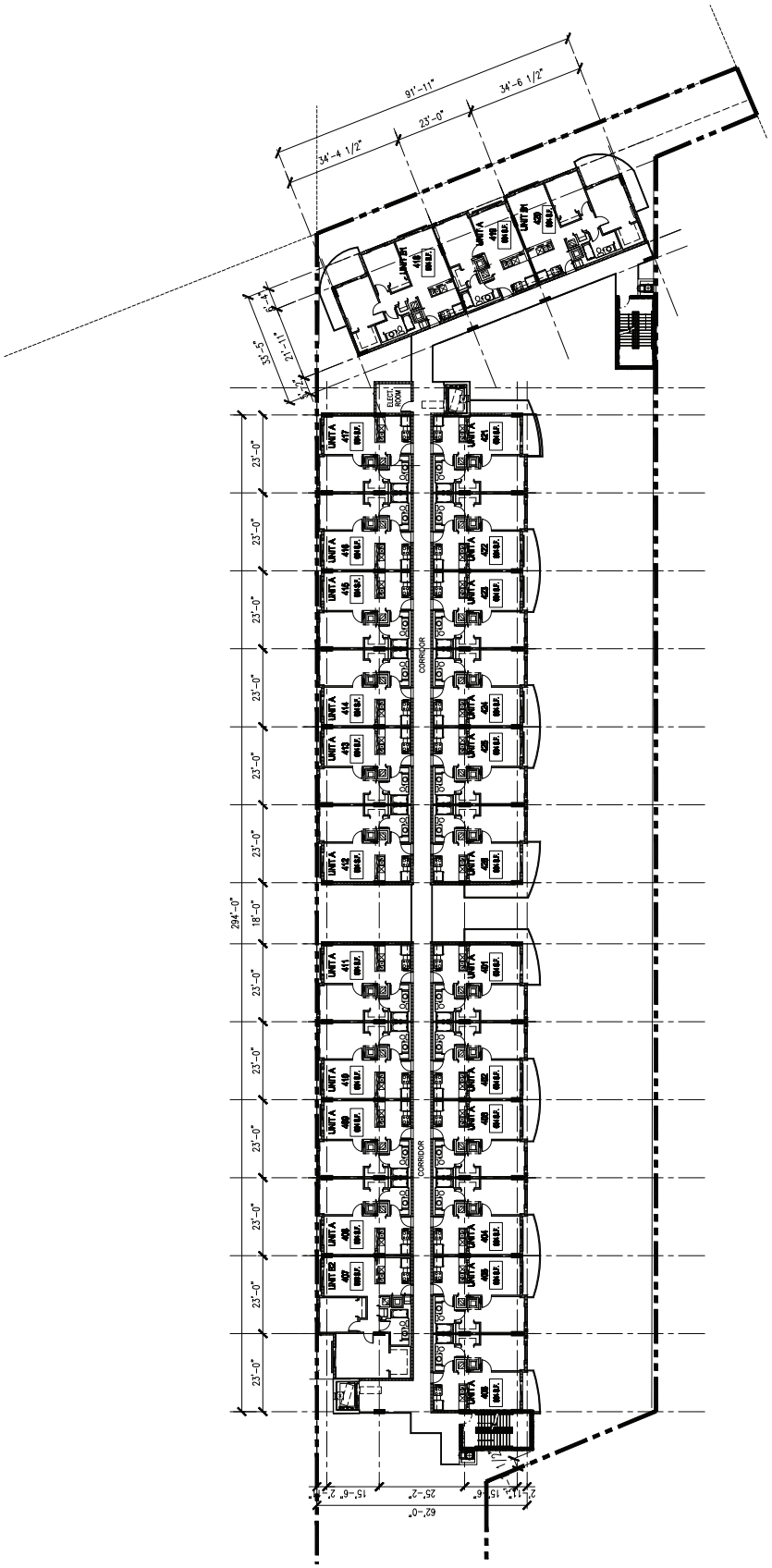
BURGOS LANZA
ARCHITECTS & PLANNERS

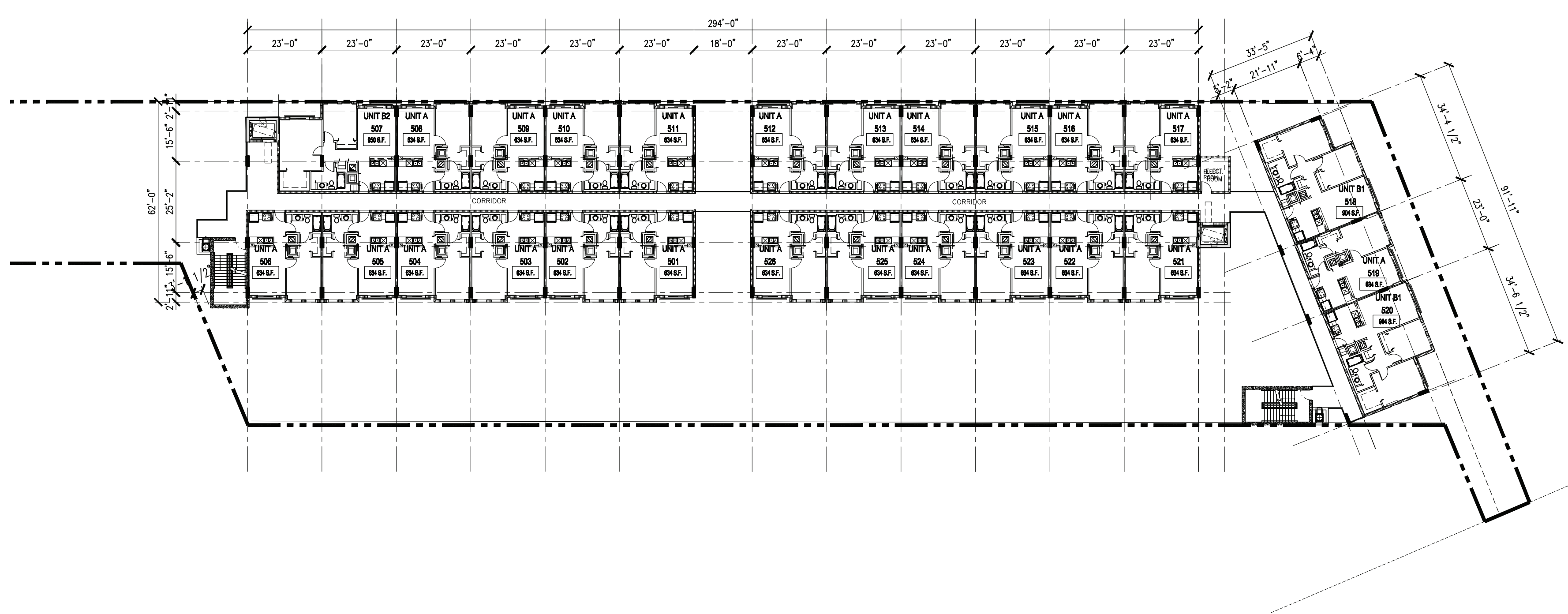
DATE: 05/30/2018
DRAWN: CR
SCALE: AS SHOWN

FOURTH FLOOR PLAN
SCALE: 1/16"=1'-0"

A2.04



FOURTH FLOOR PLAN
Scale: 1/16"=1'-0"



1 FIFTH FLOOR PLAN

Scale: 1/16"=1'-0"

REVISIONS:

REV.	REV. ISSUE

18-462

CUTLER BAY TOWN CENTRE
RENTAL APARTMENTS
LOCATED AT:

BURGOS LANZA
ARCHITECTS & PLANNERS

BURGOS LANZA & ASSOCIATES
2730 SW 3RD AVENUE
MIAMI, FLORIDA 33129
(786) 554-9035
AIA
WWW.BURGOSLANZA.COM

PABLO BURGOS ARCHITECT AR 0095925
CARLOS LANZA ARCHITECT AR 0016081

DATE 05/04/2018
DRAWN CR
SCALE AS-SHOWN

FIFTH FLOOR PLAN
SCALE:1/16" = 1'-0"

A2.05

Appendix B

Traffic Data Collection

County: 99
Station: 8135
Description: SW 186TH STREET WEST OF US-1
Start Date: 10/30/2018
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	11	9	11	8	39	30	16	9	11	66	105
0100	6	4	7	5	22	15	12	7	10	44	66
0200	9	7	6	4	26	6	10	12	7	35	61
0300	5	6	2	11	24	8	4	4	6	22	46
0400	14	6	25	30	75	4	2	5	13	24	99
0500	26	44	64	71	205	14	17	23	39	93	298
0600	83	76	69	88	316	64	93	114	142	413	729
0700	101	94	103	101	399	152	160	164	191	667	1066
0800	130	138	145	158	571	174	176	161	150	661	1232
0900	141	135	120	147	543	151	113	121	115	500	1043
1000	128	172	127	159	586	132	125	110	141	508	1094
1100	141	115	170	178	604	138	112	139	158	547	1151
1200	202	189	181	177	749	145	153	165	165	628	1377
1300	199	186	156	153	694	177	166	155	160	658	1352
1400	168	171	190	206	735	156	144	150	170	620	1355
1500	187	156	200	189	732	173	167	167	169	676	1408
1600	179	169	183	181	712	184	154	144	158	640	1352
1700	217	206	232	195	850	175	144	132	137	588	1438
1800	162	168	161	127	618	134	135	128	123	520	1138
1900	120	133	128	94	475	119	127	127	110	483	958
2000	85	89	77	66	317	81	98	75	74	328	645
2100	36	45	58	40	179	77	55	73	43	248	427
2200	36	40	31	22	129	46	45	37	33	161	290
2300	20	23	22	13	78	19	29	20	26	94	172
24-Hour Totals:					9678					9224	18902

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	582	730	705	800	1232
P.M.	1700	850	1515	687	1645	1445
Daily	1700	850	730	705	1645	1445

Generated by SPS 5.0.53P

County: 99
Station: 8134
Description: US-1 NORTH OF BROAD CHANNEL DR
Start Date: 10/30/2018
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	78	56	41	41	216	108	119	87	61	375	591
0100	34	36	29	25	124	51	61	48	47	207	331
0200	29	30	35	27	121	48	31	22	32	133	254
0300	25	46	42	50	163	22	22	28	24	96	259
0400	55	83	144	171	453	28	40	30	48	146	599
0500	271	329	436	584	1620	38	41	55	79	213	1833
0600	509	455	484	482	1930	102	147	162	148	559	2489
0700	464	480	523	523	1990	192	238	267	291	988	2978
0800	554	503	487	543	2087	248	296	306	284	1134	3221
0900	461	338	394	406	1599	267	283	282	288	1120	2719
1000	392	334	340	360	1426	299	340	306	292	1237	2663
1100	378	391	362	405	1536	323	334	376	376	1409	2945
1200	404	381	446	391	1622	435	434	395	382	1646	3268
1300	435	421	394	428	1678	399	423	410	377	1609	3287
1400	374	385	373	387	1519	427	389	442	425	1683	3202
1500	405	344	418	416	1583	460	452	470	492	1874	3457
1600	365	362	392	365	1484	508	485	499	539	2031	3515
1700	345	361	377	333	1416	548	522	496	523	2089	3505
1800	325	319	360	326	1330	499	474	513	493	1979	3309
1900	304	333	290	277	1204	474	439	514	474	1901	3105
2000	269	281	272	222	1044	418	373	344	349	1484	2528
2100	219	196	185	198	798	340	317	276	253	1186	1984
2200	172	125	120	117	534	255	247	226	199	927	1461
2300	88	76	70	53	287	193	202	131	142	668	955
24-Hour Totals:					27764					26694	54458

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	2103	815	1153	800	3221
P.M.	1230	1693	1630	2108	1630	3571
Daily	730	2103	1630	2108	1630	3571

Generated by SPS 5.0.53P

SW 186th Street & Homestead Avenue

File Name : SW 186th Street & Homestead Avenue
Site Code : 00000000
Start Date : 10/30/2018
Page No : 1

Groups Printed- Vehicle - Trucks

	Homestead Avenue Southbound					Driveway Northbound					SW 186th Street Westbound					SW 186th Street Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	7	0	1	8	0	0	0	0	0	0	0	126	27	153	0	19	61	0	80	241
07:15 AM	0	6	0	4	10	0	0	0	0	0	0	1	122	32	155	0	24	62	0	86	251
07:30 AM	0	6	0	5	11	0	1	0	0	1	0	0	125	28	153	0	22	98	1	121	286
07:45 AM	0	9	0	5	14	0	0	0	0	0	0	0	152	28	180	0	15	79	1	95	289
Total	0	28	0	15	43	0	1	0	0	1	0	1	525	115	641	0	80	300	2	382	1067
08:00 AM	0	11	0	18	29	0	0	0	0	0	0	0	161	20	181	0	22	106	1	129	339
08:15 AM	0	9	0	9	18	0	0	0	0	0	0	0	143	27	170	0	20	134	0	154	342
08:30 AM	0	6	0	9	15	0	1	0	0	1	0	1	144	14	159	0	25	125	3	153	328
08:45 AM	0	13	1	8	22	0	0	0	0	0	0	2	120	16	138	0	24	142	0	166	326
Total	0	39	1	44	84	0	1	0	0	1	0	3	568	77	648	0	91	507	4	602	1335
*** BREAK ***																					
04:00 PM	0	21	0	16	37	0	0	0	1	1	0	0	150	9	159	0	13	136	0	149	346
04:15 PM	0	16	0	11	27	0	1	0	2	3	0	2	148	16	166	0	13	160	0	173	369
04:30 PM	0	13	0	16	29	0	0	0	0	0	1	1	110	7	119	0	9	143	0	152	300
04:45 PM	0	20	0	25	45	0	0	0	0	0	0	1	138	14	153	0	12	144	0	156	354
Total	0	70	0	68	138	0	1	0	3	4	1	4	546	46	597	0	47	583	0	630	1369
05:00 PM	0	22	1	14	37	0	1	1	2	4	0	0	166	10	176	0	22	194	0	216	433
05:15 PM	0	22	0	16	38	0	0	0	0	0	0	0	140	5	145	1	18	183	0	202	385
05:30 PM	0	26	0	14	40	0	1	0	2	3	0	1	121	5	127	0	9	152	0	161	331
05:45 PM	0	16	0	20	36	0	0	0	2	2	0	0	132	5	137	0	5	159	0	164	339
Total	0	86	1	64	151	0	2	1	6	9	0	1	559	25	585	1	54	688	0	743	1488
Grand Total	0	223	2	191	416	0	5	1	9	15	1	9	2198	263	2471	1	272	2078	6	2357	5259
Apprch %	0	53.6	0.5	45.9		0	33.3	6.7	60		0	0.4	89	10.6		0	11.5	88.2	0.3		
Total %	0	4.2	0	3.6	7.9	0	0.1	0	0.2	0.3	0	0.2	41.8	5	47	0	5.2	39.5	0.1	44.8	
Vehicle	0	219	2	181	402	0	5	1	9	15	1	9	2143	254	2407	1	264	2018	6	2289	5113
% Vehicle	0	98.2	100	94.8	96.6	0	100	100	100	100	100	100	97.5	96.6	97.4	100	97.1	97.1	100	97.1	97.2
Trucks	0	4	0	10	14	0	0	0	0	0	0	0	55	9	64	0	8	60	0	68	146
% Trucks	0	1.8	0	5.2	3.4	0	0	0	0	0	0	0	2.5	3.4	2.6	0	2.9	2.9	0	2.9	2.8

SW 186th Street & Homestead Avenue

File Name : SW 186th Street & Homestead Avenue
Site Code : 00000000
Start Date : 10/30/2018
Page No : 2

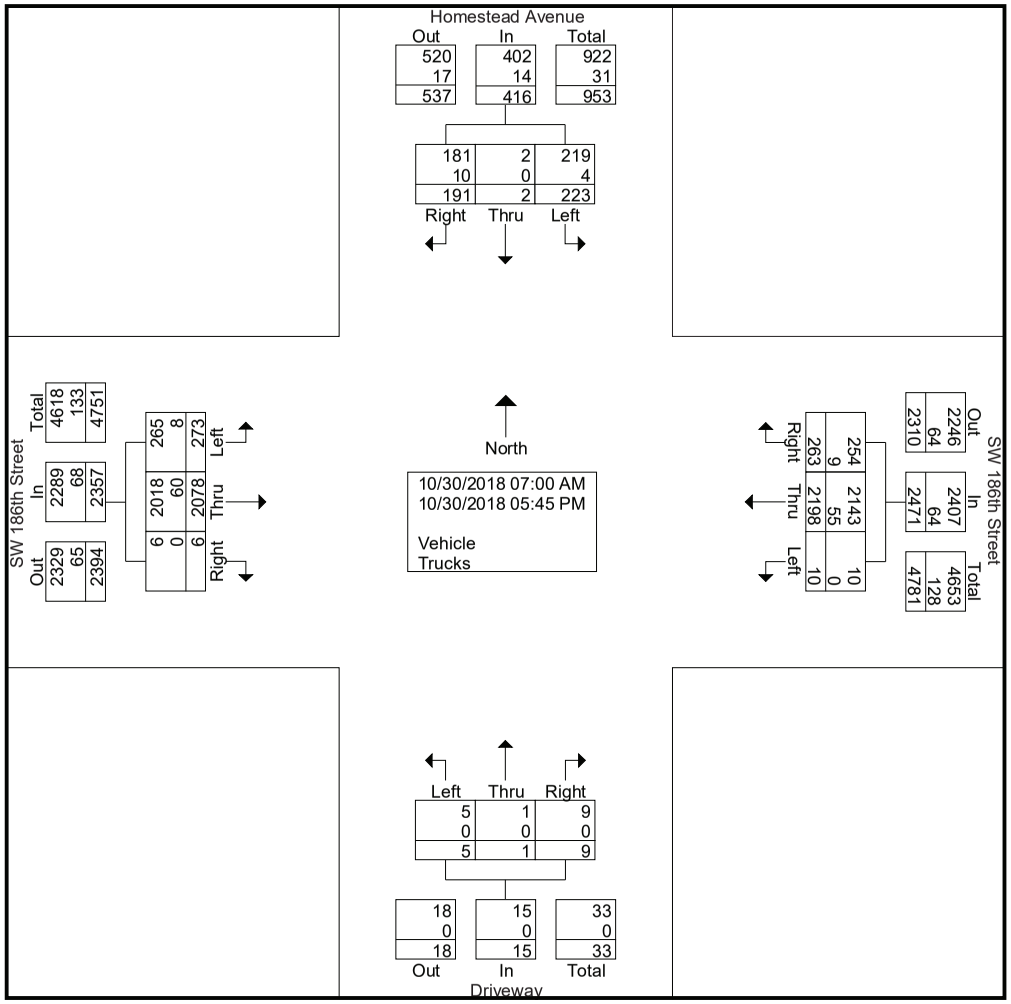


Exhibit "B5" (Page 50 of 294)

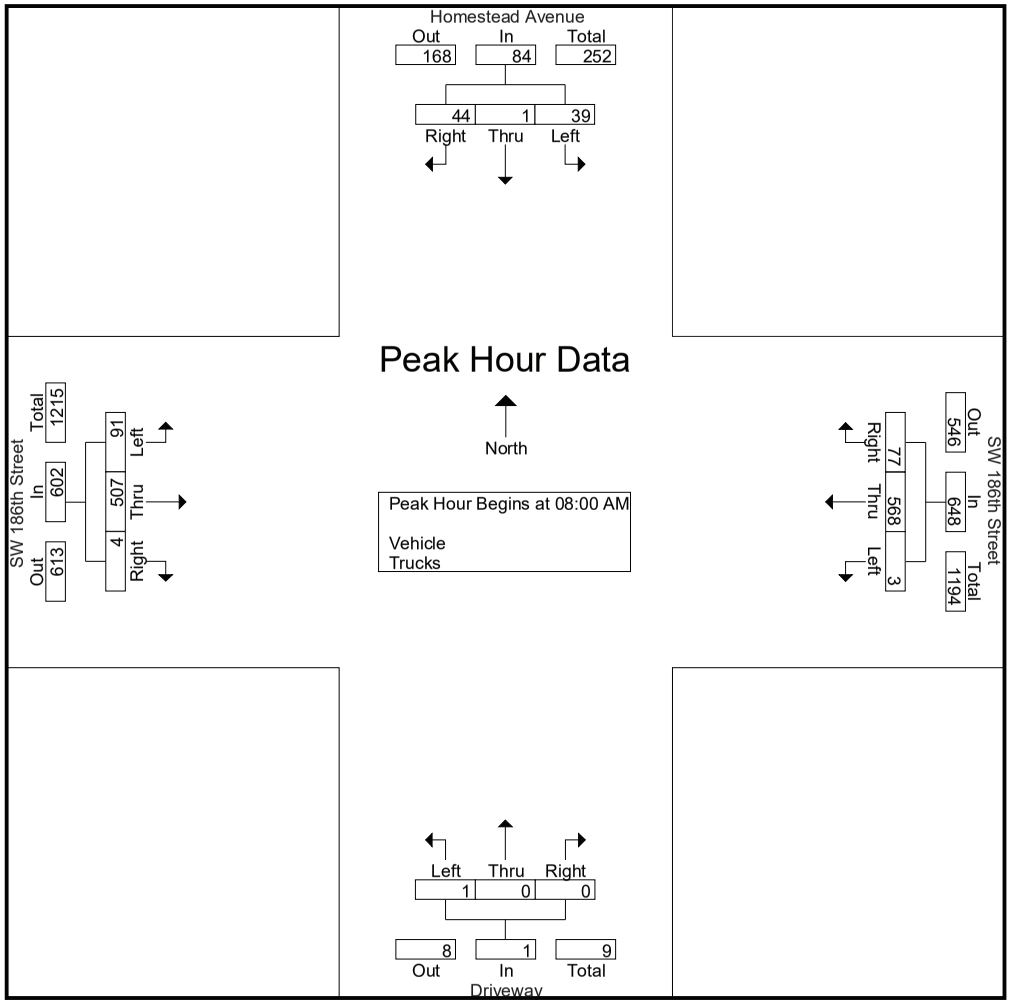
SW 186th Street & Homestead Avenue

File Name : SW 186th Street & Homestead Avenue
Site Code : 00000000
Start Date : 10/30/2018
Page No : 3

	Homestead Avenue Southbound					Driveway Northbound					SW 186th Street Westbound					SW 186th Street Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	11	0	**18**	**29**	0	0	0	0	0	0	0	**161**	20	**181**	0	22	106	1	129	339
08:15 AM	0	9	0	9	18	0	0	0	0	0	0	0	143	**27**	170	0	20	134	0	154	**342**
08:30 AM	0	6	0	9	15	0	**1**	0	0	**1**	0	1	144	14	159	0	**25**	125	**3**	153	328
08:45 AM	0	**13**	**1**	8	22	0	0	0	0	0	0	**2**	120	16	138	0	24	**142**	0	**166**	326
Total Volume	0	39	1	44	84	0	1	0	0	1	0	3	568	77	648	0	91	507	4	602	1335
% App. Total	0	46.4	1.2	52.4		0	100	0	0		0	0.5	87.7	11.9		0	15.1	84.2	0.7		
PHF	.000	.750	.250	.611	.724	.000	.250	.000	.000	.250	.000	.375	.882	.713	.895	.000	.910	.893	.333	.907	.976

SW 186th Street & Homestead Avenue

File Name : SW 186th Street & Homestead Avenue
Site Code : 00000000
Start Date : 10/30/2018
Page No : 4



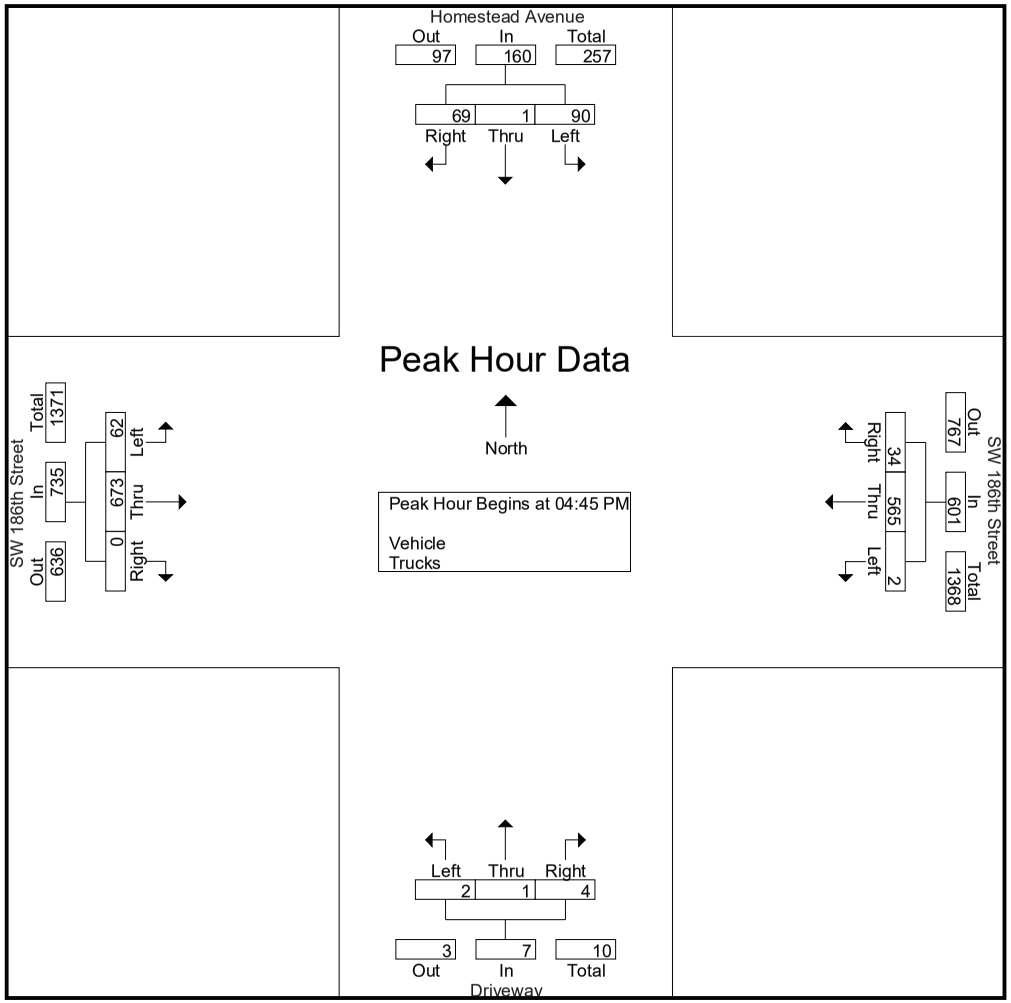
SW 186th Street & Homestead Avenue

File Name : SW 186th Street & Homestead Avenue
Site Code : 00000000
Start Date : 10/30/2018
Page No : 5

	Homestead Avenue Southbound					Driveway Northbound					SW 186th Street Westbound					SW 186th Street Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	20	0	**25**	**45**	0	0	0	0	0	0	**1**	138	**14**	153	0	12	144	0	156	354
05:00 PM	0	22	**1**	14	37	0	**1**	**1**	**2**	**4**	0	0	**166**	10	**176**	0	**22**	**194**	0	**216**	**433**
05:15 PM	0	22	0	16	38	0	0	0	0	0	0	0	140	5	145	**1**	18	183	0	202	385
05:30 PM	0	**26**	0	14	40	0	1	0	2	3	0	1	121	5	127	0	9	152	0	161	331
Total Volume	0	90	1	69	160	0	2	1	4	7	0	2	565	34	601	1	61	673	0	735	1503
% App. Total	0	56.2	0.6	43.1		0	28.6	14.3	57.1		0	0.3	94	5.7		0.1	8.3	91.6	0		
PHF	.000	.865	.250	.690	.889	.000	.500	.250	.500	.438	.000	.500	.851	.607	.854	.250	.693	.867	.000	.851	.868

SW 186th Street & Homestead Avenue

File Name : SW 186th Street & Homestead Avenue
Site Code : 00000000
Start Date : 10/30/2018
Page No : 6



SW 186th Street & Homestead Avenue

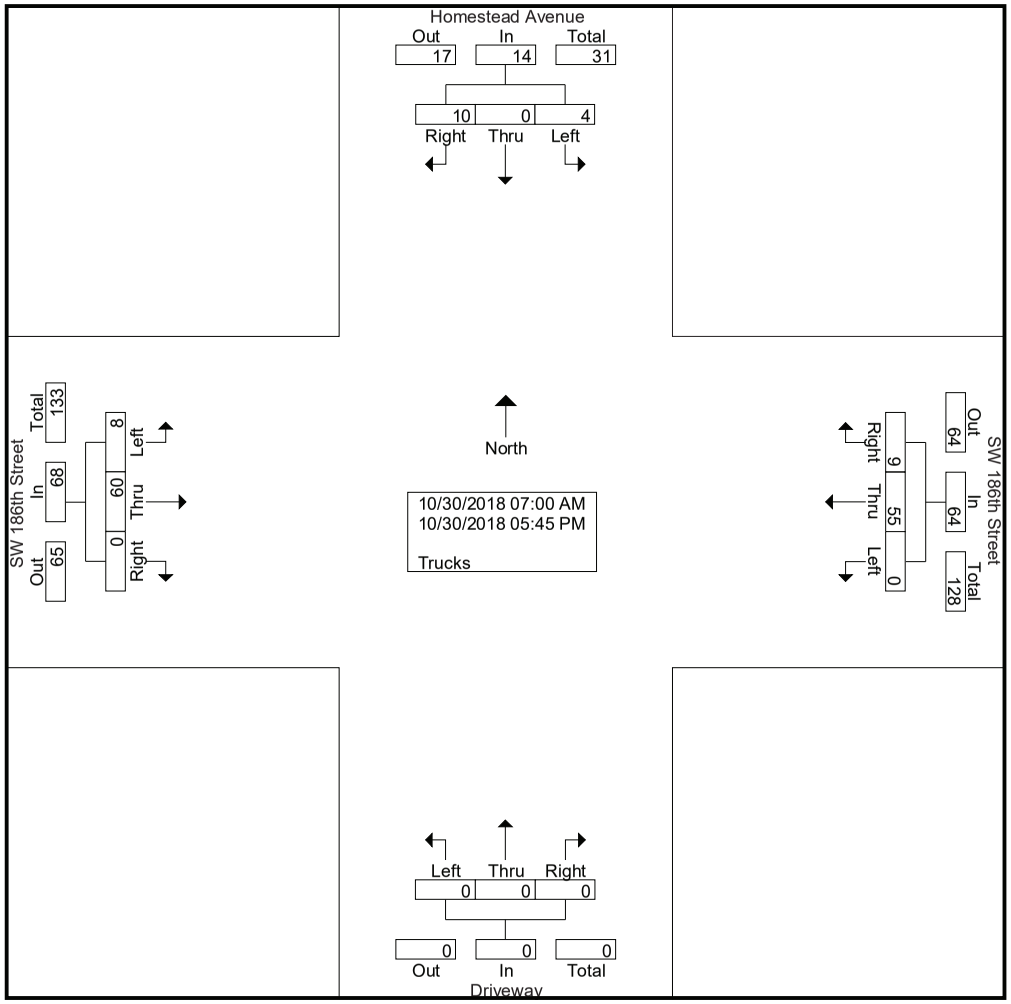
File Name : SW 186th Street & Homestead Avenue
Site Code : 00000000
Start Date : 10/30/2018
Page No : 1

Groups Printed- Trucks

	Homestead Avenue Southbound					Driveway Northbound					SW 186th Street Westbound					SW 186th Street Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	5
07:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	2	0	2	0	1	4	0	5	9
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	6	1	7	0	0	5	0	5	13
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	4	4	8	0	1	5	0	6	15
Total	0	2	0	3	5	0	0	0	0	0	0	0	12	5	17	0	3	17	0	20	42
08:00 AM	0	0	0	2	2	0	0	0	0	0	0	0	1	1	2	0	1	5	0	6	10
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	1	5	0	6	10
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	1	9	0	10	13
08:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	5	1	6	0	2	6	0	8	15
Total	0	0	0	3	3	0	0	0	0	0	0	0	13	2	15	0	5	25	0	30	48
*** BREAK ***																					
04:00 PM	0	1	0	1	2	0	0	0	0	0	0	0	15	0	15	0	0	1	0	1	18
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	3	0	3	6
04:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	4	0	4	0	0	2	0	2	7
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	4
Total	0	2	0	2	4	0	0	0	0	0	0	0	23	1	24	0	0	7	0	7	35
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	3	0	3	8
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	6	0	6	7
05:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	0	0	0	2	2	0	0	0	0	0	0	0	7	1	8	0	0	11	0	11	21
Grand Total	0	4	0	10	14	0	0	0	0	0	0	0	55	9	64	0	8	60	0	68	146
Apprch %	0	28.6	0	71.4		0	0	0	0		0	0	85.9	14.1		0	11.8	88.2	0		
Total %	0	2.7	0	6.8	9.6	0	0	0	0	0	0	0	37.7	6.2	43.8	0	5.5	41.1	0	46.6	

SW 186th Street & Homestead Avenue

File Name : SW 186th Street & Homestead Avenue
Site Code : 00000000
Start Date : 10/30/2018
Page No : 2



SW 186th Street & Homestead Avenue

File Name : SW 186th Street & Homestead Avenue
Site Code : 00000000
Start Date : 10/30/2018
Page No : 3

	Homestead Avenue Southbound					Driveway Northbound					SW 186th Street Westbound					SW 186th Street Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	**6**	1	7	0	0	**5**	0	5	13
07:45 AM	0	**1**	0	0	1	0	0	0	0	0	0	0	4	**4**	**8**	0	**1**	5	0	**6**	**15**
08:00 AM	0	0	0	**2**	**2**	0	0	0	0	0	0	0	1	1	2	0	1	5	0	6	10
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	1	5	0	6	10
Total Volume	0	1	0	3	4	0	0	0	0	0	0	0	15	6	21	0	3	20	0	23	48
% App. Total	0	25	0	75		0	0	0	0		0	0	71.4	28.6		0	13	87	0		
PHF	.000	.250	.000	.375	.500	.000	.000	.000	.000	.000	.000	.000	.625	.375	.656	.000	.750	1.00	.000	.958	.800

SW 186th Street & Homestead Avenue

File Name : SW 186th Street & Homestead Avenue
Site Code : 00000000
Start Date : 10/30/2018
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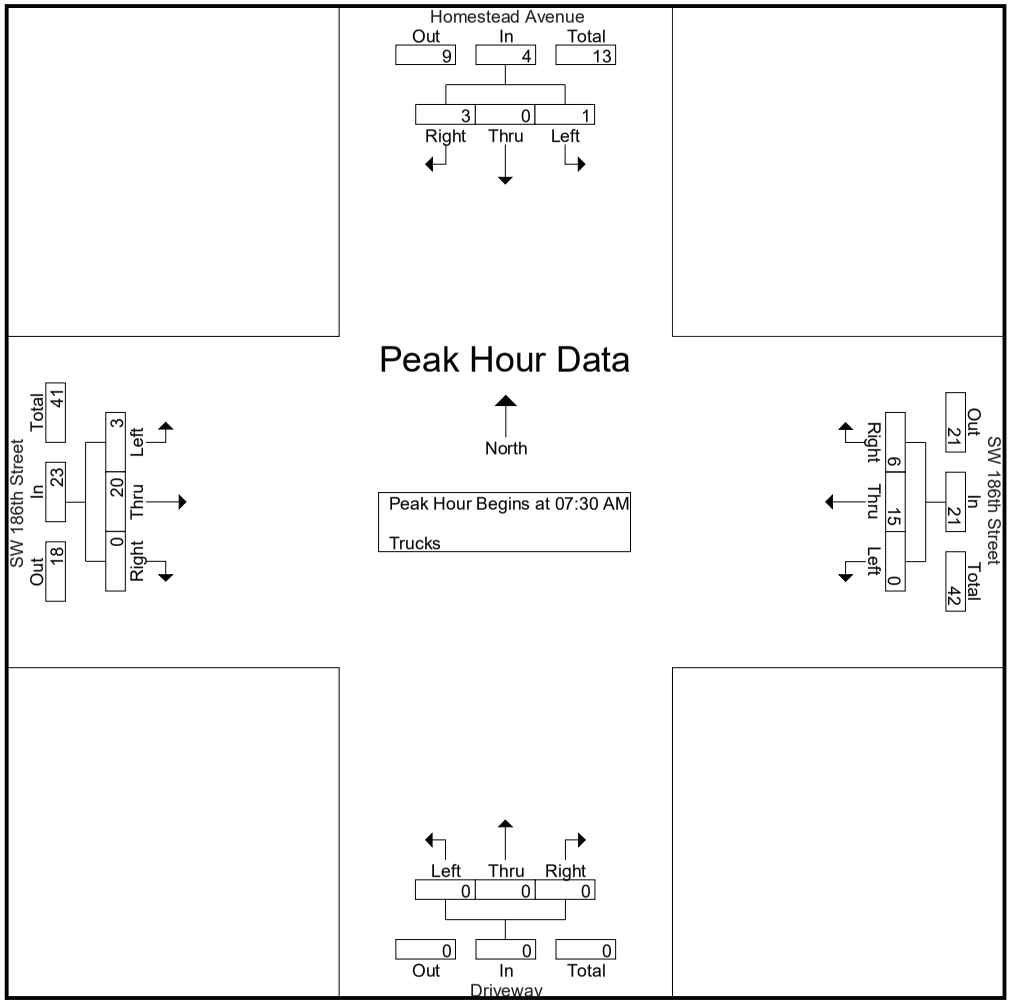

SW 186th Street & Homestead Avenue

File Name : SW 186th Street & Homestead Avenue
Site Code : 00000000
Start Date : 10/30/2018
Page No : 5

	Homestead Avenue Southbound					Driveway Northbound					SW 186th Street Westbound					SW 186th Street Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	**1**	0	**1**	**2**	0	0	0	0	0	0	0	**15**	0	**15**	0	0	1	0	1	**18**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	**1**	3	0	0	**3**	0	**3**	6
04:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	4	0	4	0	0	2	0	2	7
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	4
Total Volume	0	2	0	2	4	0	0	0	0	0	0	0	23	1	24	0	0	7	0	7	35
% App. Total	0	50	0	50		0	0	0	0		0	0	95.8	4.2		0	0	100	0		
PHF	.000	.500	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.383	.250	.400	.000	.000	.583	.000	.583	.486

SW 186th Street & Homestead Avenue

File Name : SW 186th Street & Homestead Avenue
Site Code : 00000000
Start Date : 10/30/2018
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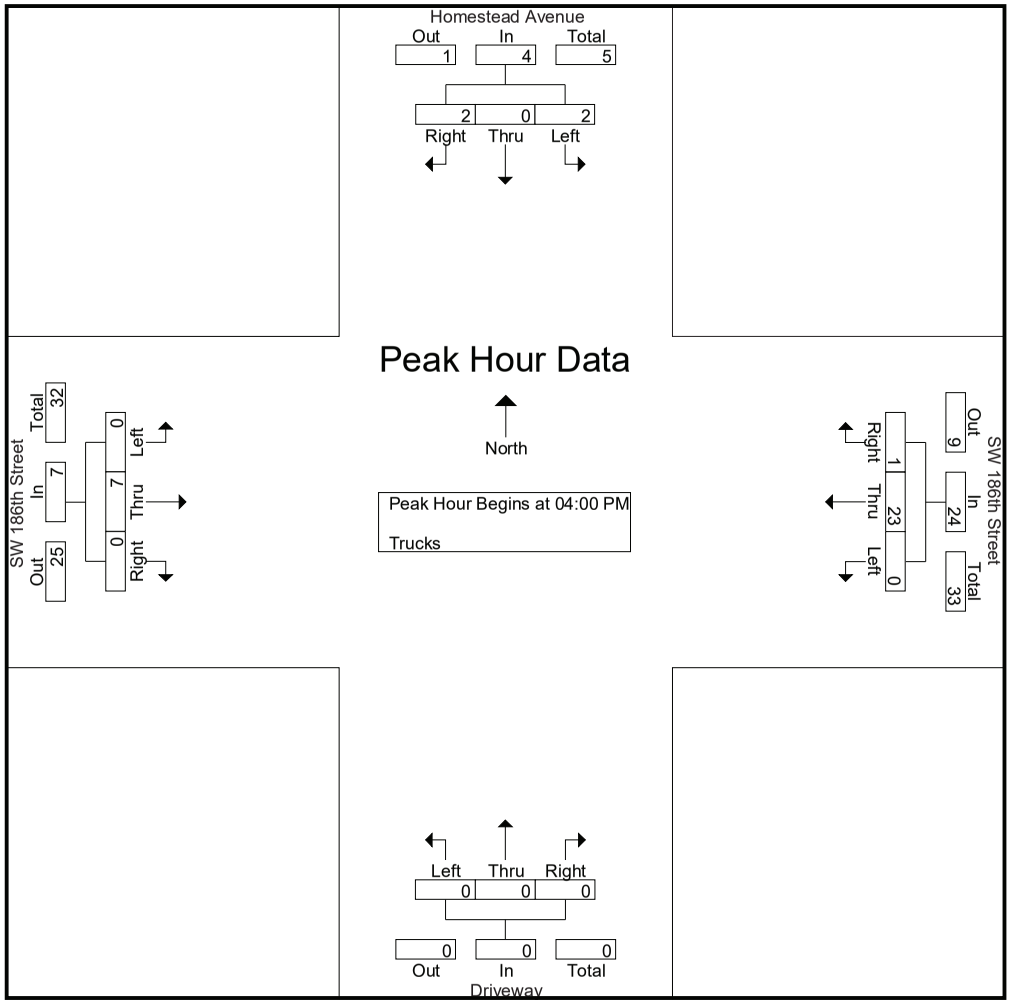

SW 186th Street & Homestead Avenue

File Name : SW 186th Street & Homestead Avenue
Site Code : 00000000
Start Date : 10/30/2018
Page No : 1

Groups Printed- Peds & Bikes

	Homestead Avenue Southbound			Driveway Northbound			SW 186th Street Westbound			SW 186th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
*** BREAK ***													
07:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	0	0	0	1	1	2	0	0	0	0	0	0	2
*** BREAK ***													
08:45 AM	0	0	0	3	0	3	0	0	0	0	0	0	3
Total	0	0	0	3	0	3	0	0	0	0	0	0	3
*** BREAK ***													
04:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	2
*** BREAK ***													
04:45 PM	0	2	2	0	0	0	0	0	0	0	0	0	2
Total	2	2	4	0	0	0	0	0	0	0	0	0	4
05:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
05:30 PM	1	1	2	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
Total	3	3	6	0	0	0	0	0	0	0	0	0	6
Grand Total	5	5	10	4	1	5	0	0	0	0	0	0	15
Apprch %	50	50		80	20		0	0		0	0		
Total %	33.3	33.3	66.7	26.7	6.7	33.3	0	0	0	0	0	0	

SW 186th Street & Homestead Avenue

File Name : SW 186th Street & Homestead Avenue
Site Code : 00000000
Start Date : 10/30/2018
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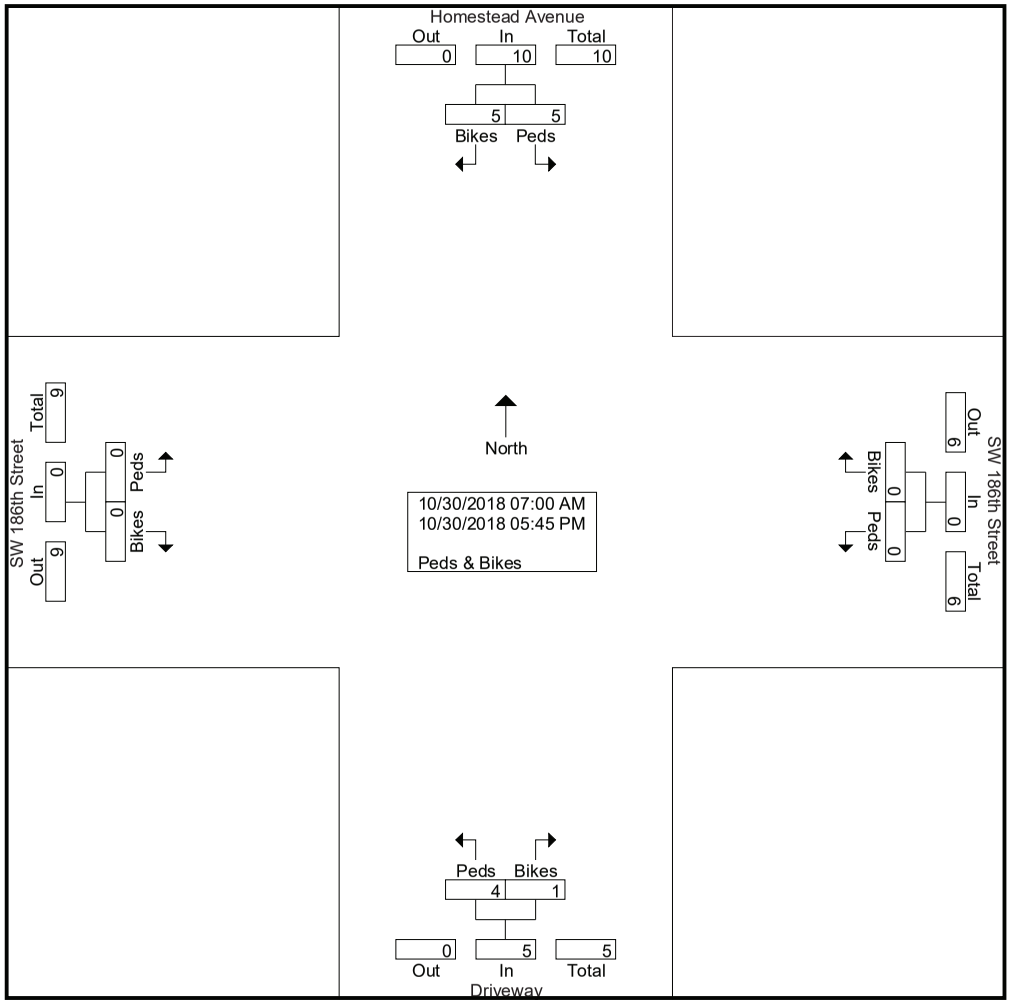

SW 186th Street & Homestead Avenue

File Name : SW 186th Street & Homestead Avenue
Site Code : 00000000
Start Date : 10/30/2018
Page No : 3

	Homestead Avenue Southbound			Driveway Northbound			SW 186th Street Westbound			SW 186th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	**3**	0	**3**	0	0	0	0	0	0	**3**
Total Volume	0	0	0	3	0	3	0	0	0	0	0	0	3
% App. Total	0	0		100	0		0	0		0	0		
PHF	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250

SW 186th Street & Homestead Avenue

File Name : SW 186th Street & Homestead Avenue
Site Code : 00000000
Start Date : 10/30/2018
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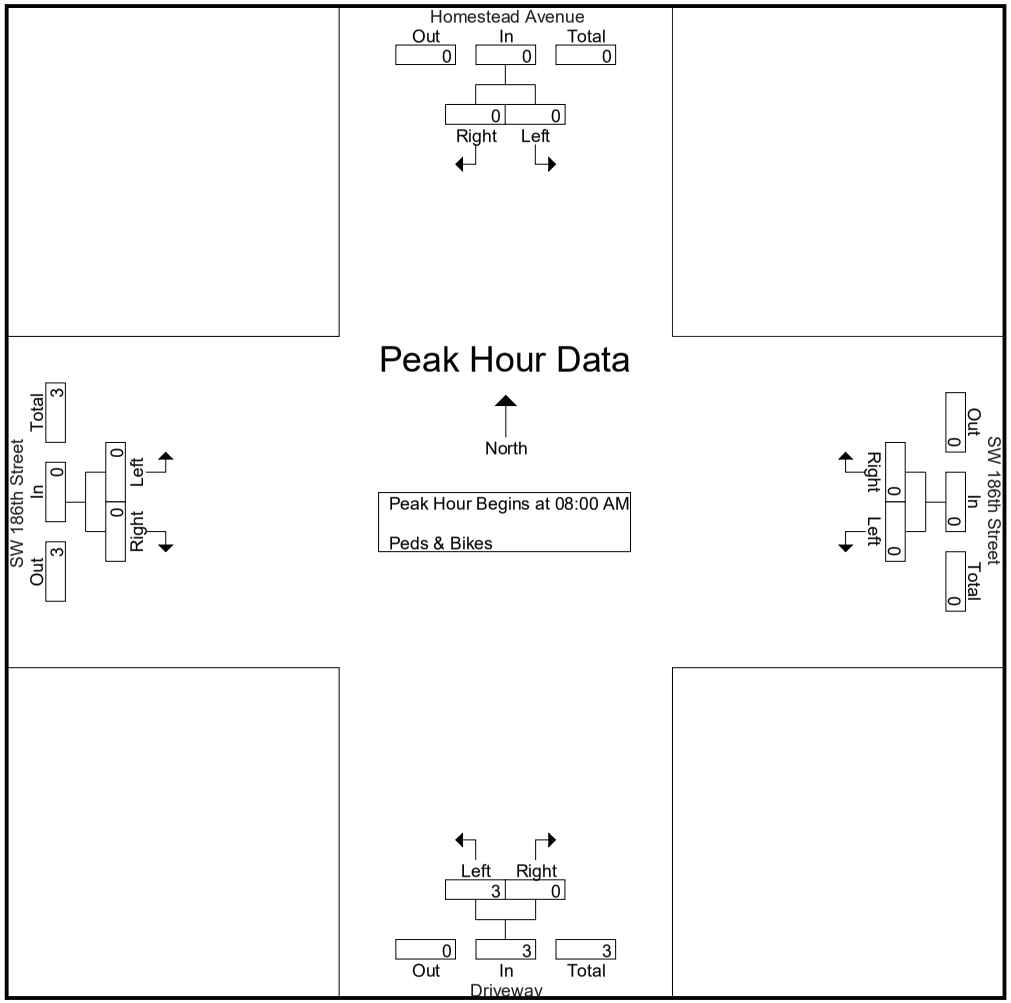

SW 186th Street & Homestead Avenue

File Name : SW 186th Street & Homestead Avenue
Site Code : 00000000
Start Date : 10/30/2018
Page No : 5

	Homestead Avenue Southbound			Driveway Northbound			SW 186th Street Westbound			SW 186th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	0	**2**	**2**	0	0	0	0	0	0	0	0	0	**2**
05:00 PM	**2**	0	2	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
05:30 PM	1	1	2	0	0	0	0	0	0	0	0	0	2
Total Volume	3	4	7	0	0	0	0	0	0	0	0	0	7
% App. Total	42.9	57.1		0	0		0	0		0	0		
PHF	.375	.500	.875	.000	.000	.000	.000	.000	.000	.000	.000	.000	.875

SW 186th Street & Homestead Avenue

File Name : SW 186th Street & Homestead Avenue
Site Code : 00000000
Start Date : 10/30/2018
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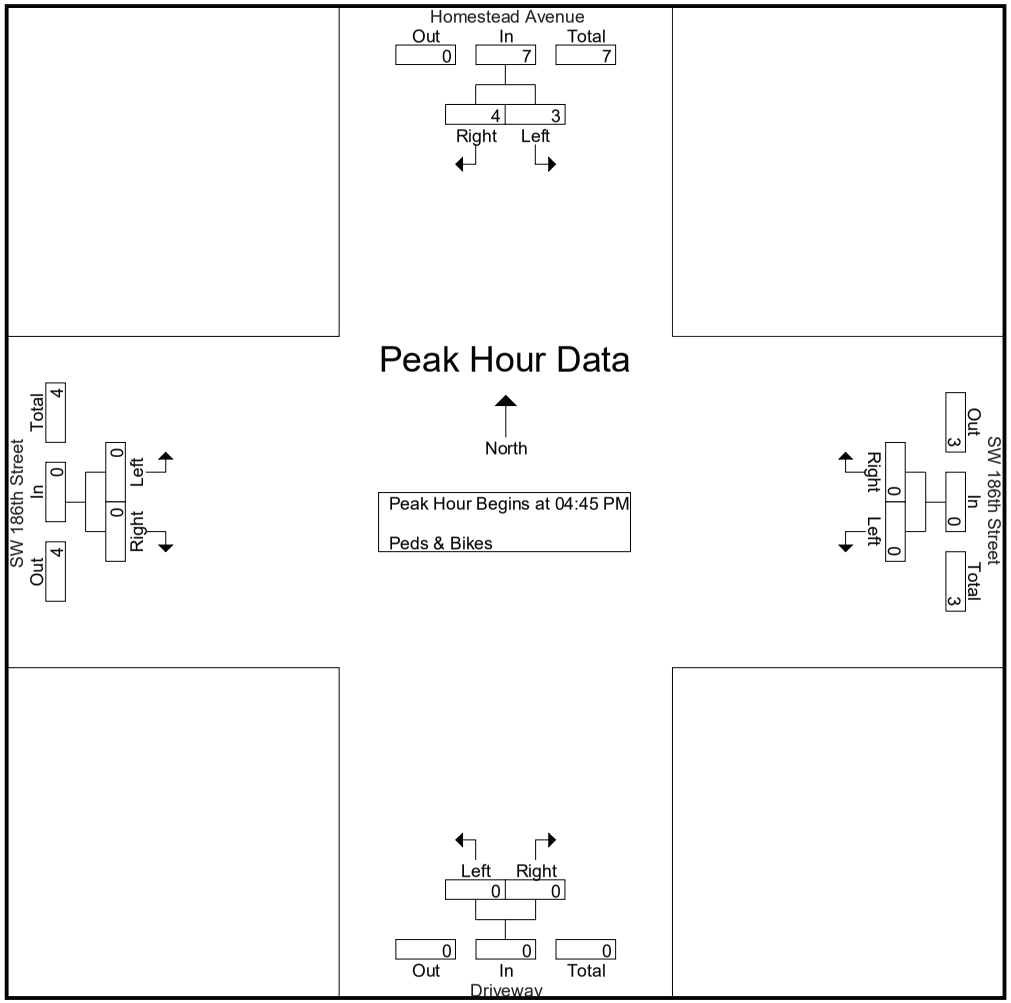


SW 186th Street & Driveway South East of Busway

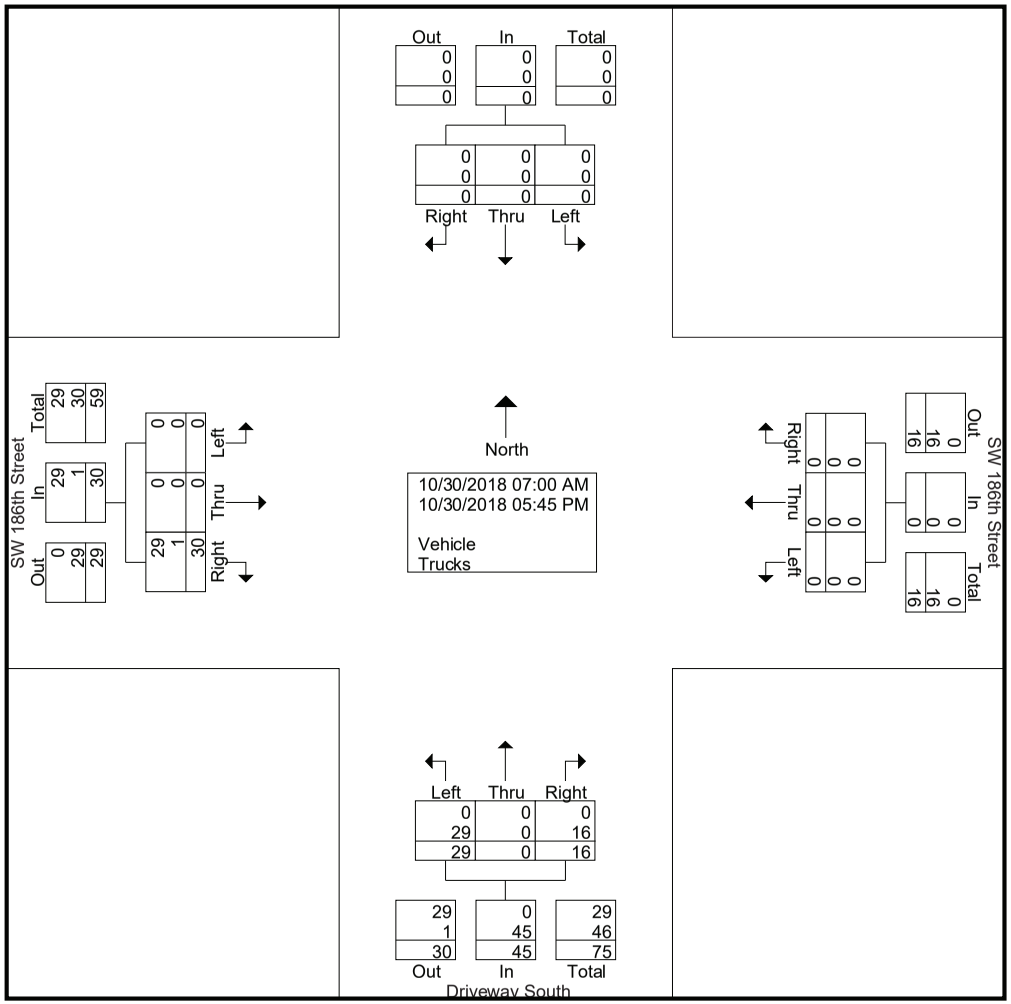
File Name : SW 186th Street & Driveway South
Site Code : 00000000
Start Date : 10/30/2018
Page No : 1

Groups Printed- Vehicle - Trucks

	Southbound					Driveway South Northbound					SW 186th Street Westbound					SW 186th Street Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	2
08:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
*** BREAK ***																					
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	5	5	6
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	3	3	8
04:15 PM	0	0	0	0	0	0	3	0	2	5	0	0	0	0	0	0	0	0	1	1	6
04:30 PM	0	0	0	0	0	0	5	0	2	7	0	0	0	0	0	0	0	0	3	3	10
04:45 PM	0	0	0	0	0	0	4	0	1	5	0	0	0	0	0	0	0	0	4	4	9
Total	0	0	0	0	0	0	17	0	5	22	0	0	0	0	0	0	0	0	11	11	33
05:00 PM	0	0	0	0	0	0	4	0	3	7	0	0	0	0	0	0	0	0	2	2	9
05:15 PM	0	0	0	0	0	0	2	0	2	4	0	0	0	0	0	0	0	0	3	3	7
05:30 PM	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	5	5	7
05:45 PM	0	0	0	0	0	0	4	0	4	8	0	0	0	0	0	0	0	0	3	3	11
Total	0	0	0	0	0	0	11	0	10	21	0	0	0	0	0	0	0	0	13	13	34
Grand Total	0	0	0	0	0	0	29	0	16	45	0	0	0	0	0	0	0	0	30	30	75
Apprch %	0	0	0	0		0	64.4	0	35.6		0	0	0	0		0	0	0	100		
Total %	0	0	0	0	0	0	38.7	0	21.3	60	0	0	0	0	0	0	0	0	40	40	
Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	29	29
% Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96.7	96.7	38.7
Trucks	0	0	0	0	0	0	29	0	16	45	0	0	0	0	0	0	0	0	1	1	46
% Trucks	0	0	0	0	0	0	100	0	100	100	0	0	0	0	0	0	0	0	3.3	3.3	61.3

SW 186th Street & Driveway South East of Busway

File Name : SW 186th Street & Driveway South
Site Code : 00000000
Start Date : 10/30/2018
Page No : 2



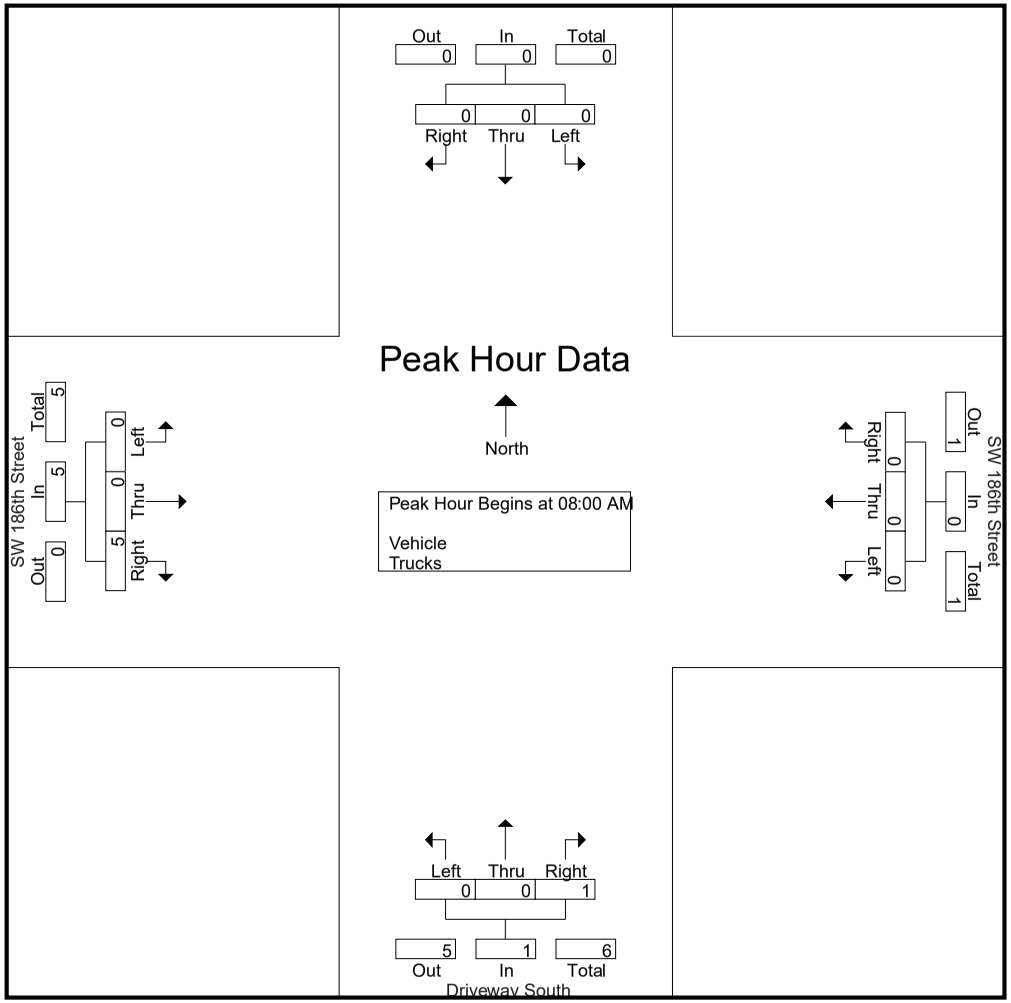
SW 186th Street & Driveway South East of Busway

File Name : SW 186th Street & Driveway South
Site Code : 00000000
Start Date : 10/30/2018
Page No : 3

	Southbound					Driveway South Northbound					SW 186th Street Westbound					SW 186th Street Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	**3**	**3**
Total Volume	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	5	5	6
% App. Total	0	0	0	0		0	0	0	100		0	0	0	0		0	0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.417	.417	.500

SW 186th Street & Driveway South East of Busway

File Name : SW 186th Street & Driveway South
Site Code : 00000000
Start Date : 10/30/2018
Page No : 4



SW 186th Street & Driveway South East of Busway

File Name : SW 186th Street & Driveway South
Site Code : 00000000
Start Date : 10/30/2018
Page No : 5

	Southbound					Driveway South Northbound					SW 186th Street Westbound					SW 186th Street Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	**5**	0	2	**7**	0	0	0	0	0	0	0	0	3	3	**10**
04:45 PM	0	0	0	0	0	0	4	0	1	5	0	0	0	0	0	0	0	0	**4**	**4**	9
05:00 PM	0	0	0	0	0	0	4	0	**3**	7	0	0	0	0	0	0	0	0	2	2	9
05:15 PM	0	0	0	0	0	0	2	0	2	4	0	0	0	0	0	0	0	0	3	3	7
Total Volume	0	0	0	0	0	0	15	0	8	23	0	0	0	0	0	0	0	0	12	12	35
% App. Total	0	0	0	0		0	65.2	0	34.8		0	0	0	0		0	0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.750	.000	.667	.821	.000	.000	.000	.000	.000	.000	.000	.000	.750	.750	.875

SW 186th Street & Driveway South East of Busway

File Name : SW 186th Street & Driveway South
Site Code : 00000000
Start Date : 10/30/2018
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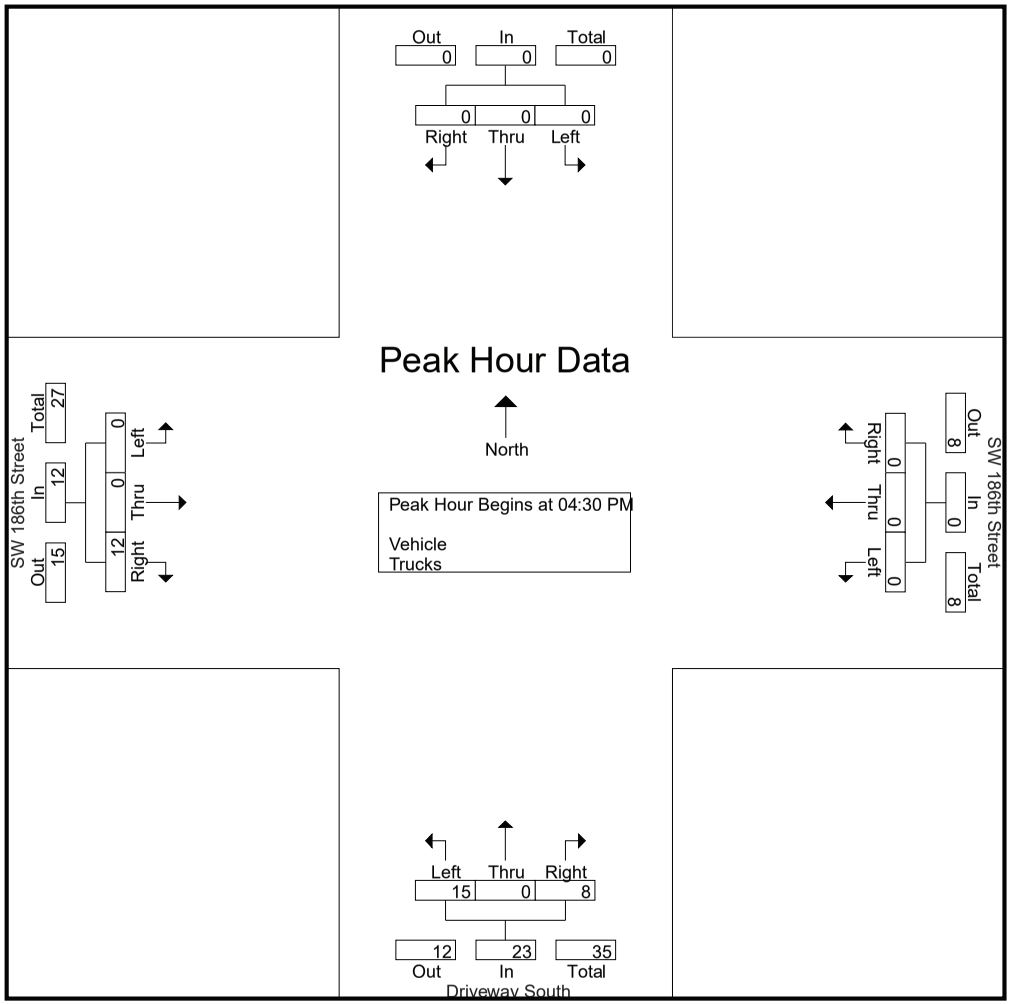


SW 186th Street & Driveway South East of Busway

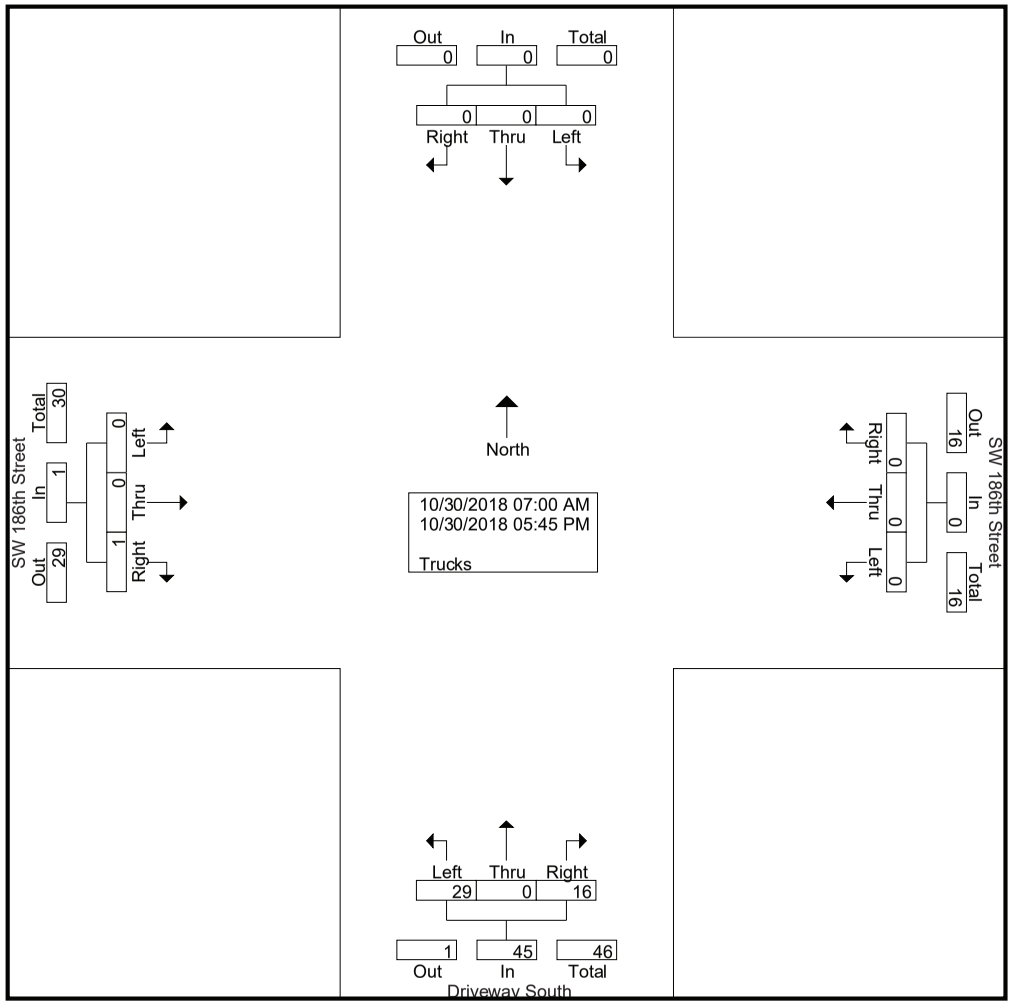
File Name : SW 186th Street & Driveway South
Site Code : 00000000
Start Date : 10/30/2018
Page No : 1

Groups Printed- Trucks

	Southbound					Driveway South Northbound					SW 186th Street Westbound					SW 186th Street Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
04:15 PM	0	0	0	0	0	0	3	0	2	5	0	0	0	0	0	0	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	5	0	2	7	0	0	0	0	0	0	0	0	0	0	7
04:45 PM	0	0	0	0	0	0	4	0	1	5	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	0	0	0	0	17	0	5	22	0	0	0	0	0	0	0	0	0	0	22
05:00 PM	0	0	0	0	0	0	4	0	3	7	0	0	0	0	0	0	0	0	0	0	7
05:15 PM	0	0	0	0	0	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	4	0	4	8	0	0	0	0	0	0	0	0	0	0	8
Total	0	0	0	0	0	0	11	0	10	21	0	0	0	0	0	0	0	0	0	0	21
Grand Total	0	0	0	0	0	0	29	0	16	45	0	0	0	0	0	0	0	0	1	1	46
Apprch %	0	0	0	0		0	64.4	0	35.6		0	0	0	0		0	0	0	100		
Total %	0	0	0	0	0	0	63	0	34.8	97.8	0	0	0	0	0	0	0	0	2.2	2.2	

SW 186th Street & Driveway South East of Busway

File Name : SW 186th Street & Driveway South
Site Code : 00000000
Start Date : 10/30/2018
Page No : 2



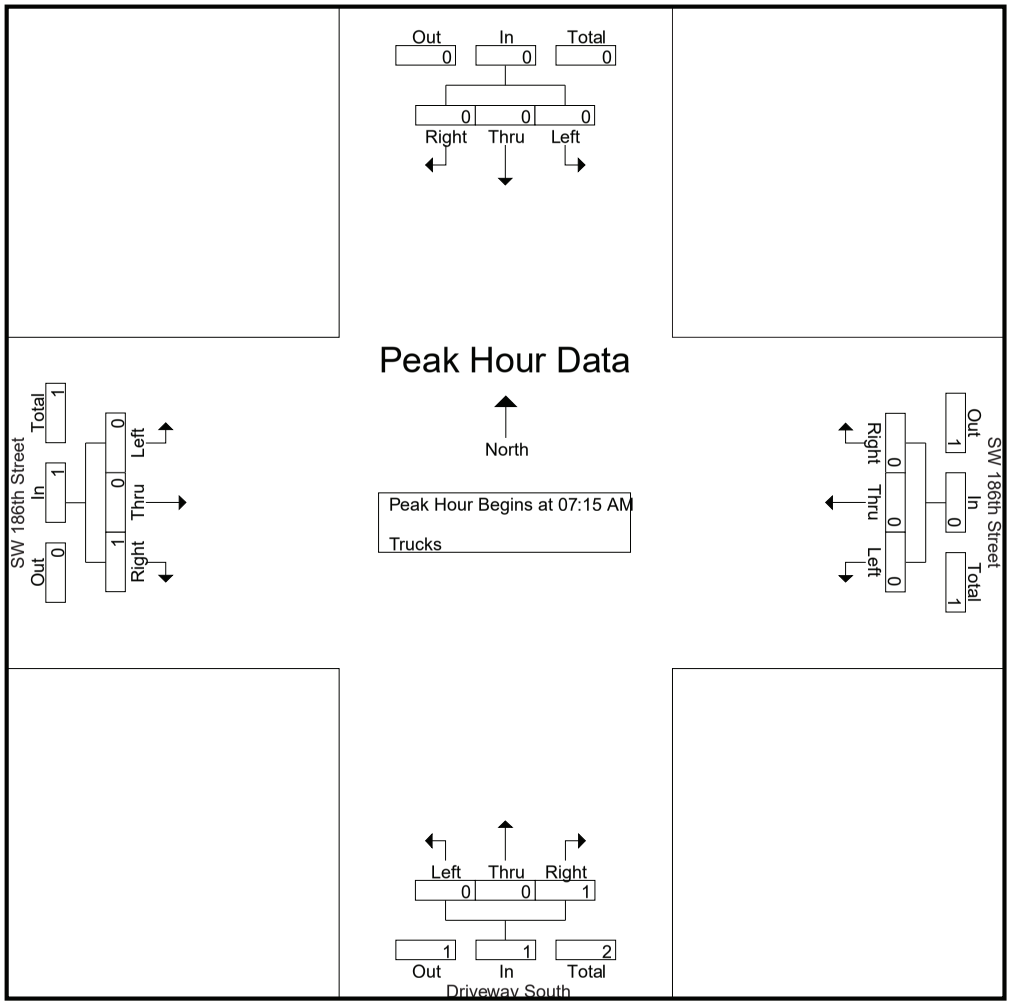
SW 186th Street & Driveway South East of Busway

File Name : SW 186th Street & Driveway South
Site Code : 00000000
Start Date : 10/30/2018
Page No : 3

	Southbound					Driveway South Northbound					SW 186th Street Westbound					SW 186th Street Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**1**	**1**	**2**
Total Volume	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
% App. Total	0	0	0	0		0	0	0	100		0	0	0	0		0	0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

SW 186th Street & Driveway South East of Busway

File Name : SW 186th Street & Driveway South
Site Code : 00000000
Start Date : 10/30/2018
Page No : 4



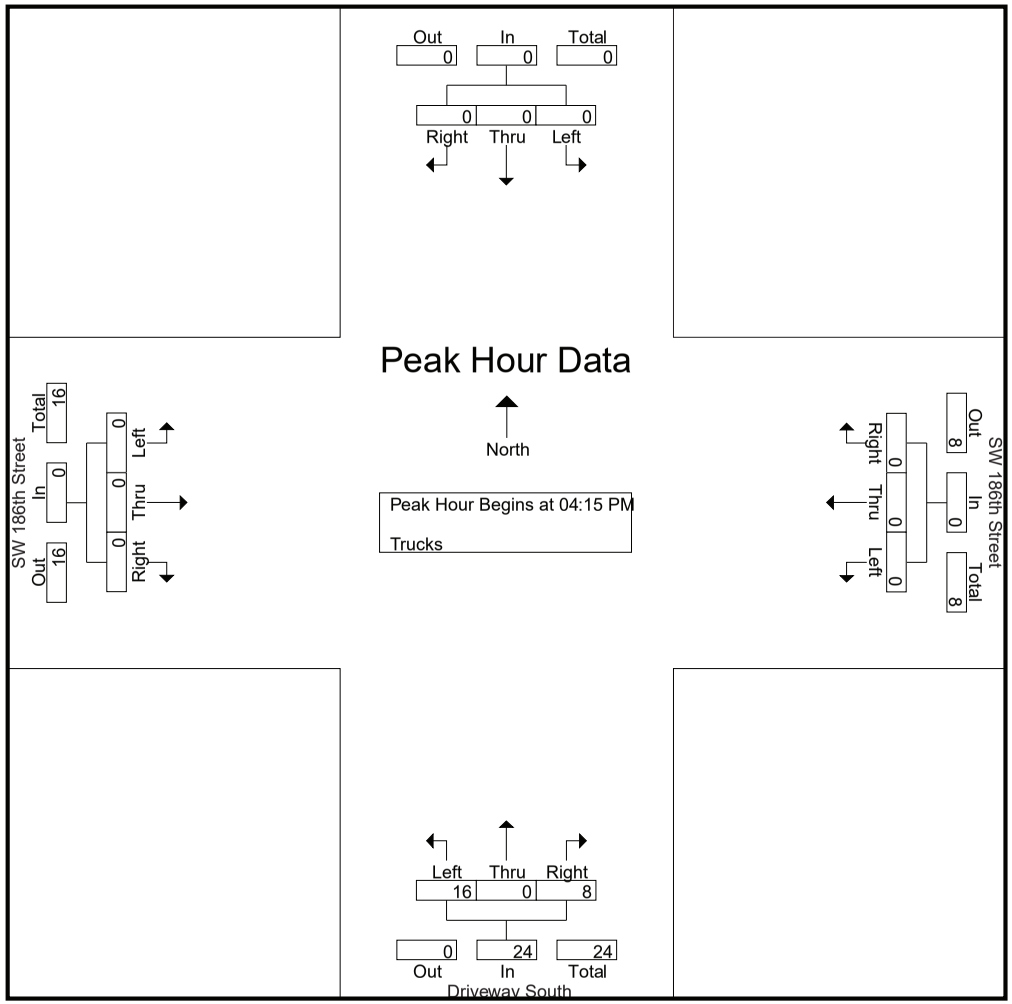
SW 186th Street & Driveway South East of Busway

File Name : SW 186th Street & Driveway South
Site Code : 00000000
Start Date : 10/30/2018
Page No : 5

	Southbound					Driveway South Northbound					SW 186th Street Westbound					SW 186th Street Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	0	3	0	2	5	0	0	0	0	0	0	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	**5**	0	2	**7**	0	0	0	0	0	0	0	0	0	0	**7**
04:45 PM	0	0	0	0	0	0	4	0	1	5	0	0	0	0	0	0	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	4	0	**3**	7	0	0	0	0	0	0	0	0	0	0	7
Total Volume	0	0	0	0	0	0	16	0	8	24	0	0	0	0	0	0	0	0	0	0	24
% App. Total	0	0	0	0		0	66.7	0	33.3		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.800	.000	.667	.857	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.857

SW 186th Street & Driveway South East of Busway

File Name : SW 186th Street & Driveway South
Site Code : 00000000
Start Date : 10/30/2018
Page No : 6



SW 186th Street & Driveway South East of Busway

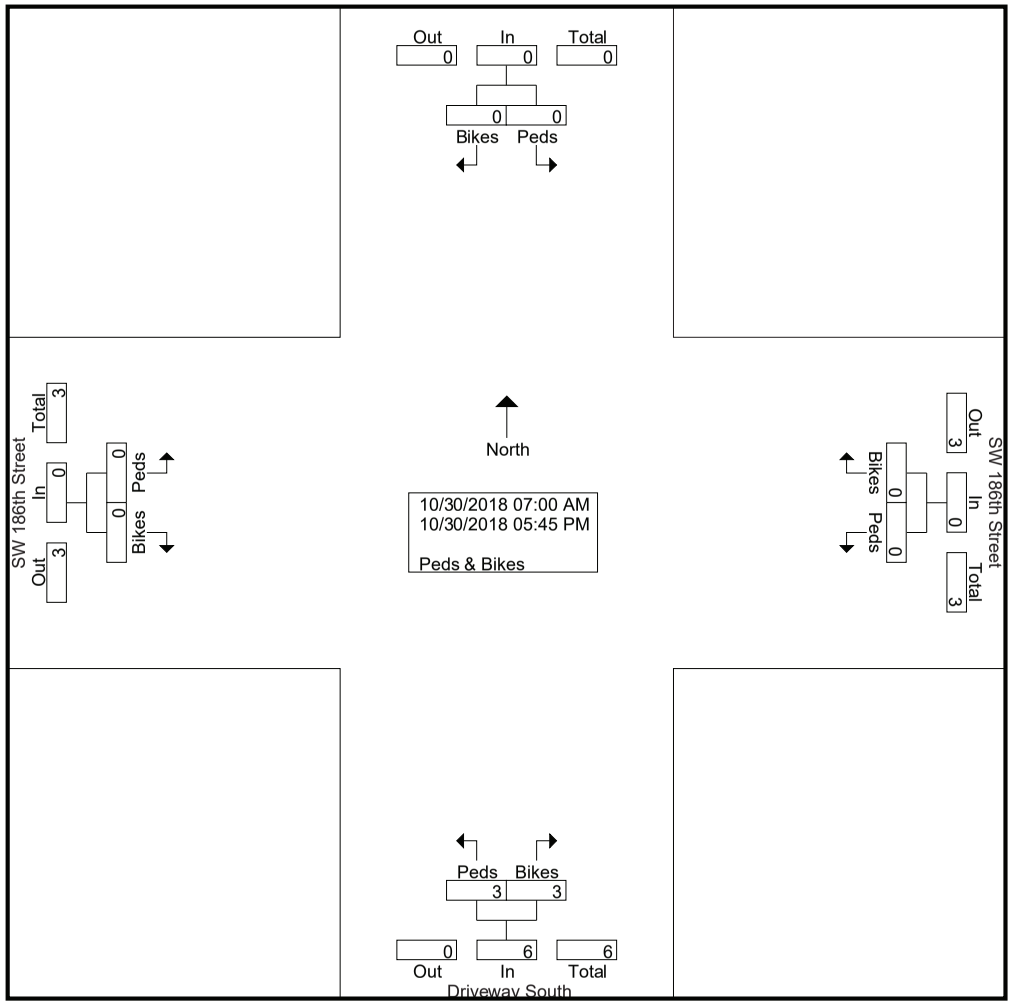
File Name : SW 186th Street & Driveway South
Site Code : 00000000
Start Date : 10/30/2018
Page No : 1

Groups Printed- Peds & Bikes

	Southbound			Driveway South Northbound			SW 186th Street Westbound			SW 186th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
07:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	1
*** BREAK ***													
07:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
*** BREAK ***													
Total	0	0	0	1	1	2	0	0	0	0	0	0	2
*** BREAK ***													
08:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
Total	0	0	0	1	0	1	0	0	0	0	0	0	1
*** BREAK ***													
04:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	1
*** BREAK ***													
Total	0	0	0	0	1	1	0	0	0	0	0	0	1
*** BREAK ***													
05:30 PM	0	0	0	1	1	2	0	0	0	0	0	0	2
*** BREAK ***													
Total	0	0	0	1	1	2	0	0	0	0	0	0	2
Grand Total	0	0	0	3	3	6	0	0	0	0	0	0	6
Apprch %	0	0		50	50		0	0		0	0		
Total %	0	0	0	50	50	100	0	0	0	0	0	0	

SW 186th Street & Driveway South East of Busway

File Name : SW 186th Street & Driveway South
Site Code : 00000000
Start Date : 10/30/2018
Page No : 2



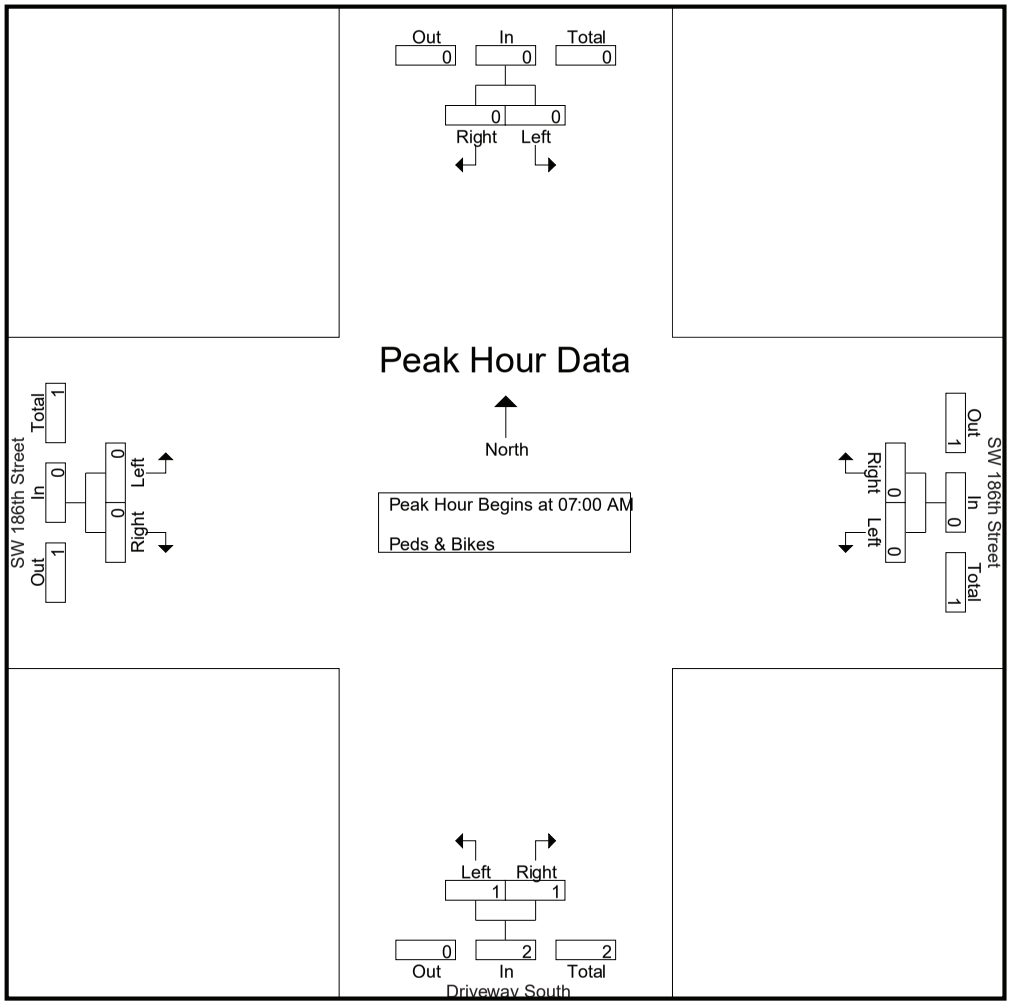
SW 186th Street & Driveway South East of Busway

File Name : SW 186th Street & Driveway South
Site Code : 00000000
Start Date : 10/30/2018
Page No : 3

	Southbound			Driveway South Northbound			SW 186th Street Westbound			SW 186th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	0	0	0	**1**	**1**	0	0	0	0	0	0	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	**1**	0	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	1	2	0	0	0	0	0	0	2
% App. Total	0	0		50	50		0	0		0	0		
PHF	.000	.000	.000	.250	.250	.500	.000	.000	.000	.000	.000	.000	.500

SW 186th Street & Driveway South East of Busway

File Name : SW 186th Street & Driveway South
Site Code : 00000000
Start Date : 10/30/2018
Page No : 4



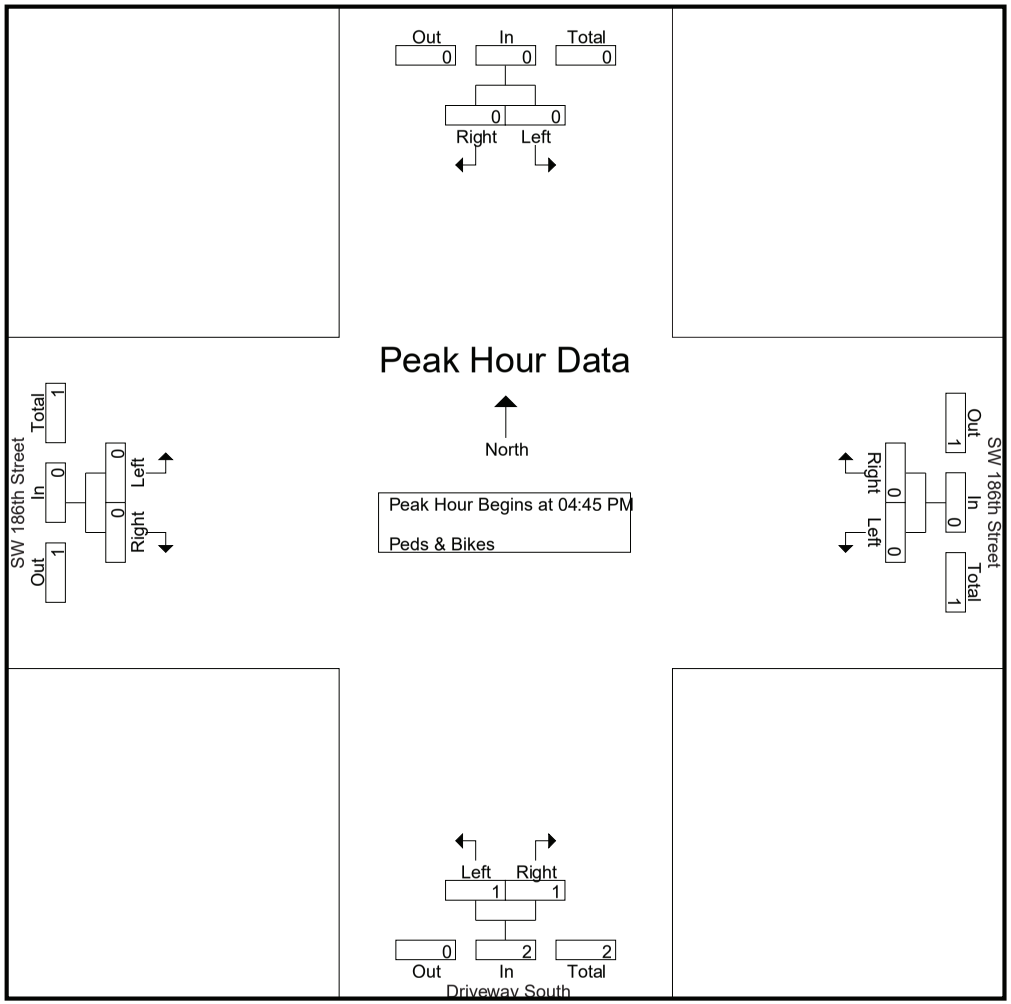
SW 186th Street & Driveway South East of Busway

File Name : SW 186th Street & Driveway South
Site Code : 00000000
Start Date : 10/30/2018
Page No : 5

	Southbound			Driveway South Northbound			SW 186th Street Westbound			SW 186th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	**1**	**1**	**2**	0	0	0	0	0	0	**2**
Total Volume	0	0	0	1	1	2	0	0	0	0	0	0	2
% App. Total	0	0		50	50		0	0		0	0		
PHF	.000	.000	.000	.250	.250	.250	.000	.000	.000	.000	.000	.000	.250

SW 186th Street & Driveway South East of Busway

File Name : SW 186th Street & Driveway South
Site Code : 00000000
Start Date : 10/30/2018
Page No : 6



SW 186th Street & Miami Dade Busway

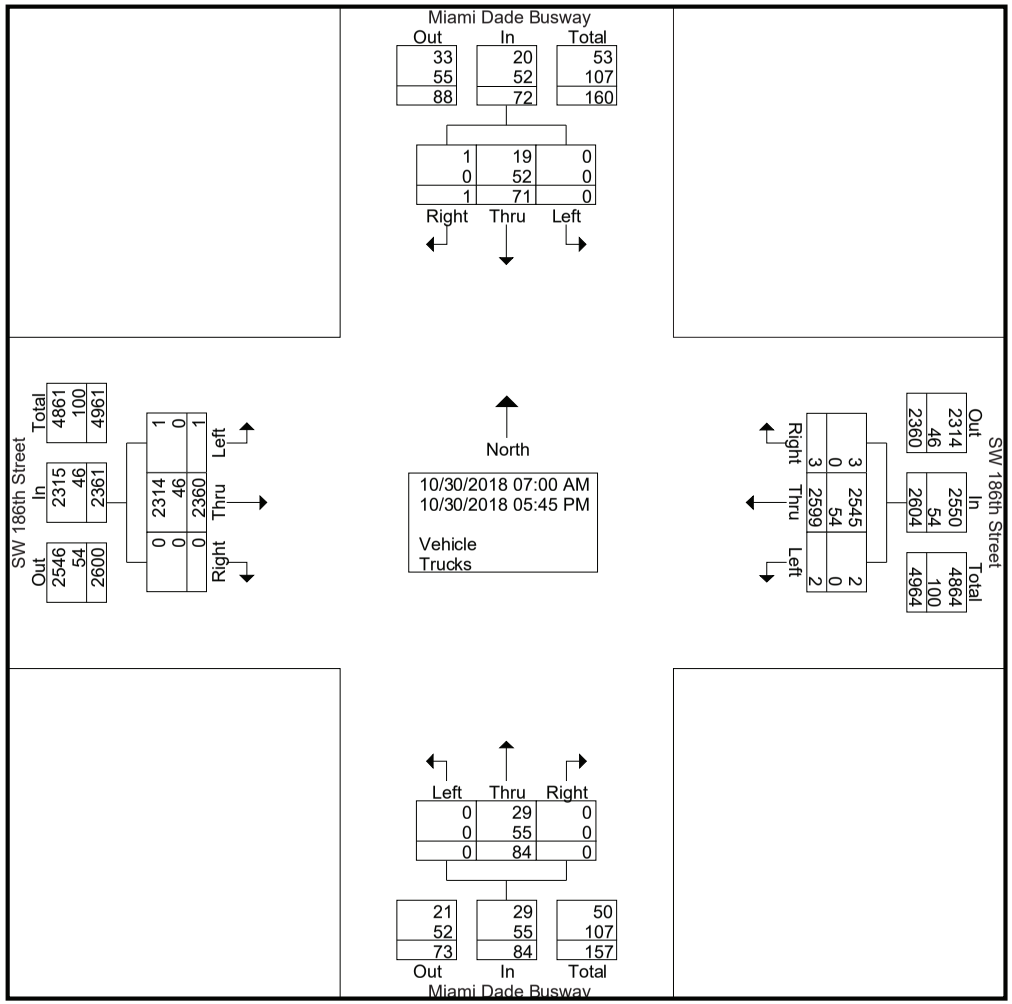
File Name : SW 186th Street & Miami Dade Busway
Site Code : 00000000
Start Date : 10/30/2018
Page No : 1

Groups Printed- Vehicle - Trucks

	Miami Dade Busway Southbound					Miami Dade Busway Northbound					SW 186th Street Westbound					SW 186th Street Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	0	1	0	0	4	0	4	0	0	135	1	136	0	0	75	0	75	216
07:15 AM	0	0	3	0	3	0	0	12	0	12	0	0	159	0	159	0	0	66	0	66	240
07:30 AM	0	0	2	0	2	0	0	8	0	8	0	0	167	2	169	0	0	103	0	103	282
07:45 AM	0	0	3	0	3	0	0	6	0	6	0	0	199	0	199	0	0	92	0	92	300
Total	0	0	9	0	9	0	0	30	0	30	0	0	660	3	663	0	0	336	0	336	1038
08:00 AM	0	0	1	0	1	0	0	10	0	10	0	0	193	0	193	0	0	109	0	109	313
08:15 AM	0	0	6	0	6	0	0	10	0	10	0	0	181	0	181	0	1	128	0	129	326
08:30 AM	0	0	3	0	3	0	0	9	0	9	0	0	155	0	155	0	0	132	0	132	299
08:45 AM	0	0	2	0	2	0	0	4	0	4	0	0	151	0	151	0	0	154	0	154	311
Total	0	0	12	0	12	0	0	33	0	33	0	0	680	0	680	0	1	523	0	524	1249
*** BREAK ***																					
04:00 PM	0	0	4	0	4	0	0	3	0	3	0	0	175	0	175	0	0	170	0	170	352
04:15 PM	0	0	4	0	4	0	0	2	0	2	0	0	175	0	175	0	0	179	0	179	360
04:30 PM	0	0	8	0	8	0	0	1	0	1	0	0	141	0	141	0	0	167	0	167	317
04:45 PM	0	0	7	1	8	0	0	5	0	5	0	0	162	0	162	0	0	171	0	171	346
Total	0	0	23	1	24	0	0	11	0	11	0	0	653	0	653	0	0	687	0	687	1375
05:00 PM	0	0	6	0	6	0	0	1	0	1	0	0	176	0	176	0	0	204	0	204	387
05:15 PM	0	0	6	0	6	0	0	4	0	4	0	0	152	0	152	0	0	222	0	222	384
05:30 PM	0	0	9	0	9	0	0	4	0	4	0	2	134	0	136	0	0	196	0	196	345
05:45 PM	0	0	6	0	6	0	0	1	0	1	0	0	144	0	144	0	0	192	0	192	343
Total	0	0	27	0	27	0	0	10	0	10	0	2	606	0	608	0	0	814	0	814	1459
Grand Total	0	0	71	1	72	0	0	84	0	84	0	2	2599	3	2604	0	1	2360	0	2361	5121
Apprch %	0	0	98.6	1.4		0	0	100	0		0	0.1	99.8	0.1		0	0	100	0		
Total %	0	0	1.4	0	1.4	0	0	1.6	0	1.6	0	0	50.8	0.1	50.8	0	0	46.1	0	46.1	
Vehicle	0	0	19	1	20	0	0	29	0	29	0	2	2545	3	2550	0	1	2314	0	2315	4914
% Vehicle	0	0	26.8	100	27.8	0	0	34.5	0	34.5	0	100	97.9	100	97.9	0	100	98.1	0	98.1	
Trucks	0	0	52	0	52	0	0	55	0	55	0	0	54	0	54	0	0	46	0	46	207
% Trucks	0	0	73.2	0	72.2	0	0	65.5	0	65.5	0	0	2.1	0	2.1	0	0	1.9	0	1.9	

SW 186th Street & Miami Dade Busway

File Name : SW 186th Street & Miami Dade Busway
Site Code : 00000000
Start Date : 10/30/2018
Page No : 2



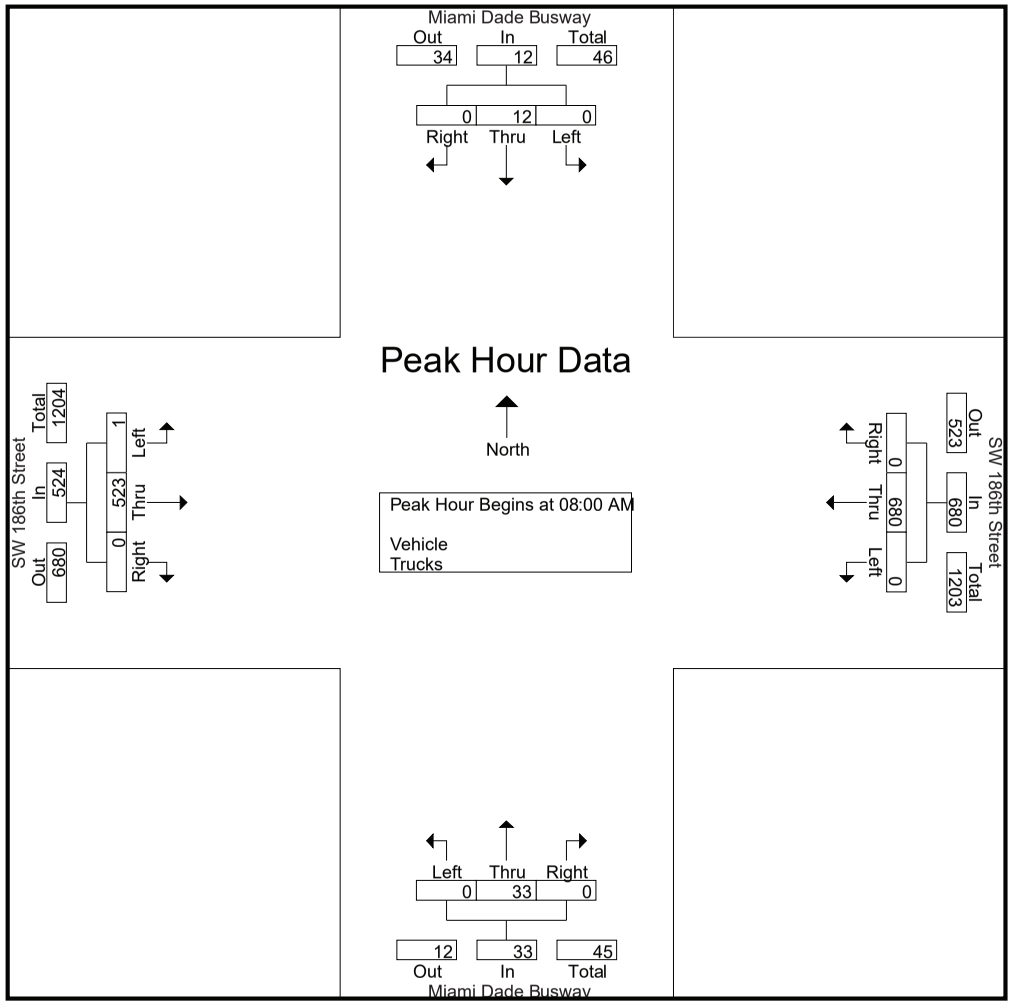
SW 186th Street & Miami Dade Busway

File Name : SW 186th Street & Miami Dade Busway
Site Code : 00000000
Start Date : 10/30/2018
Page No : 3

	Miami Dade Busway Southbound					Miami Dade Busway Northbound					SW 186th Street Westbound					SW 186th Street Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	1	0	1	0	0	**10**	0	**10**	0	0	**193**	0	**193**	0	0	109	0	109	313
08:15 AM	0	0	**6**	0	**6**	0	0	10	0	10	0	0	181	0	181	0	**1**	128	0	129	**326**
08:30 AM	0	0	3	0	3	0	0	9	0	9	0	0	155	0	155	0	0	132	0	132	299
08:45 AM	0	0	2	0	2	0	0	4	0	4	0	0	151	0	151	0	0	**154**	0	**154**	311
Total Volume	0	0	12	0	12	0	0	33	0	33	0	0	680	0	680	0	1	523	0	524	1249
% App. Total	0	0	100	0		0	0	100	0		0	0	100	0		0	0.2	99.8	0		
PHF	.000	.000	.500	.000	.500	.000	.000	.825	.000	.825	.000	.000	.881	.000	.881	.000	.250	.849	.000	.851	.958

SW 186th Street & Miami Dade Busway

File Name : SW 186th Street & Miami Dade Busway
Site Code : 00000000
Start Date : 10/30/2018
Page No : 4



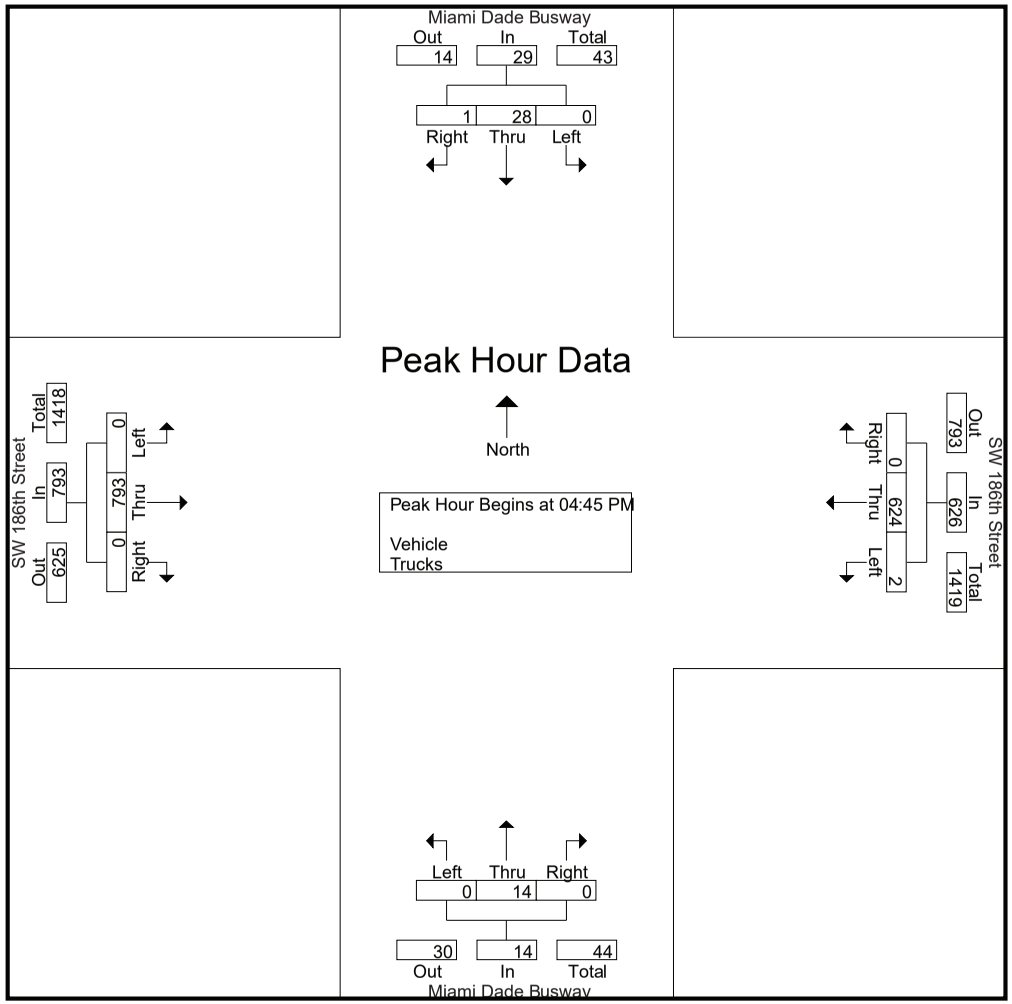
SW 186th Street & Miami Dade Busway

File Name : SW 186th Street & Miami Dade Busway
Site Code : 00000000
Start Date : 10/30/2018
Page No : 5

	Miami Dade Busway Southbound					Miami Dade Busway Northbound					SW 186th Street Westbound					SW 186th Street Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	7	**1**	8	0	0	**5**	0	**5**	0	0	162	0	162	0	0	171	0	171	346
05:00 PM	0	0	6	0	6	0	0	1	0	1	0	0	**176**	0	**176**	0	0	204	0	204	**387**
05:15 PM	0	0	6	0	6	0	0	4	0	4	0	0	152	0	152	0	0	**222**	0	**222**	384
05:30 PM	0	0	**9**	0	**9**	0	0	4	0	4	0	**2**	134	0	136	0	0	196	0	196	345
Total Volume	0	0	28	1	29	0	0	14	0	14	0	2	624	0	626	0	0	793	0	793	1462
% App. Total	0	0	96.6	3.4		0	0	100	0		0	0.3	99.7	0		0	0	100	0		
PHF	.000	.000	.778	.250	.806	.000	.000	.700	.000	.700	.000	.250	.886	.000	.889	.000	.000	.893	.000	.893	.944

SW 186th Street & Miami Dade Busway

File Name : SW 186th Street & Miami Dade Busway
Site Code : 00000000
Start Date : 10/30/2018
Page No : 6



SW 186th Street & Miami Dade Busway

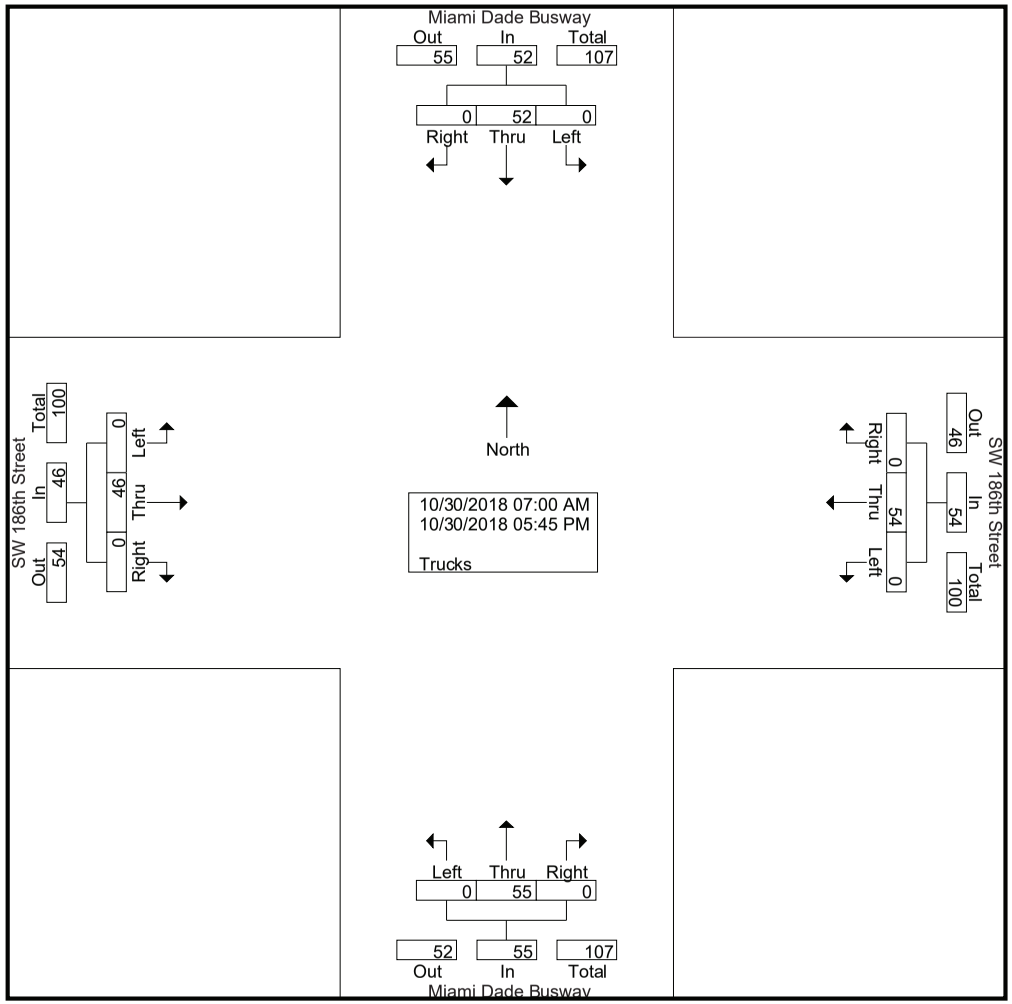
File Name : SW 186th Street & Miami Dade Busway
Site Code : 00000000
Start Date : 10/30/2018
Page No : 1

Groups Printed- Trucks

	Miami Dade Busway Southbound					Miami Dade Busway Northbound					SW 186th Street Westbound					SW 186th Street Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	0	1	0	0	2	0	2	0	0	1	0	1	0	0	3	0	3	7
07:15 AM	0	0	2	0	2	0	0	7	0	7	0	0	1	0	1	0	0	2	0	2	12
07:30 AM	0	0	2	0	2	0	0	4	0	4	0	0	3	0	3	0	0	4	0	4	13
07:45 AM	0	0	2	0	2	0	0	6	0	6	0	0	4	0	4	0	0	5	0	5	17
Total	0	0	7	0	7	0	0	19	0	19	0	0	9	0	9	0	0	14	0	14	49
08:00 AM	0	0	1	0	1	0	0	5	0	5	0	0	8	0	8	0	0	8	0	8	22
08:15 AM	0	0	4	0	4	0	0	5	0	5	0	0	2	0	2	0	0	5	0	5	16
08:30 AM	0	0	2	0	2	0	0	5	0	5	0	0	0	0	0	0	0	2	0	2	9
08:45 AM	0	0	2	0	2	0	0	3	0	3	0	0	4	0	4	0	0	4	0	4	13
Total	0	0	9	0	9	0	0	18	0	18	0	0	14	0	14	0	0	19	0	19	60
*** BREAK ***																					
04:00 PM	0	0	3	0	3	0	0	3	0	3	0	0	10	0	10	0	0	2	0	2	18
04:15 PM	0	0	4	0	4	0	0	2	0	2	0	0	7	0	7	0	0	1	0	1	14
04:30 PM	0	0	5	0	5	0	0	1	0	1	0	0	4	0	4	0	0	2	0	2	12
04:45 PM	0	0	5	0	5	0	0	3	0	3	0	0	1	0	1	0	0	2	0	2	11
Total	0	0	17	0	17	0	0	9	0	9	0	0	22	0	22	0	0	7	0	7	55
05:00 PM	0	0	6	0	6	0	0	1	0	1	0	0	5	0	5	0	0	1	0	1	13
05:15 PM	0	0	4	0	4	0	0	4	0	4	0	0	1	0	1	0	0	1	0	1	10
05:30 PM	0	0	5	0	5	0	0	3	0	3	0	0	2	0	2	0	0	1	0	1	11
05:45 PM	0	0	4	0	4	0	0	1	0	1	0	0	1	0	1	0	0	3	0	3	9
Total	0	0	19	0	19	0	0	9	0	9	0	0	9	0	9	0	0	6	0	6	43
Grand Total	0	0	52	0	52	0	0	55	0	55	0	0	54	0	54	0	0	46	0	46	207
Apprch %	0	0	100	0		0	0	100	0		0	0	100	0		0	0	100	0		
Total %	0	0	25.1	0	25.1	0	0	26.6	0	26.6	0	0	26.1	0	26.1	0	0	22.2	0	22.2	

SW 186th Street & Miami Dade Busway

File Name : SW 186th Street & Miami Dade Busway
Site Code : 00000000
Start Date : 10/30/2018
Page No : 2



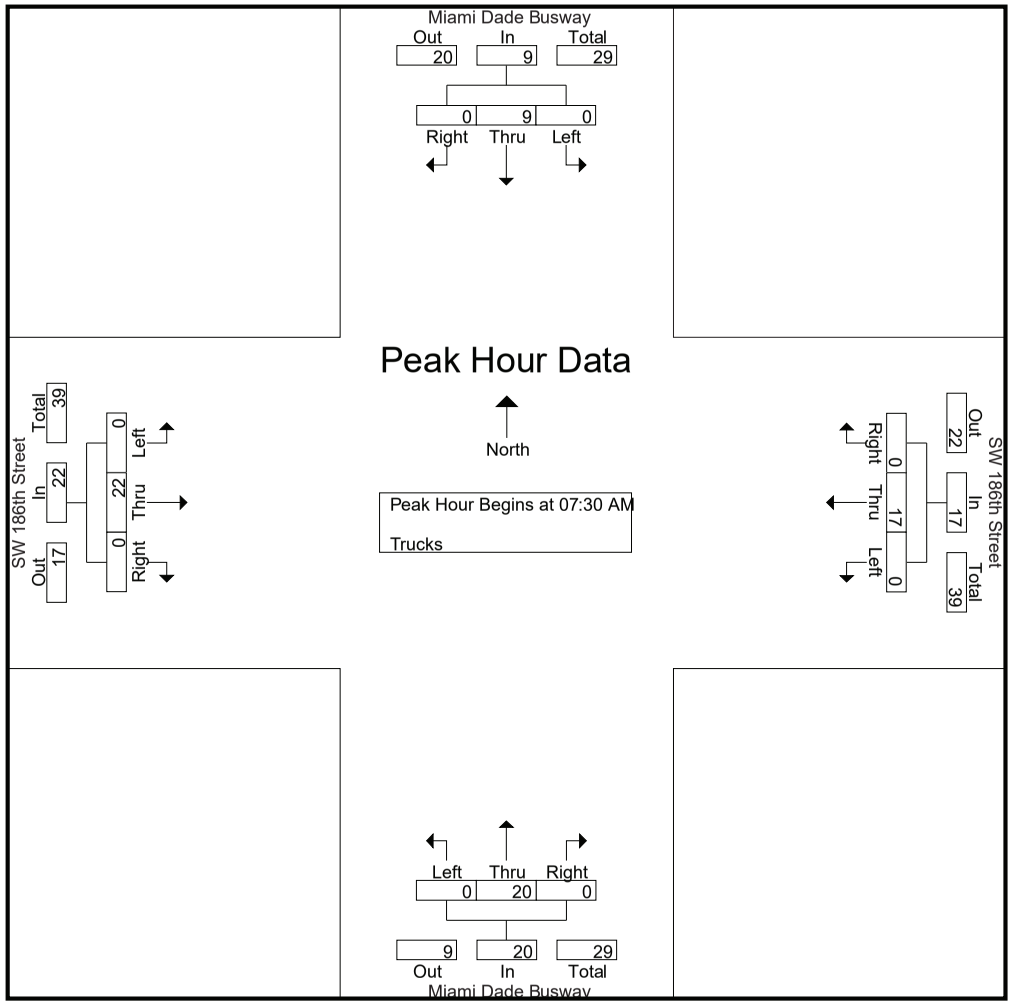
SW 186th Street & Miami Dade Busway

File Name : SW 186th Street & Miami Dade Busway
Site Code : 00000000
Start Date : 10/30/2018
Page No : 3

	Miami Dade Busway Southbound					Miami Dade Busway Northbound					SW 186th Street Westbound					SW 186th Street Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	2	0	2	0	0	4	0	4	0	0	3	0	3	0	0	4	0	4	13
07:45 AM	0	0	2	0	2	0	0	**6**	0	**6**	0	0	4	0	4	0	0	5	0	5	17
08:00 AM	0	0	1	0	1	0	0	5	0	5	0	0	**8**	0	**8**	0	0	**8**	0	**8**	**22**
08:15 AM	0	0	**4**	0	**4**	0	0	5	0	5	0	0	2	0	2	0	0	5	0	5	16
Total Volume	0	0	9	0	9	0	0	20	0	20	0	0	17	0	17	0	0	22	0	22	68
% App. Total	0	0	100	0		0	0	100	0		0	0	100	0		0	0	100	0		
PHF	.000	.000	.563	.000	.563	.000	.000	.833	.000	.833	.000	.000	.531	.000	.531	.000	.000	.688	.000	.688	.773

SW 186th Street & Miami Dade Busway

File Name : SW 186th Street & Miami Dade Busway
Site Code : 00000000
Start Date : 10/30/2018
Page No : 4



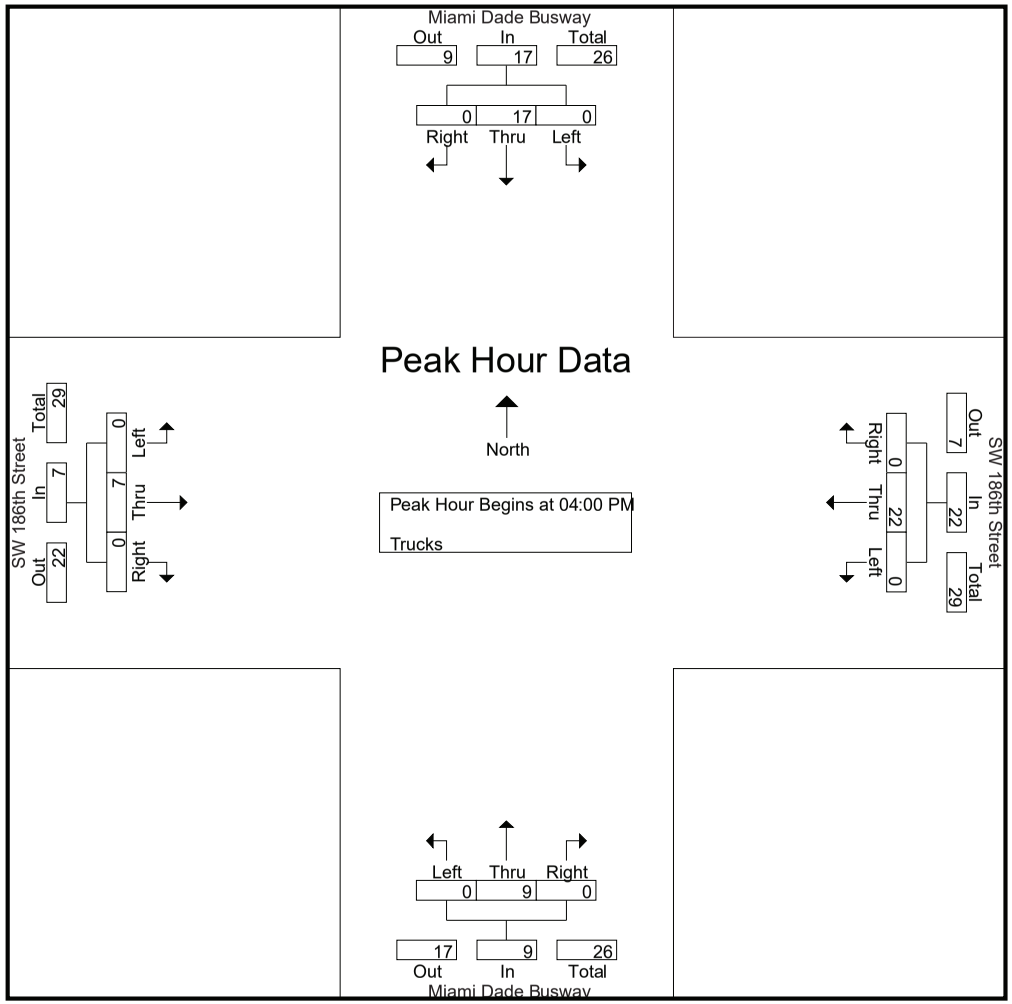
SW 186th Street & Miami Dade Busway

File Name : SW 186th Street & Miami Dade Busway
Site Code : 00000000
Start Date : 10/30/2018
Page No : 5

	Miami Dade Busway Southbound					Miami Dade Busway Northbound					SW 186th Street Westbound					SW 186th Street Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	3	0	3	0	0	**3**	0	**3**	0	0	**10**	0	**10**	0	0	**2**	0	**2**	**18**
04:15 PM	0	0	4	0	4	0	0	2	0	2	0	0	7	0	7	0	0	1	0	1	14
04:30 PM	0	0	**5**	0	**5**	0	0	1	0	1	0	0	4	0	4	0	0	2	0	2	12
04:45 PM	0	0	5	0	5	0	0	3	0	3	0	0	1	0	1	0	0	2	0	2	11
Total Volume	0	0	17	0	17	0	0	9	0	9	0	0	22	0	22	0	0	7	0	7	55
% App. Total	0	0	100	0		0	0	100	0		0	0	100	0		0	0	100	0		
PHF	.000	.000	.850	.000	.850	.000	.000	.750	.000	.750	.000	.000	.550	.000	.550	.000	.000	.875	.000	.875	.764

SW 186th Street & Miami Dade Busway

File Name : SW 186th Street & Miami Dade Busway
Site Code : 00000000
Start Date : 10/30/2018
Page No : 6



SW 186th Street & Miami Dade Busway

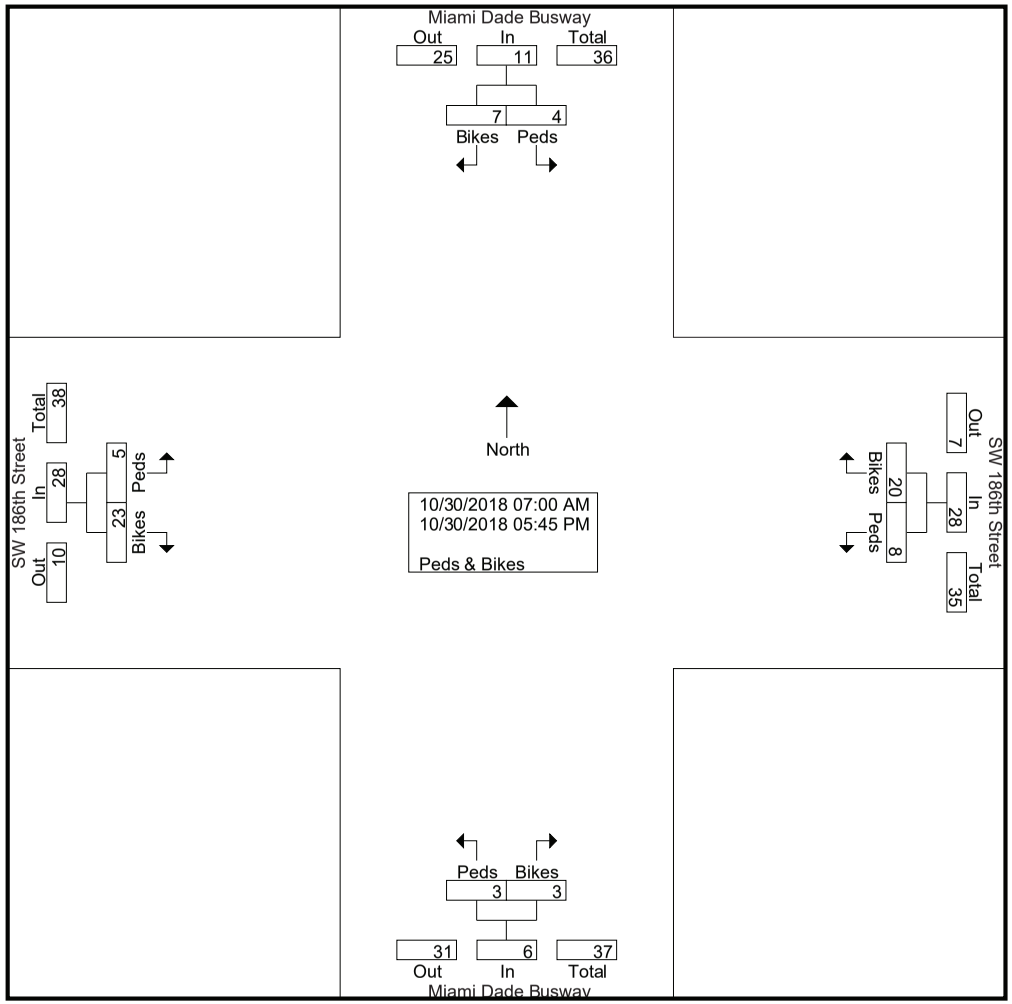
File Name : SW 186th Street & Miami Dade Busway
Site Code : 00000000
Start Date : 10/30/2018
Page No : 1

Groups Printed- Peds & Bikes

	Miami Dade Busway Southbound			Miami Dade Busway Northbound			SW 186th Street Westbound			SW 186th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
07:00 AM	0	1	1	0	1	1	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	1	1	0	3	3	4
07:30 AM	0	0	0	1	0	1	0	0	0	0	1	1	2
07:45 AM	0	0	0	0	0	0	1	1	2	0	2	2	4
Total	0	1	1	1	1	2	1	2	3	0	6	6	12
08:00 AM	0	2	2	0	0	0	0	1	1	0	3	3	6
08:15 AM	0	0	0	0	0	0	0	1	1	0	2	2	3
08:30 AM	1	0	1	0	0	0	1	1	2	0	0	0	3
08:45 AM	1	0	1	1	0	1	2	3	5	0	1	1	8
Total	2	2	4	1	0	1	3	6	9	0	6	6	20
*** BREAK ***													
04:00 PM	1	0	1	0	1	1	2	0	2	1	0	1	5
04:15 PM	0	0	0	0	0	0	2	2	4	2	0	2	6
04:30 PM	0	1	1	0	0	0	0	1	1	0	4	4	6
04:45 PM	0	0	0	0	0	0	0	4	4	0	2	2	6
Total	1	1	2	0	1	1	4	7	11	3	6	9	23
05:00 PM	1	1	2	0	0	0	0	2	2	0	1	1	5
05:15 PM	0	1	1	0	0	0	0	3	3	0	0	0	4
05:30 PM	0	1	1	1	1	2	0	0	0	1	2	3	6
05:45 PM	0	0	0	0	0	0	0	0	0	1	2	3	3
Total	1	3	4	1	1	2	0	5	5	2	5	7	18
Grand Total	4	7	11	3	3	6	8	20	28	5	23	28	73
Apprch %	36.4	63.6		50	50		28.6	71.4		17.9	82.1		
Total %	5.5	9.6	15.1	4.1	4.1	8.2	11	27.4	38.4	6.8	31.5	38.4	

SW 186th Street & Miami Dade Busway

File Name : SW 186th Street & Miami Dade Busway
Site Code : 00000000
Start Date : 10/30/2018
Page No : 2



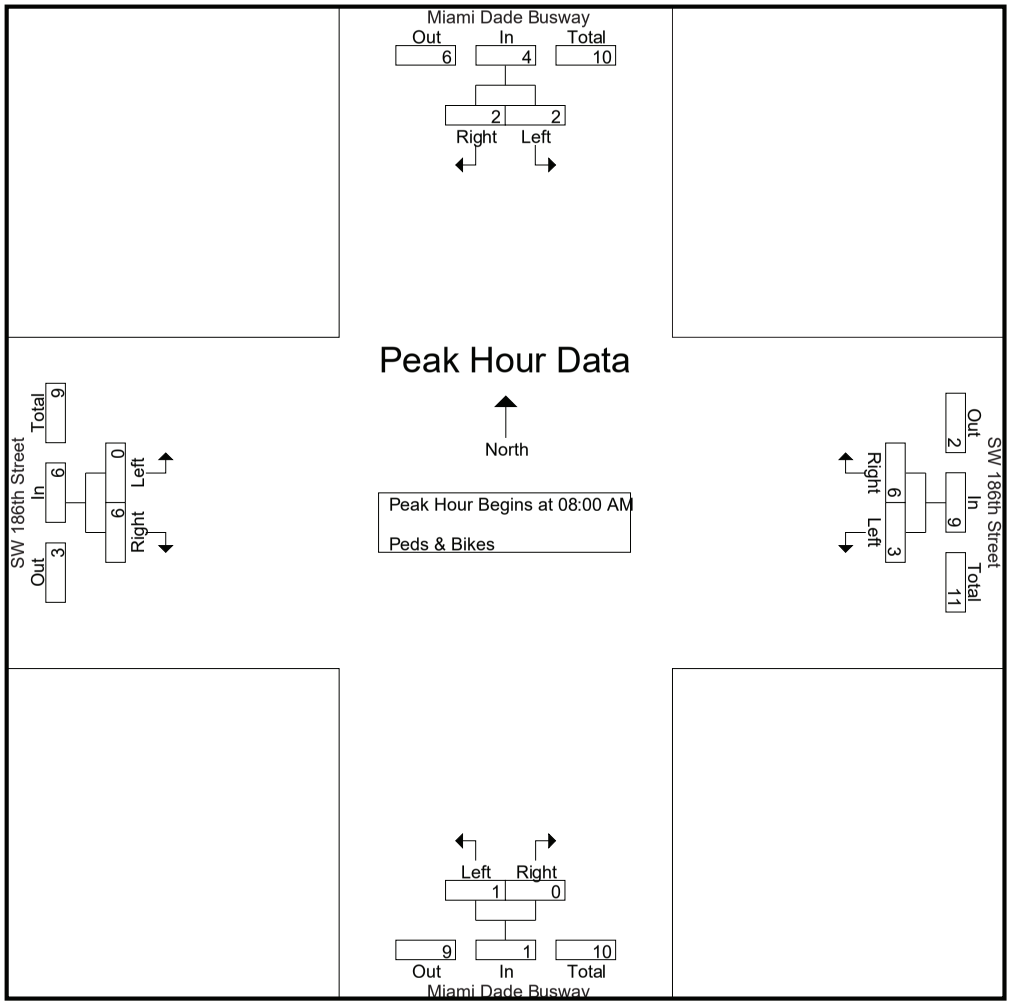
SW 186th Street & Miami Dade Busway

File Name : SW 186th Street & Miami Dade Busway
Site Code : 00000000
Start Date : 10/30/2018
Page No : 3

	Miami Dade Busway Southbound			Miami Dade Busway Northbound			SW 186th Street Westbound			SW 186th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	**2**	**2**	0	0	0	0	1	1	0	**3**	**3**	6
08:15 AM	0	0	0	0	0	0	0	1	1	0	2	2	3
08:30 AM	**1**	0	1	0	0	0	1	1	2	0	0	0	3
08:45 AM	1	0	1	**1**	0	**1**	**2**	**3**	**5**	0	1	1	**8**
Total Volume	2	2	4	1	0	1	3	6	9	0	6	6	20
% App. Total	50	50		100	0		33.3	66.7		0	100		
PHF	.500	.250	.500	.250	.000	.250	.375	.500	.450	.000	.500	.500	.625

SW 186th Street & Miami Dade Busway

File Name : SW 186th Street & Miami Dade Busway
Site Code : 00000000
Start Date : 10/30/2018
Page No : 4



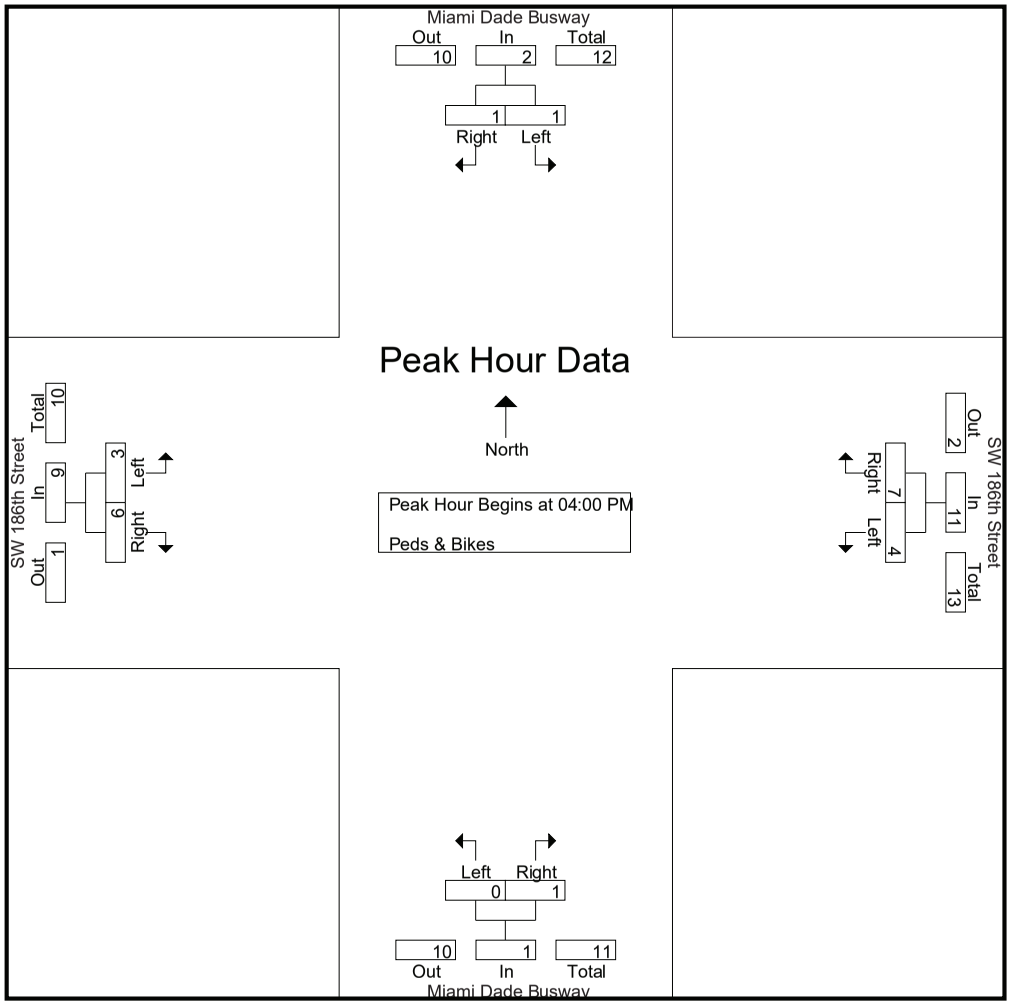
SW 186th Street & Miami Dade Busway

File Name : SW 186th Street & Miami Dade Busway
Site Code : 00000000
Start Date : 10/30/2018
Page No : 5

	Miami Dade Busway Southbound			Miami Dade Busway Northbound			SW 186th Street Westbound			SW 186th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	**1**	0	**1**	0	**1**	**1**	**2**	0	2	1	0	1	5
04:15 PM	0	0	0	0	0	0	2	2	**4**	**2**	0	2	**6**
04:30 PM	0	**1**	1	0	0	0	0	1	1	0	**4**	**4**	6
04:45 PM	0	0	0	0	0	0	0	**4**	4	0	2	2	6
Total Volume	1	1	2	0	1	1	4	7	11	3	6	9	23
% App. Total	50	50		0	100		36.4	63.6		33.3	66.7		
PHF	.250	.250	.500	.000	.250	.250	.500	.438	.688	.375	.375	.563	.958

SW 186th Street & Miami Dade Busway

File Name : SW 186th Street & Miami Dade Busway
Site Code : 00000000
Start Date : 10/30/2018
Page No : 6



US-1/S Dixie Hwy & Miami Grill (Driveway)

File Name : US 1-S Dixie Hwy & Miami Grill Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 1

Groups Printed- Vehicle - Trucks

	S Dixie Hwy Southbound					Northbound					Westbound					Miami Grill Driveway Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																					
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***																					
04:00 PM	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	11
04:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3
Total	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	17
05:00 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6
05:15 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6
05:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
05:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	18
Grand Total	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	21	21	36
Apprch %	0	0	0	100		0	0	0	0		0	0	0	0		0	0	0	100		
Total %	0	0	0	41.7	41.7	0	0	0	0	0	0	0	0	0	0	0	0	0	58.3	58.3	
Vehicle	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	19	19	34
% Vehicle	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	90.5	90.5	94.4
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	9.5	5.6

US-1/S Dixie Hwy & Miami Grill (Driveway)

File Name : US 1-S Dixie Hwy & Miami Grill Driveways
Site Code : 00000000
Start Date : 10/30/2018
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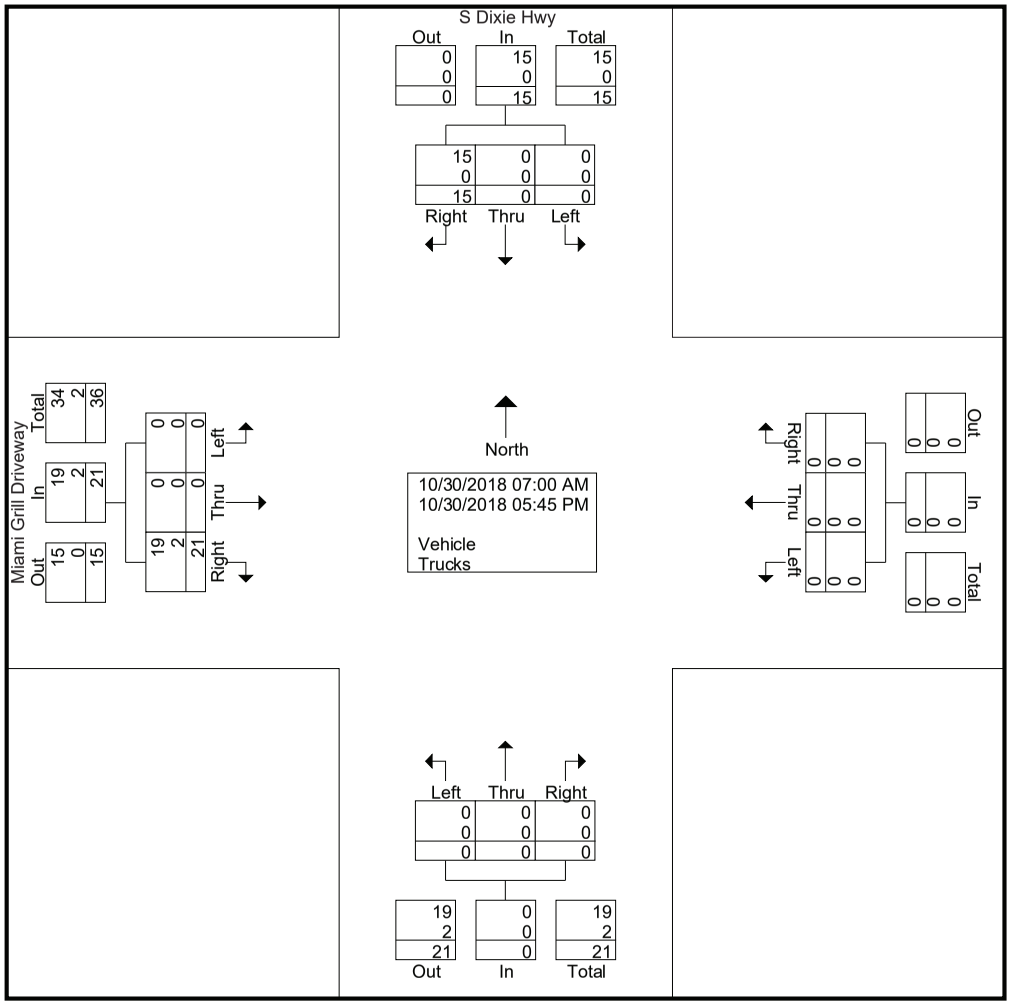


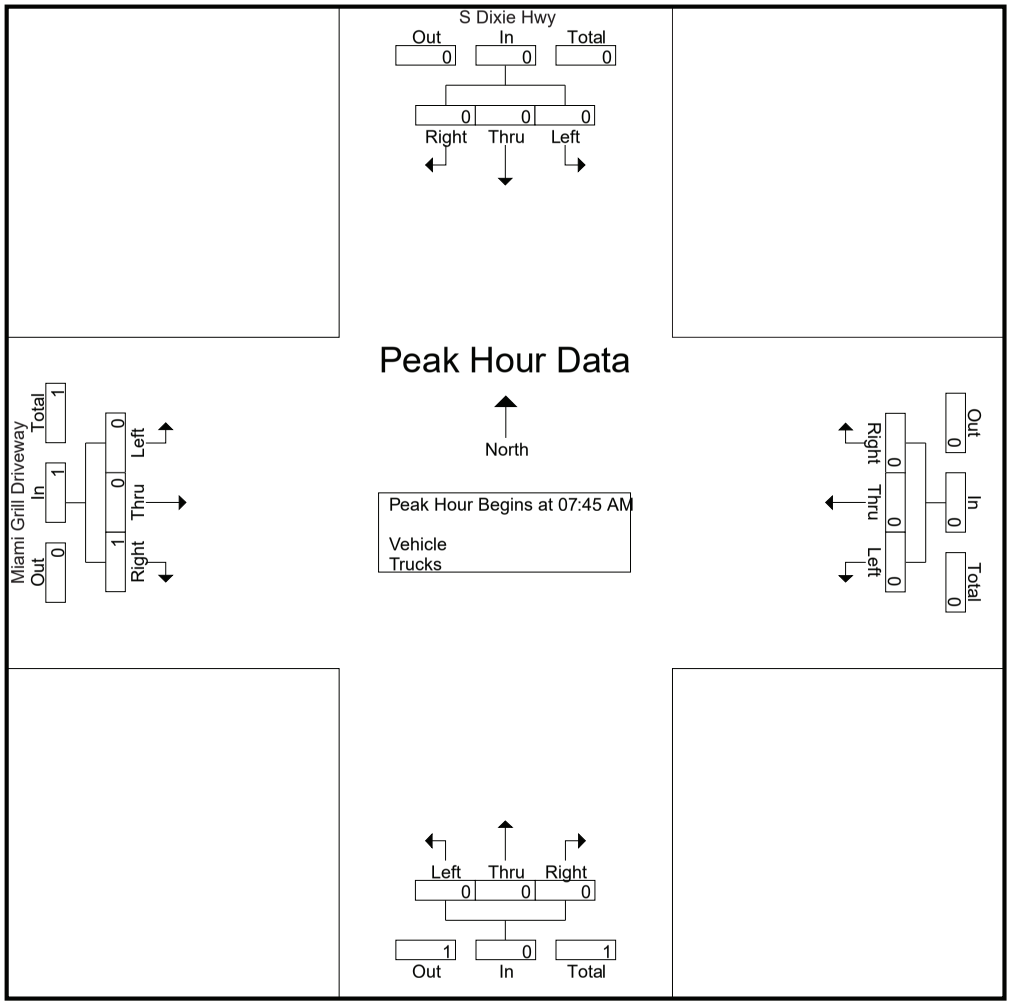
US-1/S Dixie Hwy & Miami Grill (Driveway)

File Name : US 1-S Dixie Hwy & Miami Grill Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 3

	S Dixie Hwy Southbound					Northbound					Westbound					Miami Grill Driveway Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

US-1/S Dixie Hwy & Miami Grill (Driveway)

File Name : US 1-S Dixie Hwy & Miami Grill Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 4



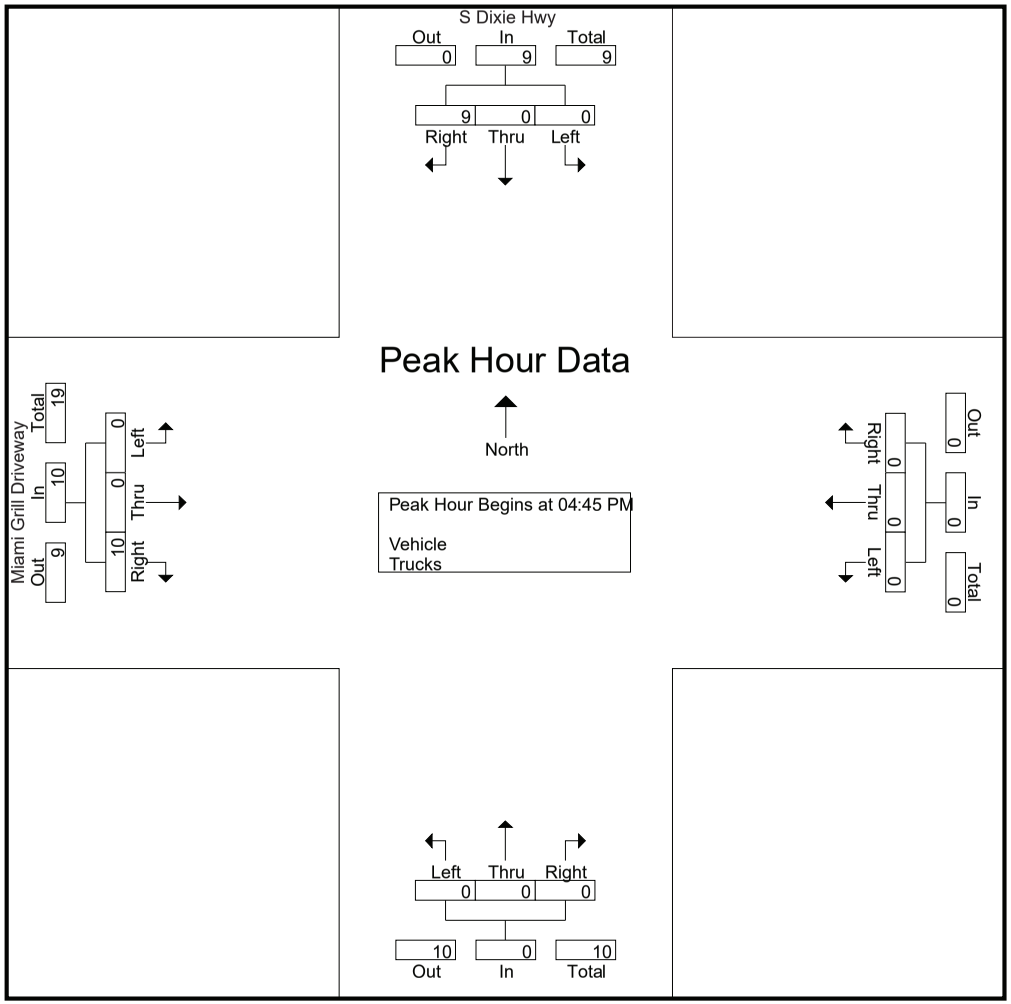
US-1/S Dixie Hwy & Miami Grill (Driveway)

File Name : US 1-S Dixie Hwy & Miami Grill Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 5

	S Dixie Hwy Southbound					Northbound					Westbound					Miami Grill Driveway Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3
05:00 PM	0	0	0	**3**	**3**	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	**3**	**6**
05:15 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6
05:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
Total Volume	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	19
% App. Total	0	0	0	100		0	0	0	0		0	0	0	0		0	0	0	100		
PHF	.000	.000	.000	.750	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.833	.833	.792

US-1/S Dixie Hwy & Miami Grill (Driveway)

File Name : US 1-S Dixie Hwy & Miami Grill Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 6



US-1/S Dixie Hwy & Miami Grill (Driveway)

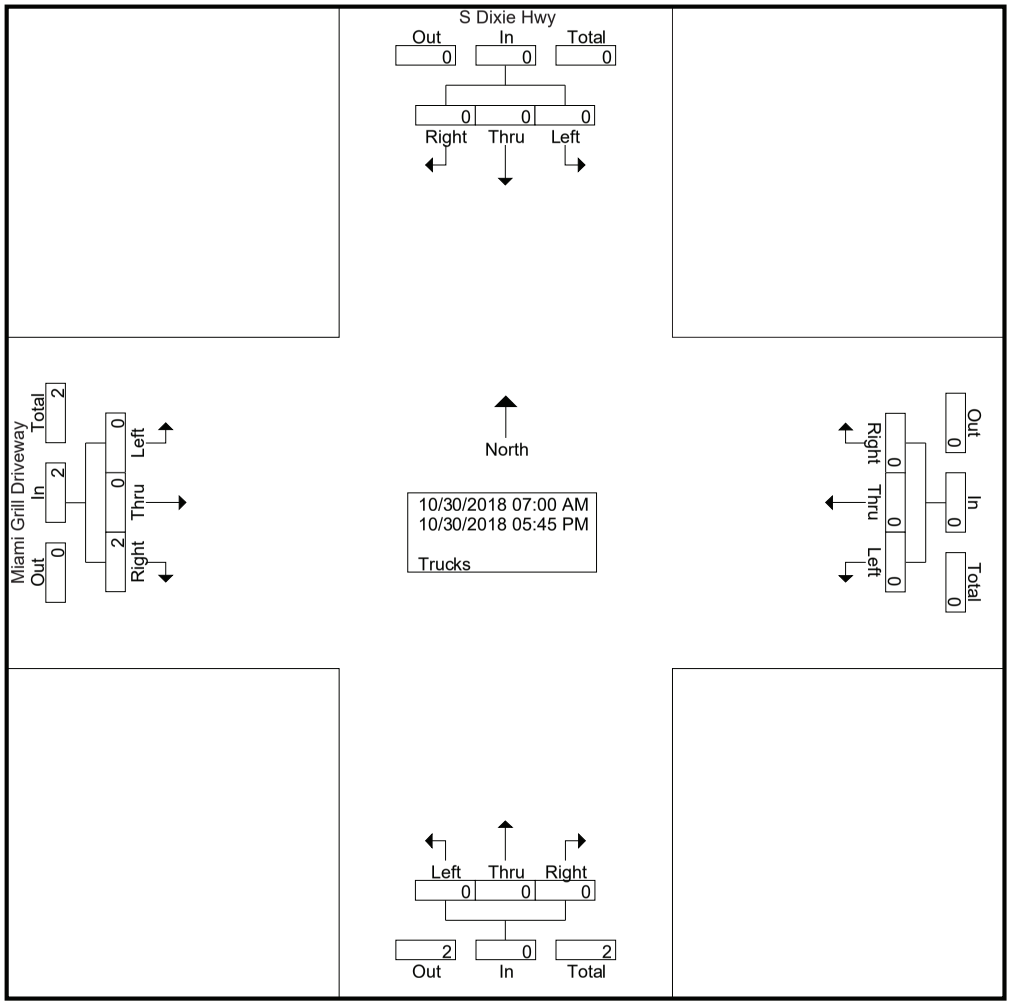
File Name : US 1-S Dixie Hwy & Miami Grill Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 1

Groups Printed- Trucks

	S Dixie Hwy Southbound					Northbound					Westbound					Miami Grill Driveway Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																					
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***																					
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	100		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	

US-1/S Dixie Hwy & Miami Grill (Driveway)

File Name : US 1-S Dixie Hwy & Miami Grill Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 2



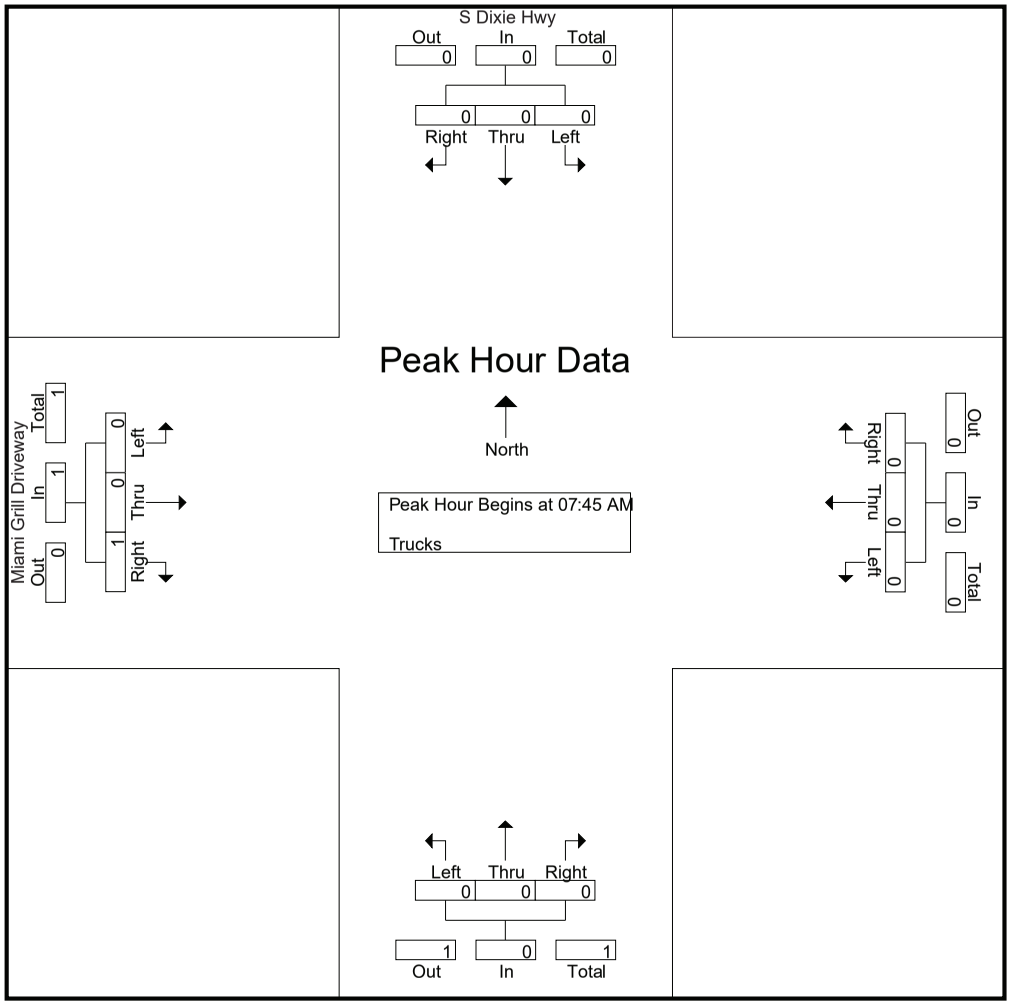
US-1/S Dixie Hwy & Miami Grill (Driveway)

File Name : US 1-S Dixie Hwy & Miami Grill Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 3

	S Dixie Hwy Southbound					Northbound					Westbound					Miami Grill Driveway Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

US-1/S Dixie Hwy & Miami Grill (Driveway)

File Name : US 1-S Dixie Hwy & Miami Grill Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 4



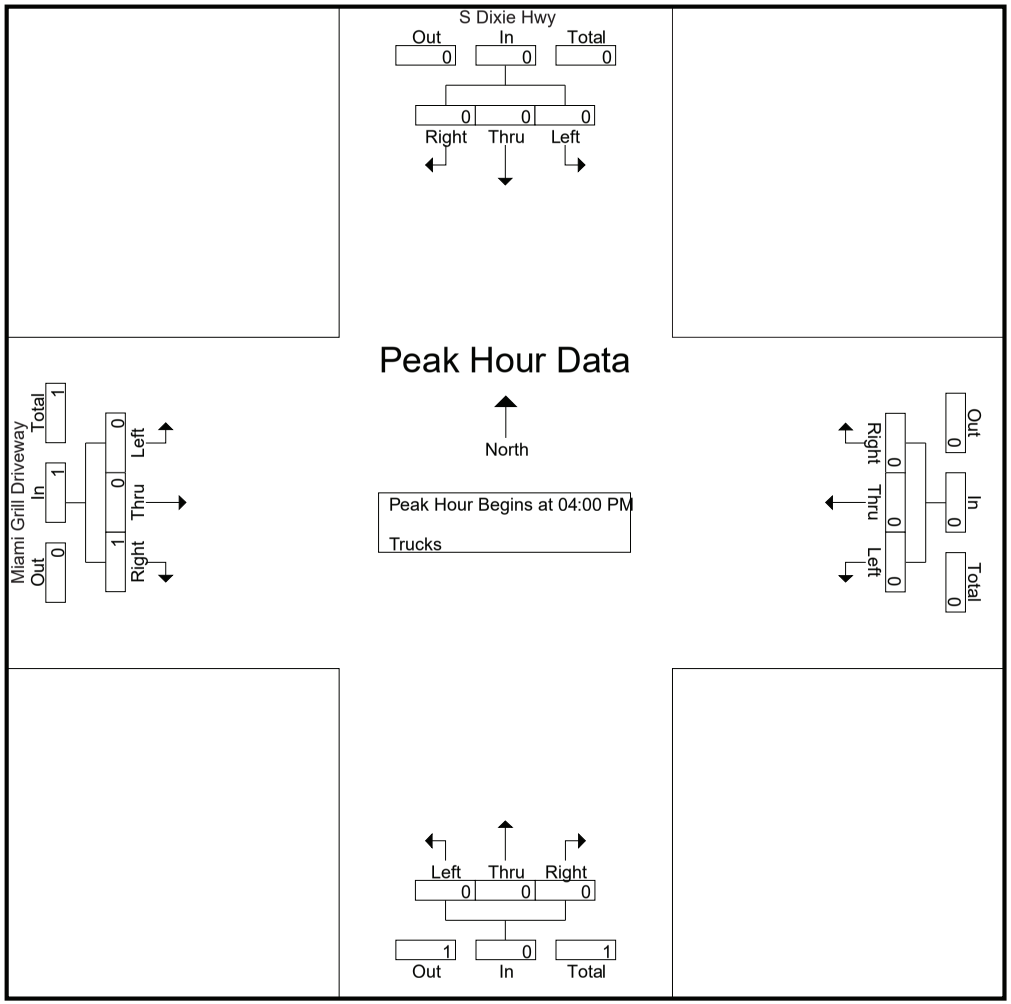
US-1/S Dixie Hwy & Miami Grill (Driveway)

File Name : US 1-S Dixie Hwy & Miami Grill Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 5

	S Dixie Hwy Southbound					Northbound					Westbound					Miami Grill Driveway Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

US-1/S Dixie Hwy & Miami Grill (Driveway)

File Name : US 1-S Dixie Hwy & Miami Grill Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 6



US-1/S Dixie Hwy & Miami Grill (Driveway)

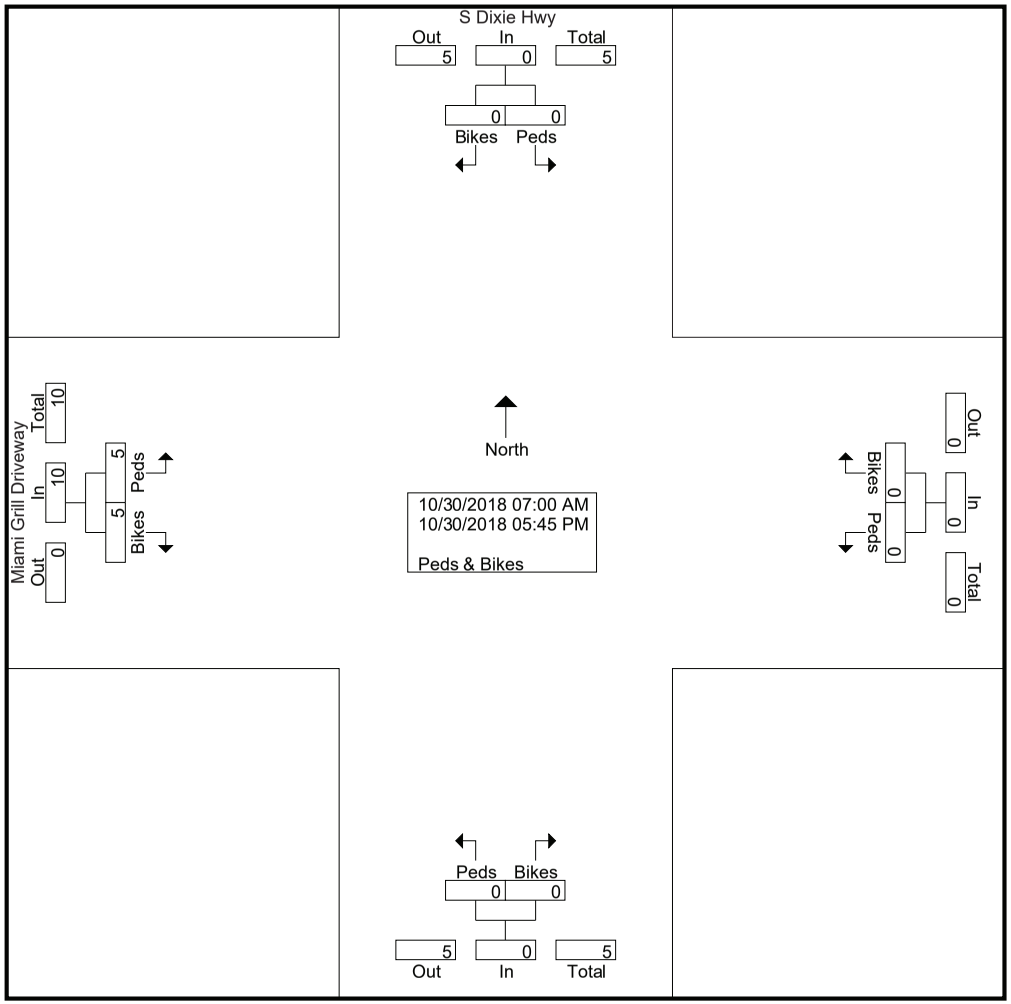
File Name : US 1-S Dixie Hwy & Miami Grill Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 1

Groups Printed- Peds & Bikes

	S Dixie Hwy Southbound			Northbound			Westbound			Miami Grill Driveway Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
*** BREAK ***													
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***													
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***													
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	2	0	2	2
*** BREAK ***													
04:15 PM	0	0	0	0	0	0	0	0	0	1	1	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	0	1	2	3	3
*** BREAK ***													
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	1	1	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	2	2	4	4
Grand Total	0	0	0	0	0	0	0	0	0	5	5	10	10
Apprch %	0	0		0	0		0	0		50	50		
Total %	0	0	0	0	0	0	0	0	0	50	50	100	

US-1/S Dixie Hwy & Miami Grill (Driveway)

File Name : US 1-S Dixie Hwy & Miami Grill Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 2



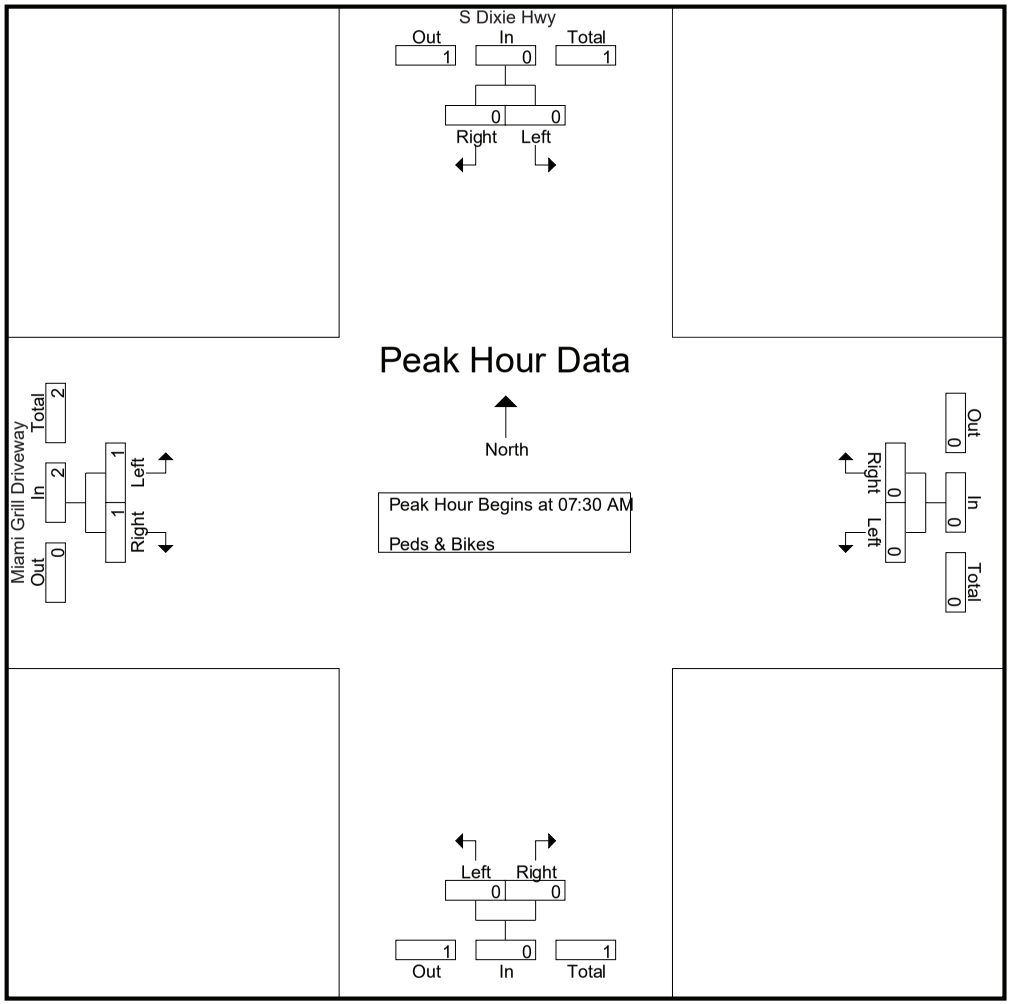
US-1/S Dixie Hwy & Miami Grill (Driveway)

File Name : US 1-S Dixie Hwy & Miami Grill Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 3

	S Dixie Hwy Southbound			Northbound			Westbound			Miami Grill Driveway Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	1	1	2	2
% App. Total	0	0		0	0		0	0		50	50		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.500	.500

US-1/S Dixie Hwy & Miami Grill (Driveway)

File Name : US 1-S Dixie Hwy & Miami Grill Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 4



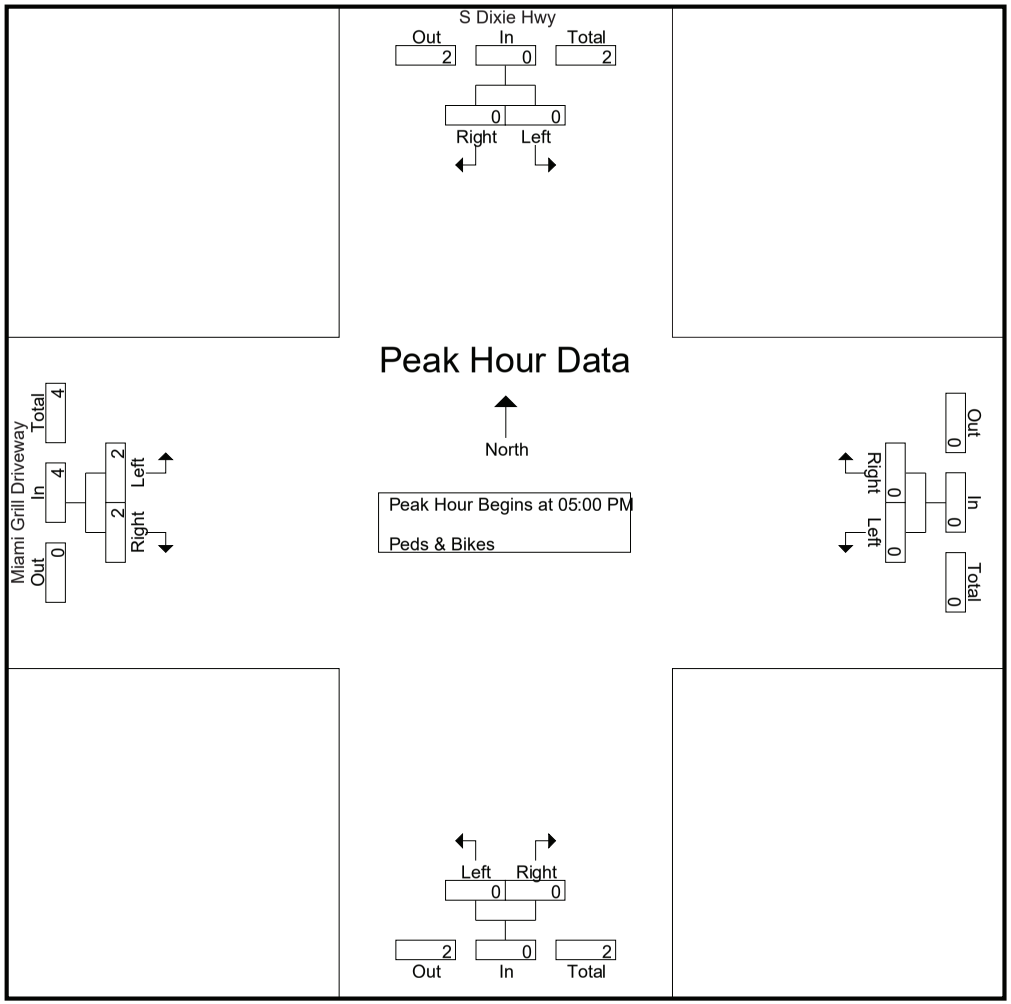
US-1/S Dixie Hwy & Miami Grill (Driveway)

File Name : US 1-S Dixie Hwy & Miami Grill Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 5

	S Dixie Hwy Southbound			Northbound			Westbound			Miami Grill Driveway Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	**1**	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	**1**	1	**2**	**2**
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	2	2	4	4
% App. Total	0	0		0	0		0	0		50	50		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.500	.500

US-1/S Dixie Hwy & Miami Grill (Driveway)

File Name : US 1-S Dixie Hwy & Miami Grill Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 6



S Dixie Hwy & Fedex Office/Rooms To Go (Driveways)

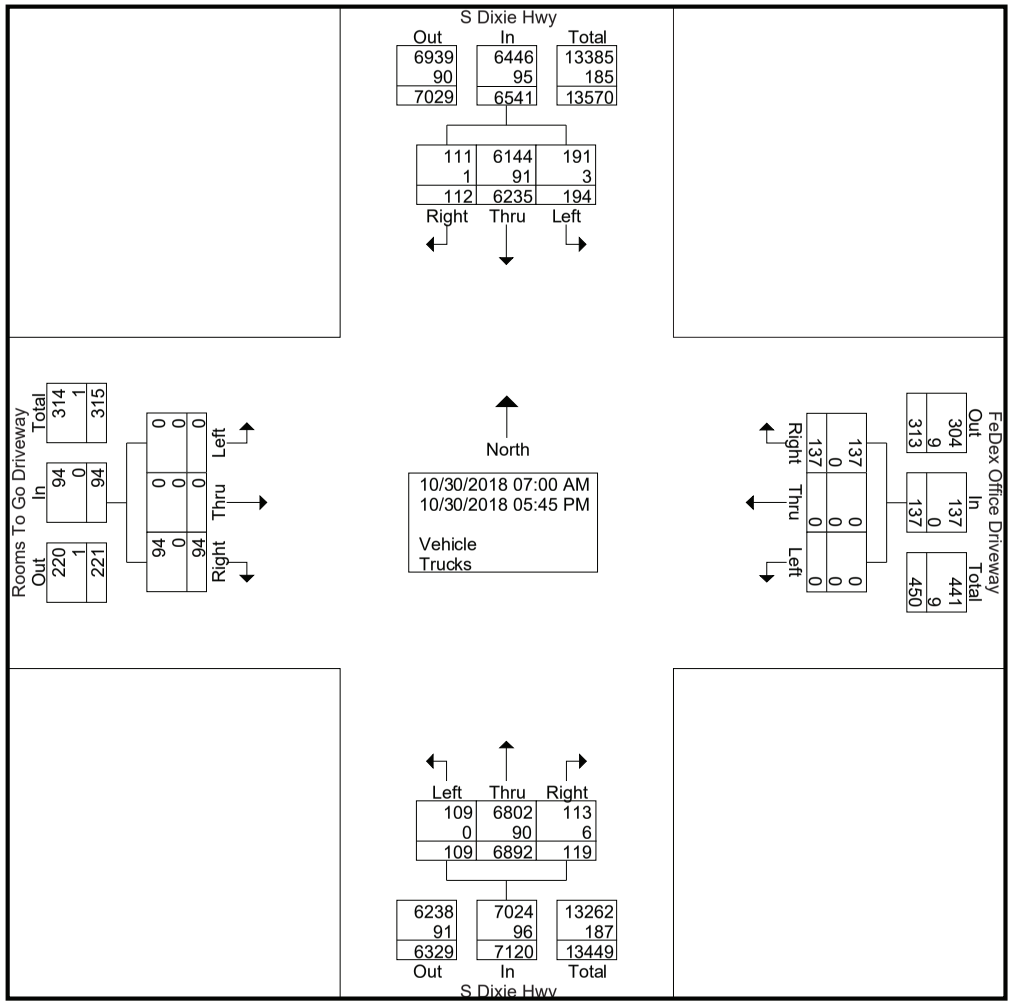
File Name : US 1-S Dixie Hwy & FeDex Office-Rooms To Go Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 1

Groups Printed- Vehicle - Trucks

	S Dixie Hwy Southbound					S Dixie Hwy Northbound					FeDex Office Driveway Westbound					Rooms To Go Driveway Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	191	0	193	1	2	470	5	478	0	0	0	3	3	0	0	0	0	0	674
07:15 AM	1	3	228	0	232	1	2	456	3	462	0	0	0	4	4	0	0	0	0	0	698
07:30 AM	1	12	302	0	315	0	0	543	7	550	0	0	0	3	3	0	0	0	0	0	868
07:45 AM	1	10	262	1	274	1	1	594	6	602	0	0	0	4	4	0	0	0	1	1	881
Total	3	27	983	1	1014	3	5	2063	21	2092	0	0	0	14	14	0	0	0	1	1	3121
08:00 AM	1	19	258	1	279	0	0	522	6	528	0	0	0	7	7	0	0	0	0	0	814
08:15 AM	8	9	273	1	291	3	1	494	4	502	0	0	0	7	7	0	0	0	0	0	800
08:30 AM	6	14	302	0	322	1	0	496	9	506	0	0	0	11	11	0	0	0	0	0	839
08:45 AM	2	13	258	1	274	5	2	561	13	581	0	0	0	8	8	0	0	0	0	0	863
Total	17	55	1091	3	1166	9	3	2073	32	2117	0	0	0	33	33	0	0	0	0	0	3316
*** BREAK ***																					
04:00 PM	2	8	537	15	562	3	4	309	10	326	0	0	0	7	7	0	0	0	14	14	909
04:15 PM	4	11	492	15	522	3	1	379	9	392	0	0	0	16	16	0	0	0	12	12	942
04:30 PM	0	5	504	7	516	2	13	378	11	404	0	0	0	11	11	0	0	0	12	12	943
04:45 PM	2	12	453	21	488	2	9	354	4	369	0	0	0	10	10	0	0	0	13	13	880
Total	8	36	1986	58	2088	10	27	1420	34	1491	0	0	0	44	44	0	0	0	51	51	3674
05:00 PM	4	7	539	12	562	5	4	339	7	355	0	0	0	16	16	0	0	0	9	9	942
05:15 PM	3	12	522	6	543	5	11	332	9	357	0	0	0	12	12	0	0	0	9	9	921
05:30 PM	6	7	574	12	599	6	12	324	5	347	0	0	0	12	12	0	0	0	15	15	973
05:45 PM	2	7	540	20	569	4	5	341	11	361	0	0	0	6	6	0	0	0	9	9	945
Total	15	33	2175	50	2273	20	32	1336	32	1420	0	0	0	46	46	0	0	0	42	42	3781
Grand Total	43	151	6235	112	6541	42	67	6892	119	7120	0	0	0	137	137	0	0	0	94	94	13892
Apprch %	0.7	2.3	95.3	1.7		0.6	0.9	96.8	1.7		0	0	0	100		0	0	0	100		
Total %	0.3	1.1	44.9	0.8	47.1	0.3	0.5	49.6	0.9	51.3	0	0	0	1	1	0	0	0	0.7	0.7	
Vehicle	43	148	6144	111	6446	42	67	6802	113	7024	0	0	0	137	137	0	0	0	94	94	13727
% Vehicle	100	98	98.5	99.1	98.5	100	100	98.7	95	98.7	0	0	0	100	100	0	0	0	100	100	98.8
Trucks	0	3	91	1	95	0	0	90	6	96	0	0	0	0	0	0	0	0	0	0	164
% Trucks	0	2	1.5	0.9	1.5	0	0	1.3	5	1.3	0	0	0	0	0	0	0	0	0	0	1.2

S Dixie Hwy & Fedex Office/Rooms To Go (Driveways)

File Name : US 1-S Dixie Hwy & FeDex Office-Rooms To Go Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 2



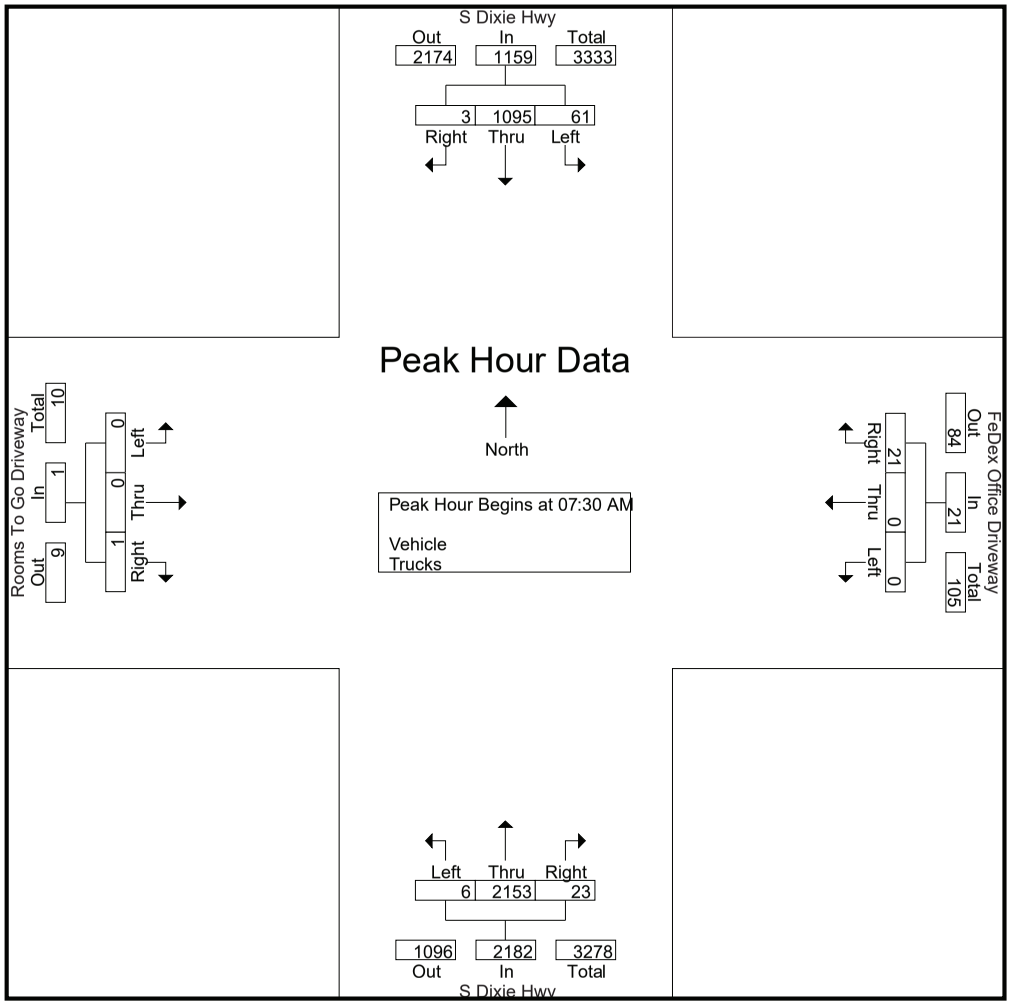
S Dixie Hwy & Fedex Office/Rooms To Go (Driveways)

File Name : US 1-S Dixie Hwy & FeDex Office-Rooms To Go Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 3

	S Dixie Hwy Southbound					S Dixie Hwy Northbound					FeDex Office Driveway Westbound					Rooms To Go Driveway Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	12	**302**	0	**315**	0	0	543	**7**	550	0	0	0	3	3	0	0	0	0	0	868
07:45 AM	1	10	262	**1**	274	1	**1**	**594**	6	**602**	0	0	0	4	4	0	0	0	**1**	**1**	**881**
08:00 AM	1	**19**	258	1	279	0	0	522	6	528	0	0	0	**7**	**7**	0	0	0	0	0	814
08:15 AM	**8**	9	273	1	291	**3**	1	494	4	502	0	0	0	7	7	0	0	0	0	0	800
Total Volume	11	50	1095	3	1159	4	2	2153	23	2182	0	0	0	21	21	0	0	0	1	1	3363
% App. Total	0.9	4.3	94.5	0.3		0.2	0.1	98.7	1.1		0	0	0	100		0	0	0	100		
PHF	.344	.658	.906	.750	.920	.333	.500	.906	.821	.906	.000	.000	.000	.750	.750	.000	.000	.000	.250	.250	.954

S Dixie Hwy & Fedex Office/Rooms To Go (Driveways)

File Name : US 1-S Dixie Hwy & FeDex Office-Rooms To Go Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 4



S Dixie Hwy & Fedex Office/Rooms To Go (Driveways)

File Name : US 1-S Dixie Hwy & FeDex Office-Rooms To Go Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 5

	S Dixie Hwy Southbound					S Dixie Hwy Northbound					FeDex Office Driveway Westbound					Rooms To Go Driveway Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	4	7	539	12	562	5	4	339	7	355	0	0	0	**16**	**16**	0	0	0	9	9	942
05:15 PM	3	**12**	522	6	543	5	11	332	9	357	0	0	0	12	12	0	0	0	9	9	921
05:30 PM	**6**	7	**574**	12	**599**	**6**	**12**	324	5	347	0	0	0	12	12	0	0	0	**15**	**15**	**973**
05:45 PM	2	7	540	**20**	569	4	5	**341**	**11**	**361**	0	0	0	6	6	0	0	0	9	9	945
Total Volume	15	33	2175	50	2273	20	32	1336	32	1420	0	0	0	46	46	0	0	0	42	42	3781
% App. Total	0.7	1.5	95.7	2.2		1.4	2.3	94.1	2.3		0	0	0	100		0	0	0	100		
PHF	.625	.688	.947	.625	.949	.833	.667	.979	.727	.983	.000	.000	.000	.719	.719	.000	.000	.000	.700	.700	.971

S Dixie Hwy & Fedex Office/Rooms To Go (Driveways)

File Name : US 1-S Dixie Hwy & FeDex Office-Rooms To Go Driveways
Site Code : 00000000
Start Date : 10/30/2018
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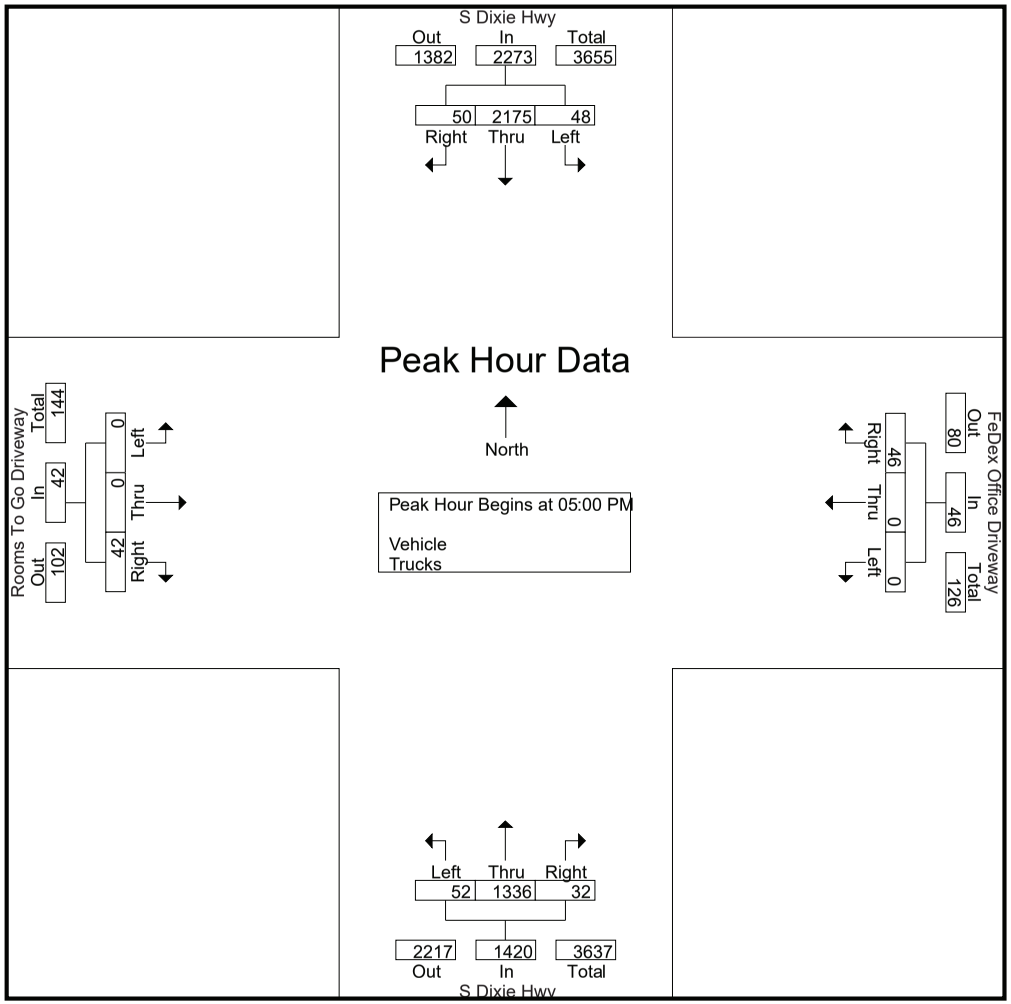


S Dixie Hwy & Fedex Office/Rooms To Go (Driveways)

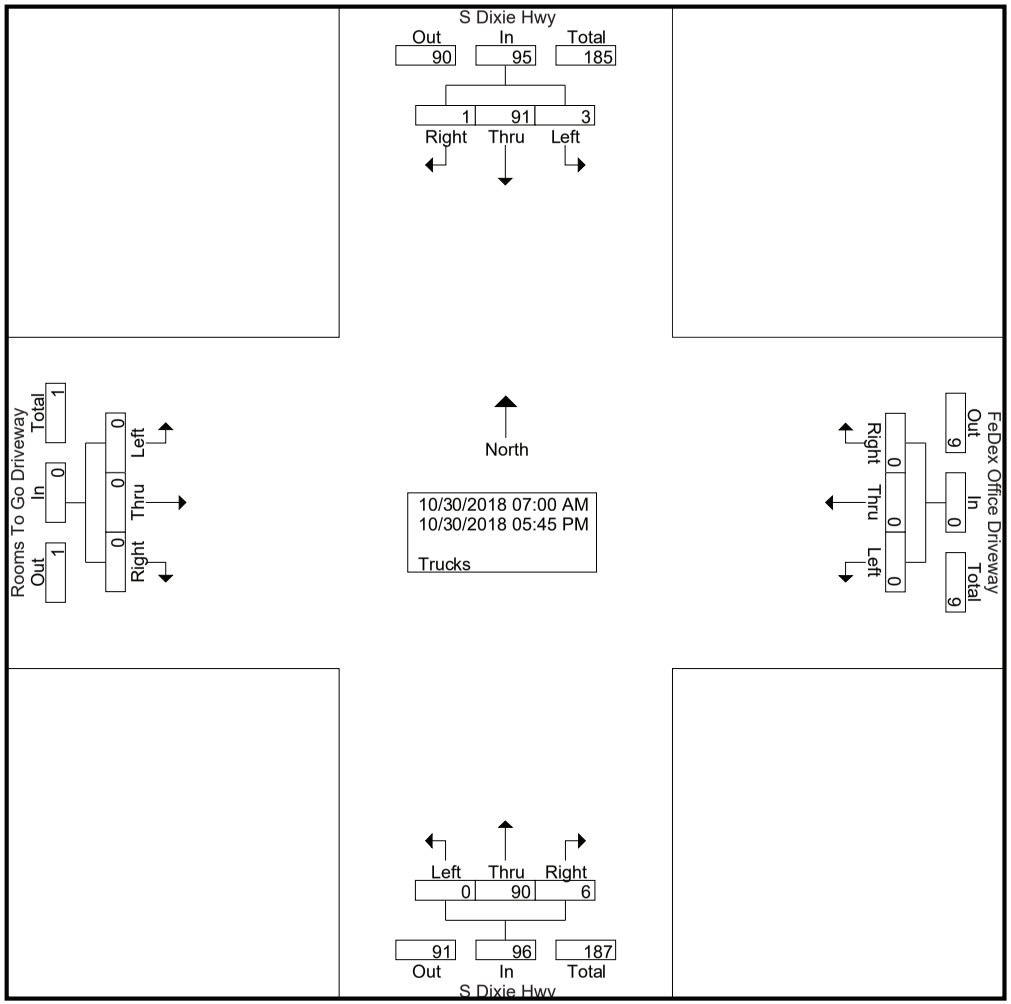
File Name : US 1-S Dixie Hwy & FeDex Office-Rooms To Go Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 1

Groups Printed- Trucks

	S Dixie Hwy Southbound					S Dixie Hwy Northbound					FeDex Office Driveway Westbound					Rooms To Go Driveway Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	6	0	6	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	15
07:15 AM	0	0	7	0	7	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	18
07:30 AM	0	1	7	0	8	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	14
07:45 AM	0	0	7	0	7	0	0	12	2	14	0	0	0	0	0	0	0	0	0	0	21
Total	0	1	27	0	28	0	0	38	2	40	0	0	0	0	0	0	0	0	0	0	68
08:00 AM	0	0	8	0	8	0	0	9	1	10	0	0	0	0	0	0	0	0	0	0	18
08:15 AM	0	0	4	0	4	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	11
08:30 AM	0	0	5	0	5	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	12
08:45 AM	0	1	4	1	6	0	0	6	2	8	0	0	0	0	0	0	0	0	0	0	14
Total	0	1	21	1	23	0	0	29	3	32	0	0	0	0	0	0	0	0	0	0	55
*** BREAK ***																					
04:00 PM	0	0	11	0	11	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	14
04:15 PM	0	0	4	0	4	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	9
04:30 PM	0	0	3	0	3	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	7
04:45 PM	0	0	7	0	7	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	11
Total	0	0	25	0	25	0	0	15	1	16	0	0	0	0	0	0	0	0	0	0	41
05:00 PM	0	0	3	0	3	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	8
05:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	9	0	9	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	11
05:45 PM	0	1	5	0	6	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	7
Total	0	1	18	0	19	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	27
Grand Total	0	3	91	1	95	0	0	90	6	96	0	0	0	0	0	0	0	0	0	0	191
Apprch %	0	3.2	95.8	1.1		0	0	93.8	6.2		0	0	0	0		0	0	0	0		
Total %	0	1.6	47.6	0.5	49.7	0	0	47.1	3.1	50.3	0	0	0	0	0	0	0	0	0	0	

S Dixie Hwy & Fedex Office/Rooms To Go (Driveways)

File Name : US 1-S Dixie Hwy & FeDex Office-Rooms To Go Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 2



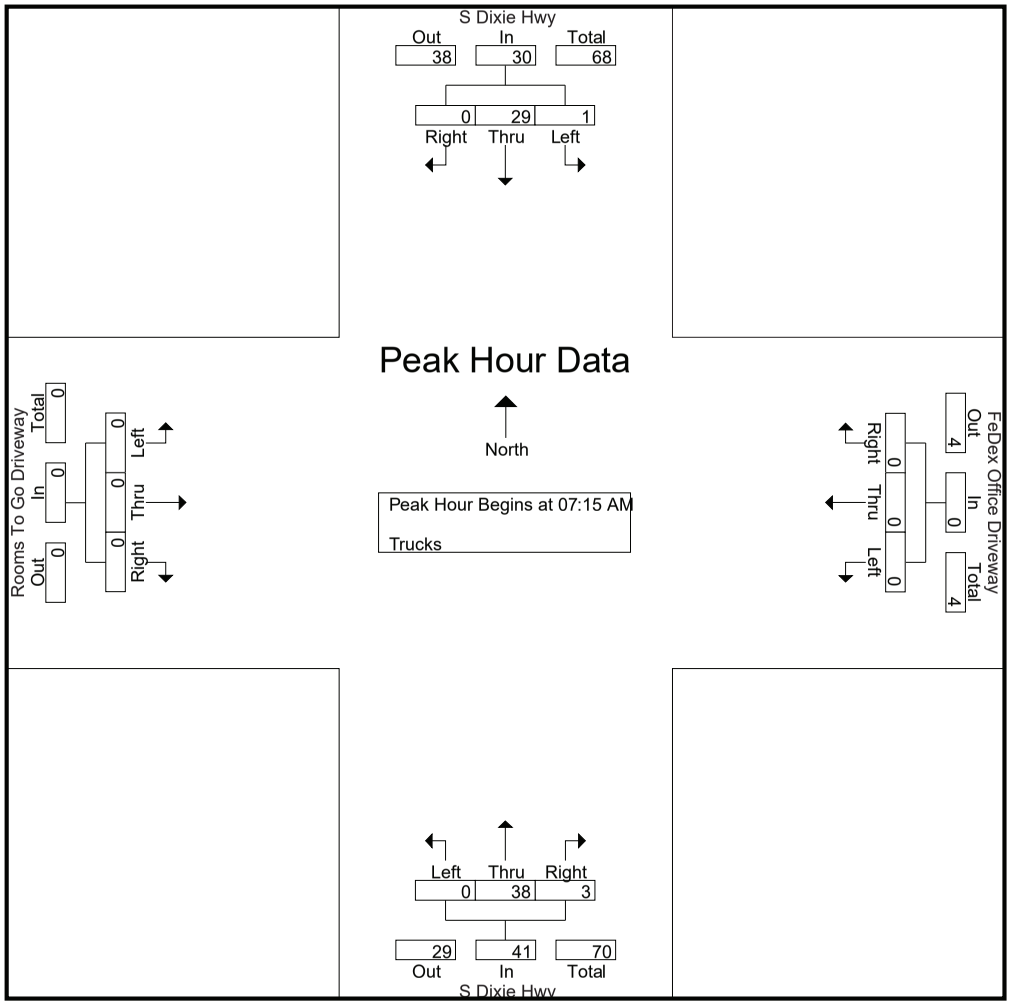
S Dixie Hwy & Fedex Office/Rooms To Go (Driveways)

File Name : US 1-S Dixie Hwy & FeDex Office-Rooms To Go Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 3

	S Dixie Hwy Southbound					S Dixie Hwy Northbound					FeDex Office Driveway Westbound					Rooms To Go Driveway Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	7	0	7	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	18
07:30 AM	0	**1**	7	0	**8**	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	14
07:45 AM	0	0	7	0	7	0	0	**12**	**2**	**14**	0	0	0	0	0	0	0	0	0	0	**21**
08:00 AM	0	0	**8**	0	8	0	0	9	1	10	0	0	0	0	0	0	0	0	0	0	18
Total Volume	0	1	29	0	30	0	0	38	3	41	0	0	0	0	0	0	0	0	0	0	71
% App. Total	0	3.3	96.7	0		0	0	92.7	7.3		0	0	0	0		0	0	0	0		
PHF	.000	.250	.906	.000	.938	.000	.000	.792	.375	.732	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.845

S Dixie Hwy & Fedex Office/Rooms To Go (Driveways)

File Name : US 1-S Dixie Hwy & FeDex Office-Rooms To Go Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 4



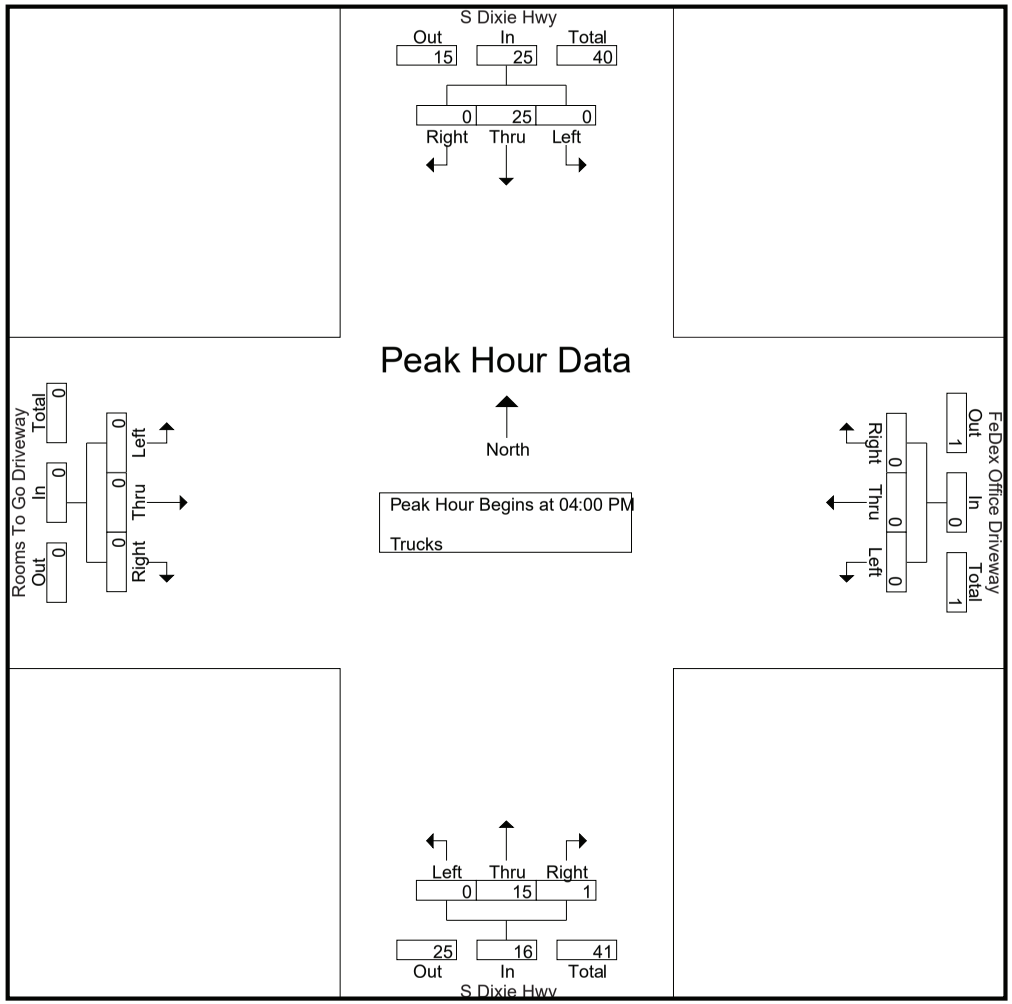
S Dixie Hwy & Fedex Office/Rooms To Go (Driveways)

File Name : US 1-S Dixie Hwy & FeDex Office-Rooms To Go Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 5

	S Dixie Hwy Southbound					S Dixie Hwy Northbound					FeDex Office Driveway Westbound					Rooms To Go Driveway Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	**11**	0	**11**	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	**14**
04:15 PM	0	0	4	0	4	0	0	**5**	0	**5**	0	0	0	0	0	0	0	0	0	0	9
04:30 PM	0	0	3	0	3	0	0	3	**1**	4	0	0	0	0	0	0	0	0	0	0	7
04:45 PM	0	0	7	0	7	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	11
Total Volume	0	0	25	0	25	0	0	15	1	16	0	0	0	0	0	0	0	0	0	0	41
% App. Total	0	0	100	0		0	0	93.8	6.2		0	0	0	0		0	0	0	0		
PHF	.000	.000	.568	.000	.568	.000	.000	.750	.250	.800	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.732

S Dixie Hwy & Fedex Office/Rooms To Go (Driveways)

File Name : US 1-S Dixie Hwy & FeDex Office-Rooms To Go Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 6



S Dixie Hwy & Fedex Office/Rooms To Go (Driveways)

File Name : US 1-S Dixie Hwy & FeDex Office-Rooms To Go Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 1

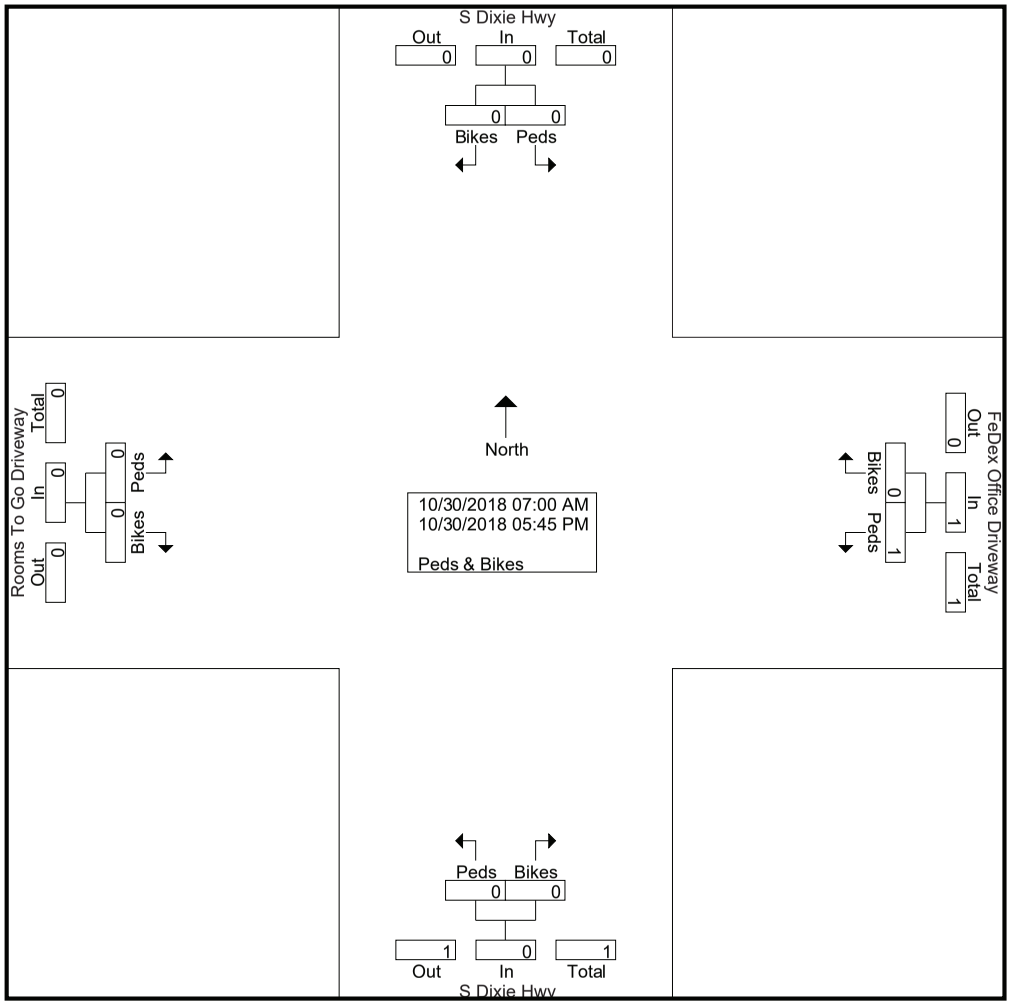
Groups Printed- Peds & Bikes

	S Dixie Hwy Southbound			S Dixie Hwy Northbound			FeDex Office Driveway Westbound			Rooms To Go Driveway Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
*** BREAK ***													
Total	0	0	0	0	0	0	1	0	1	0	0	0	1
*** BREAK ***													
Grand Total	0	0	0	0	0	0	1	0	1	0	0	0	1
Apprch %	0	0		0	0		100	0		0	0		
Total %	0	0	0	0	0	0	100	0	100	0	0	0	

Exhibit "B5" (Page 133 of 294)

S Dixie Hwy & Fedex Office/Rooms To Go (Driveways)

File Name : US 1-S Dixie Hwy & FeDex Office-Rooms To Go Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 2



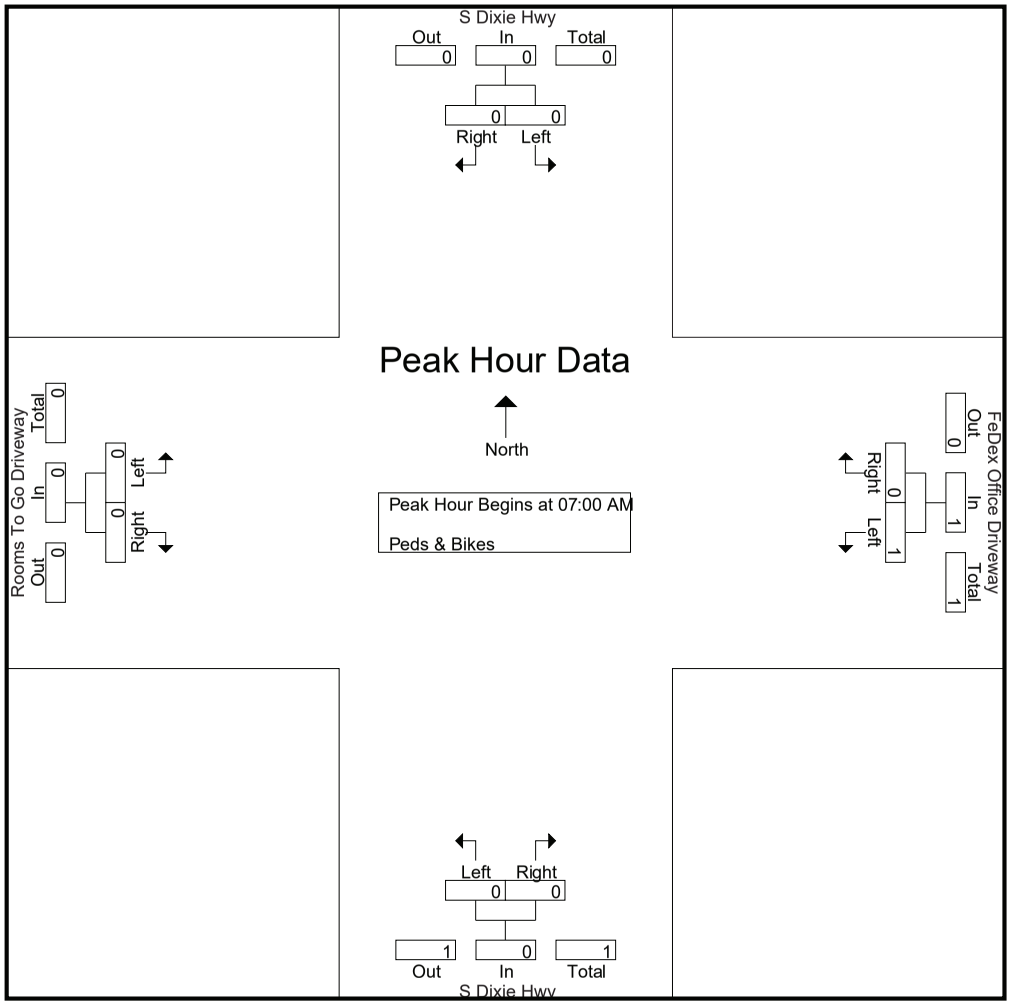
S Dixie Hwy & Fedex Office/Rooms To Go (Driveways)

File Name : US 1-S Dixie Hwy & FeDex Office-Rooms To Go Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 3

	S Dixie Hwy Southbound			S Dixie Hwy Northbound			FeDex Office Driveway Westbound			Rooms To Go Driveway Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	0	0	0	0	0	**1**	0	**1**	0	0	0	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	0	1	0	0	0	1
% App. Total	0	0		0	0		100	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.250

S Dixie Hwy & Fedex Office/Rooms To Go (Driveways)

File Name : US 1-S Dixie Hwy & FeDex Office-Rooms To Go Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 4



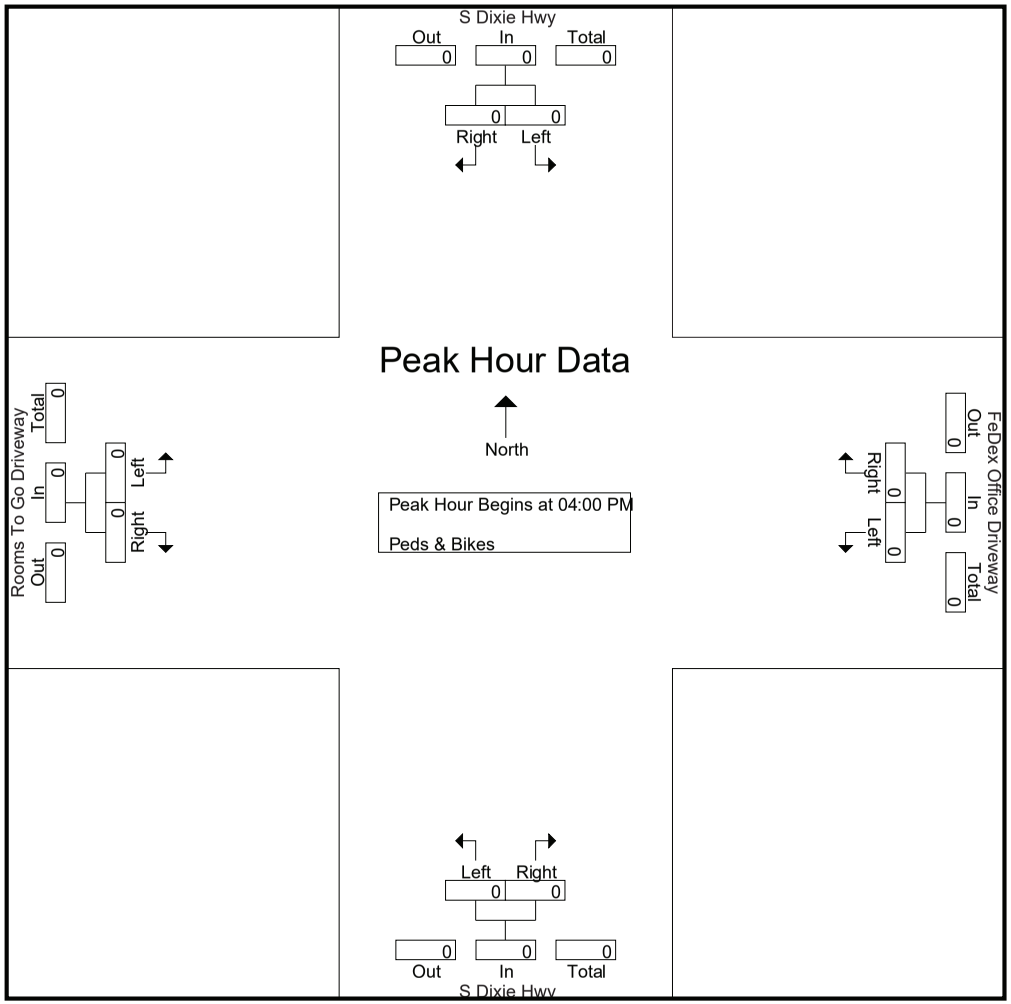
S Dixie Hwy & Fedex Office/Rooms To Go (Driveways)

File Name : US 1-S Dixie Hwy & FeDex Office-Rooms To Go Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 5

	S Dixie Hwy Southbound			S Dixie Hwy Northbound			FeDex Office Driveway Westbound			Rooms To Go Driveway Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

S Dixie Hwy & Fedex Office/Rooms To Go (Driveways)

File Name : US 1-S Dixie Hwy & FeDex Office-Rooms To Go Driveways
Site Code : 00000000
Start Date : 10/30/2018
Page No : 6



S Dixie hwy & SW 186th Street

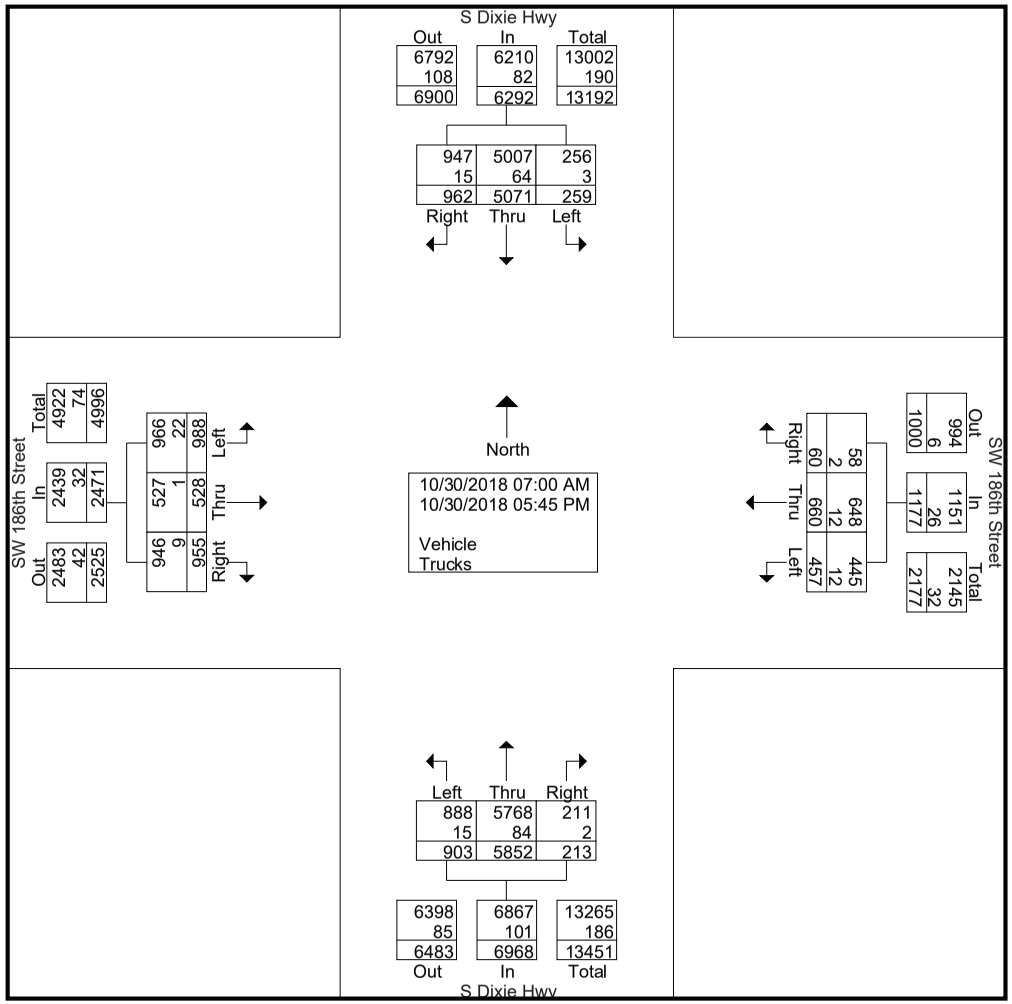
File Name : US 1-S Dixie Hwy & SW 186th Street
Site Code : 00000000
Start Date : 10/30/2018
Page No : 1

Groups Printed- Vehicle - Trucks

	S Dixie Hwy Southbound					S Dixie Hwy Northbound					SW 186th Street Westbound					SW 186th Street Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	9	134	39	182	3	72	391	4	470	0	12	41	3	56	0	35	29	47	111	819
07:15 AM	0	6	184	49	239	0	61	348	8	417	0	14	50	4	68	0	34	24	48	106	830
07:30 AM	0	4	219	45	268	1	72	427	14	514	0	16	29	3	48	0	47	23	47	117	947
07:45 AM	0	9	229	66	304	2	100	436	13	551	0	15	48	5	68	0	30	21	54	105	1028
Total	0	28	766	199	993	6	305	1602	39	1952	0	57	168	15	240	0	146	97	196	439	3624
08:00 AM	2	20	170	44	236	1	84	478	11	574	0	17	49	3	69	0	44	27	63	134	1013
08:15 AM	0	17	212	42	271	2	81	447	7	537	0	25	49	3	77	0	40	37	65	142	1027
08:30 AM	1	15	216	61	293	1	41	430	10	482	0	22	41	1	64	0	48	40	64	152	991
08:45 AM	0	11	226	44	281	2	50	488	8	548	0	23	41	1	65	0	65	41	49	155	1049
Total	3	63	824	191	1081	6	256	1843	36	2141	0	87	180	8	275	0	197	145	241	583	4080
*** BREAK ***																					
04:00 PM	2	15	428	83	528	5	30	294	21	350	0	39	48	4	91	0	69	37	55	161	1130
04:15 PM	3	18	441	78	540	4	53	297	16	370	0	42	38	4	84	0	73	22	60	155	1149
04:30 PM	5	21	438	54	518	4	38	311	17	370	0	38	38	5	81	0	87	38	57	182	1151
04:45 PM	2	15	394	64	475	5	42	271	17	335	0	41	40	6	87	0	76	34	65	175	1072
Total	12	69	1701	279	2061	18	163	1173	71	1425	0	160	164	19	343	0	305	131	237	673	4502
05:00 PM	0	15	457	77	549	3	33	314	13	363	0	42	40	2	84	0	83	37	76	196	1192
05:15 PM	2	24	446	79	551	5	27	340	21	393	0	41	31	5	77	0	80	34	79	193	1214
05:30 PM	2	19	416	75	512	6	36	309	19	370	0	44	40	4	88	0	88	44	78	210	1180
05:45 PM	2	20	461	62	545	4	35	271	14	324	0	26	37	7	70	0	89	40	48	177	1116
Total	6	78	1780	293	2157	18	131	1234	67	1450	0	153	148	18	319	0	340	155	281	776	4702
Grand Total	21	238	5071	962	6292	48	855	5852	213	6968	0	457	660	60	1177	0	988	528	955	2471	16908
Apprch %	0.3	3.8	80.6	15.3		0.7	12.3	84	3.1		0	38.8	56.1	5.1		0	40	21.4	38.6		
Total %	0.1	1.4	30	5.7	37.2	0.3	5.1	34.6	1.3	41.2	0	2.7	3.9	0.4	7	0	5.8	3.1	5.6	14.6	
Vehicle	21	235	5007	947	6210	48	840	5768	211	6867	0	445	648	58	1151	0	966	527	946	2439	16668
% Vehicle	100	98.7	98.7	98.4	98.7	100	98.2	98.6	99.1	98.6	0	97.4	98.2	96.7	97.8	0	97.8	99.8	99.1	98.7	98.6
Trucks	0	3	64	15	82	0	15	84	2	101	0	12	12	2	26	0	22	1	9	32	241
% Trucks	0	1.3	1.3	1.6	1.3	0	1.8	1.4	0.9	1.4	0	2.6	1.8	3.3	2.2	0	2.2	0.2	0.9	1.3	1.4

S Dixie hwy & SW 186th Street

File Name : US 1-S Dixie Hwy & SW 186th Street
Site Code : 00000000
Start Date : 10/30/2018
Page No : 2



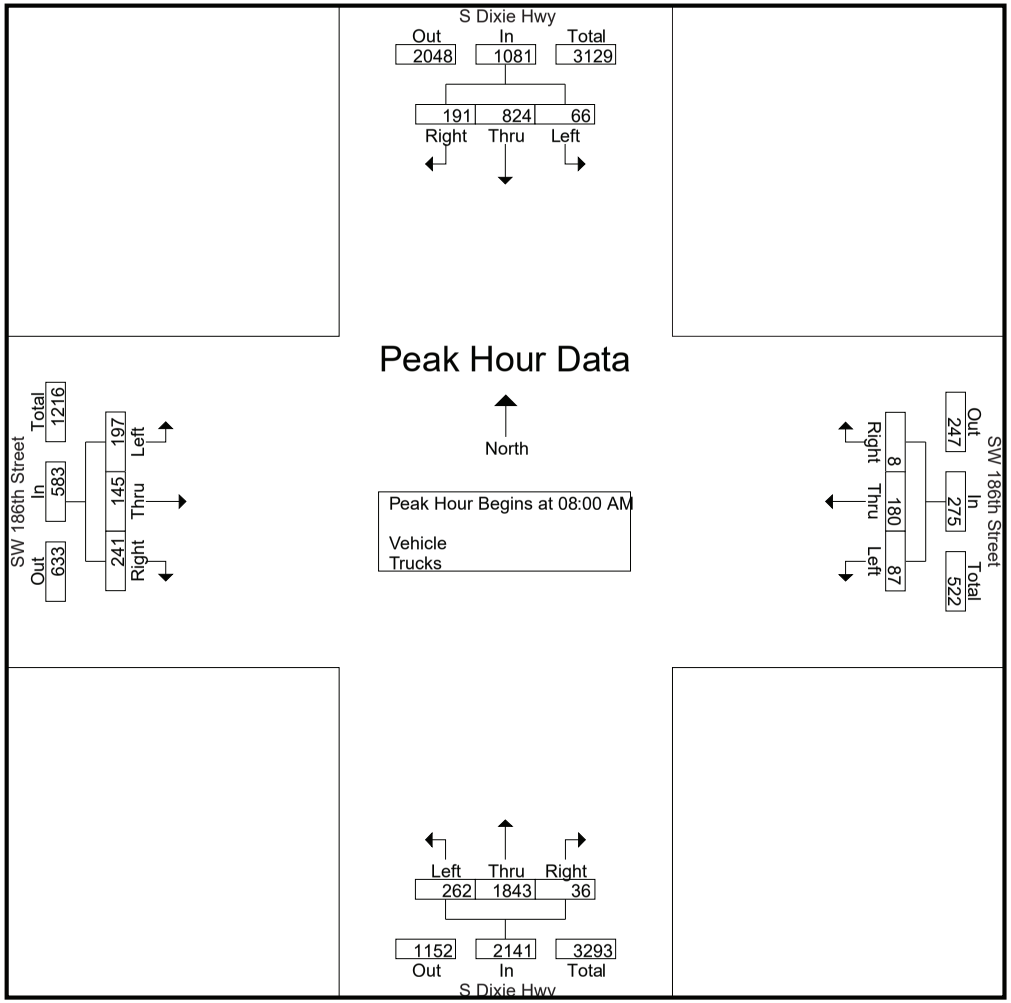
S Dixie hwy & SW 186th Street

File Name : US 1-S Dixie Hwy & SW 186th Street
Site Code : 00000000
Start Date : 10/30/2018
Page No : 3

	S Dixie Hwy Southbound					S Dixie Hwy Northbound					SW 186th Street Westbound					SW 186th Street Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**2**	**20**	170	44	236	1	**84**	478	**11**	**574**	0	17	**49**	**3**	69	0	44	27	63	134	1013
08:15 AM	0	17	212	42	271	**2**	81	447	7	537	0	**25**	49	3	**77**	0	40	37	**65**	142	1027
08:30 AM	1	15	216	**61**	**293**	1	41	430	10	482	0	22	41	1	64	0	48	40	64	152	991
08:45 AM	0	11	**226**	44	281	2	50	**488**	8	548	0	23	41	1	65	0	**65**	**41**	49	**155**	**1049**
Total Volume	3	63	824	191	1081	6	256	1843	36	2141	0	87	180	8	275	0	197	145	241	583	4080
% App. Total	0.3	5.8	76.2	17.7		0.3	12	86.1	1.7		0	31.6	65.5	2.9		0	33.8	24.9	41.3		
PHF	.375	.788	.912	.783	.922	.750	.762	.944	.818	.932	.000	.870	.918	.667	.893	.000	.758	.884	.927	.940	.972

S Dixie hwy & SW 186th Street

File Name : US 1-S Dixie Hwy & SW 186th Street
Site Code : 00000000
Start Date : 10/30/2018
Page No : 4



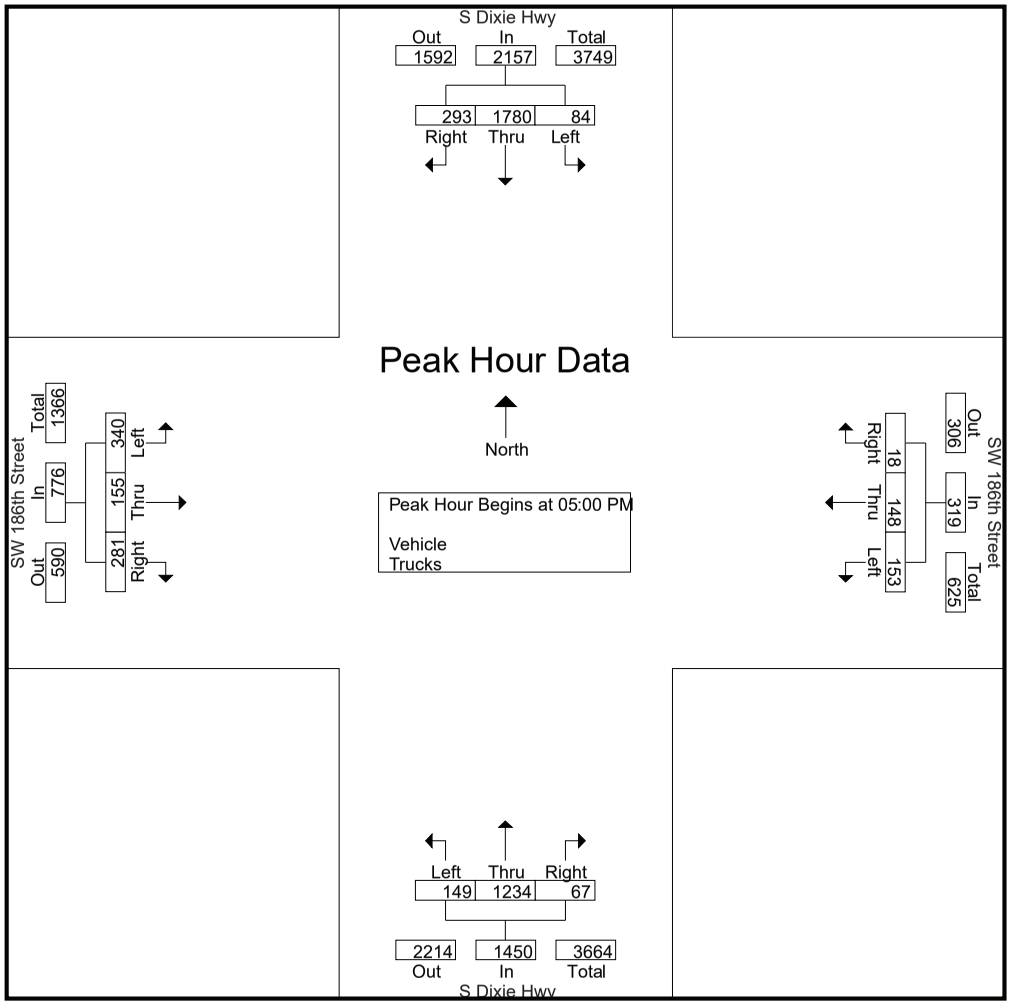
S Dixie hwy & SW 186th Street

File Name : US 1-S Dixie Hwy & SW 186th Street
Site Code : 00000000
Start Date : 10/30/2018
Page No : 5

	S Dixie Hwy Southbound					S Dixie Hwy Northbound					SW 186th Street Westbound					SW 186th Street Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	15	457	77	549	3	33	314	13	363	0	42	**40**	2	84	0	83	37	76	196	1192
05:15 PM	**2**	**24**	446	**79**	**551**	5	27	**340**	**21**	**393**	0	41	31	5	77	0	80	34	**79**	193	**1214**
05:30 PM	2	19	416	75	512	**6**	**36**	309	19	370	0	**44**	40	4	**88**	0	88	**44**	78	**210**	1180
05:45 PM	2	20	**461**	62	545	4	35	271	14	324	0	26	37	**7**	70	0	**89**	40	48	177	1116
Total Volume	6	78	1780	293	2157	18	131	1234	67	1450	0	153	148	18	319	0	340	155	281	776	4702
% App. Total	0.3	3.6	82.5	13.6		1.2	9	85.1	4.6		0	48	46.4	5.6		0	43.8	20	36.2		
PHF	.750	.813	.965	.927	.979	.750	.910	.907	.798	.922	.000	.869	.925	.643	.906	.000	.955	.881	.889	.924	.968

S Dixie hwy & SW 186th Street

File Name : US 1-S Dixie Hwy & SW 186th Street
Site Code : 00000000
Start Date : 10/30/2018
Page No : 6



S Dixie hwy & SW 186th Street

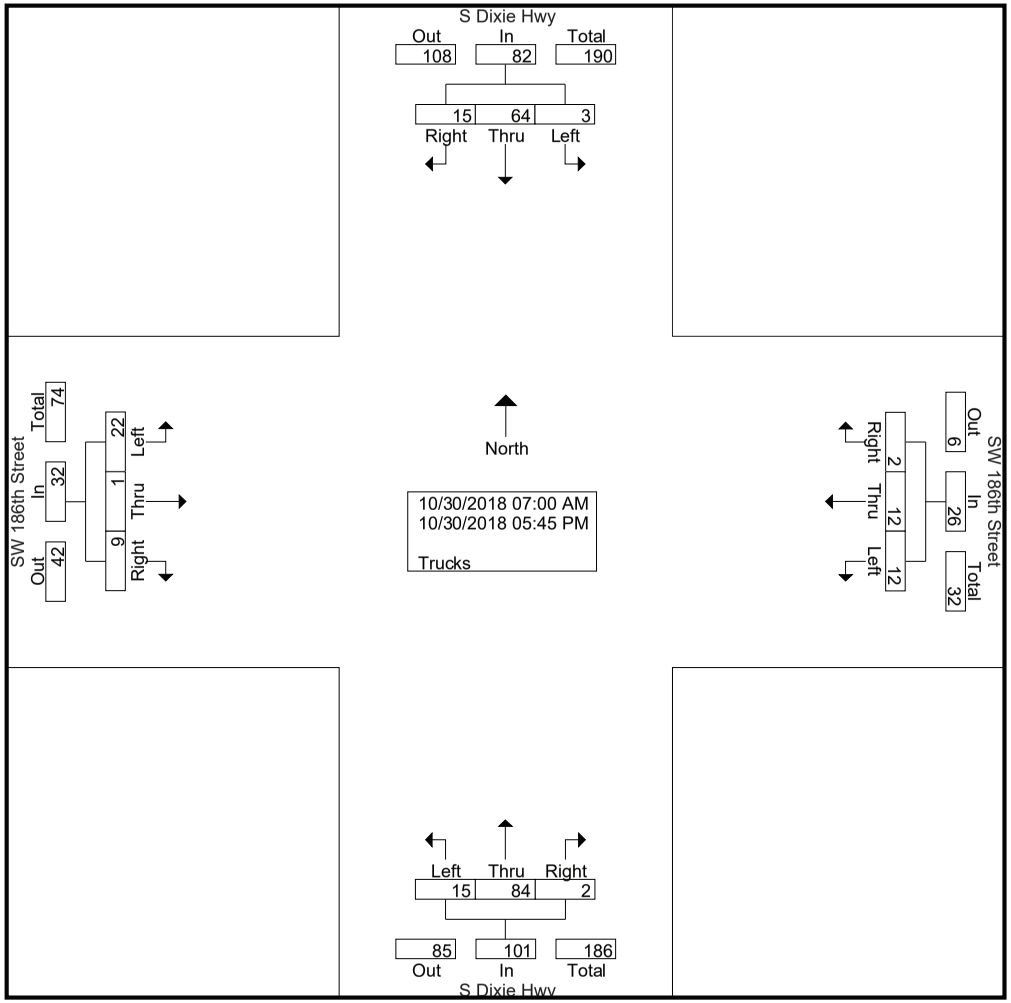
File Name : US 1-S Dixie Hwy & SW 186th Street
Site Code : 00000000
Start Date : 10/30/2018
Page No : 1

Groups Printed- Trucks

	S Dixie Hwy Southbound					S Dixie Hwy Northbound					SW 186th Street Westbound					SW 186th Street Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	6	0	7	0	0	8	0	8	0	0	0	0	0	0	2	0	1	3	18
07:15 AM	0	0	2	1	3	0	1	7	0	8	0	3	0	0	3	0	0	0	1	1	15
07:30 AM	0	0	4	0	4	0	2	2	0	4	0	2	0	1	3	0	3	0	1	4	15
07:45 AM	0	0	7	1	8	0	3	6	0	9	0	0	2	1	3	0	3	0	0	3	23
Total	0	1	19	2	22	0	6	23	0	29	0	5	2	2	9	0	8	0	3	11	71
08:00 AM	0	0	6	1	7	0	2	9	1	12	0	1	1	0	2	0	3	0	0	3	24
08:15 AM	0	0	5	0	5	0	1	7	1	9	0	2	1	0	3	0	2	0	0	2	19
08:30 AM	0	0	2	3	5	0	0	8	0	8	0	2	0	0	2	0	4	0	0	4	19
08:45 AM	0	1	3	1	5	0	1	9	0	10	0	0	1	0	1	0	0	0	0	0	16
Total	0	1	16	5	22	0	4	33	2	39	0	5	3	0	8	0	9	0	0	9	78
*** BREAK ***																					
04:00 PM	0	0	2	4	6	0	3	7	0	10	0	0	2	0	2	0	0	0	2	2	20
04:15 PM	0	1	4	2	7	0	0	5	0	5	0	0	0	0	0	0	1	0	1	2	14
04:30 PM	0	0	4	0	4	0	1	1	0	2	0	0	0	0	0	0	0	0	1	1	7
04:45 PM	0	0	3	0	3	0	0	2	0	2	0	0	1	0	1	0	2	0	1	3	9
Total	0	1	13	6	20	0	4	15	0	19	0	0	3	0	3	0	3	0	5	8	50
05:00 PM	0	0	4	0	4	0	0	4	0	4	0	0	2	0	2	0	1	1	0	2	12
05:15 PM	0	0	3	1	4	0	0	1	0	1	0	1	1	0	2	0	0	0	1	1	8
05:30 PM	0	0	4	0	4	0	1	2	0	3	0	1	0	0	1	0	0	0	0	0	8
05:45 PM	0	0	5	1	6	0	0	6	0	6	0	0	1	0	1	0	1	0	0	1	14
Total	0	0	16	2	18	0	1	13	0	14	0	2	4	0	6	0	2	1	1	4	42
Grand Total	0	3	64	15	82	0	15	84	2	101	0	12	12	2	26	0	22	1	9	32	240
Apprch %	0	3.7	78	18.3		0	14.9	83.2	2		0	46.2	46.2	7.7		0	68.8	3.1	28.1		
Total %	0	1.2	26.6	6.2	34	0	6.2	34.9	0.8	41.9	0	5	5	0.8	10.8	0	9.1	0.4	3.7	13.3	

S Dixie hwy & SW 186th Street

File Name : US 1-S Dixie Hwy & SW 186th Street
Site Code : 00000000
Start Date : 10/30/2018
Page No : 2



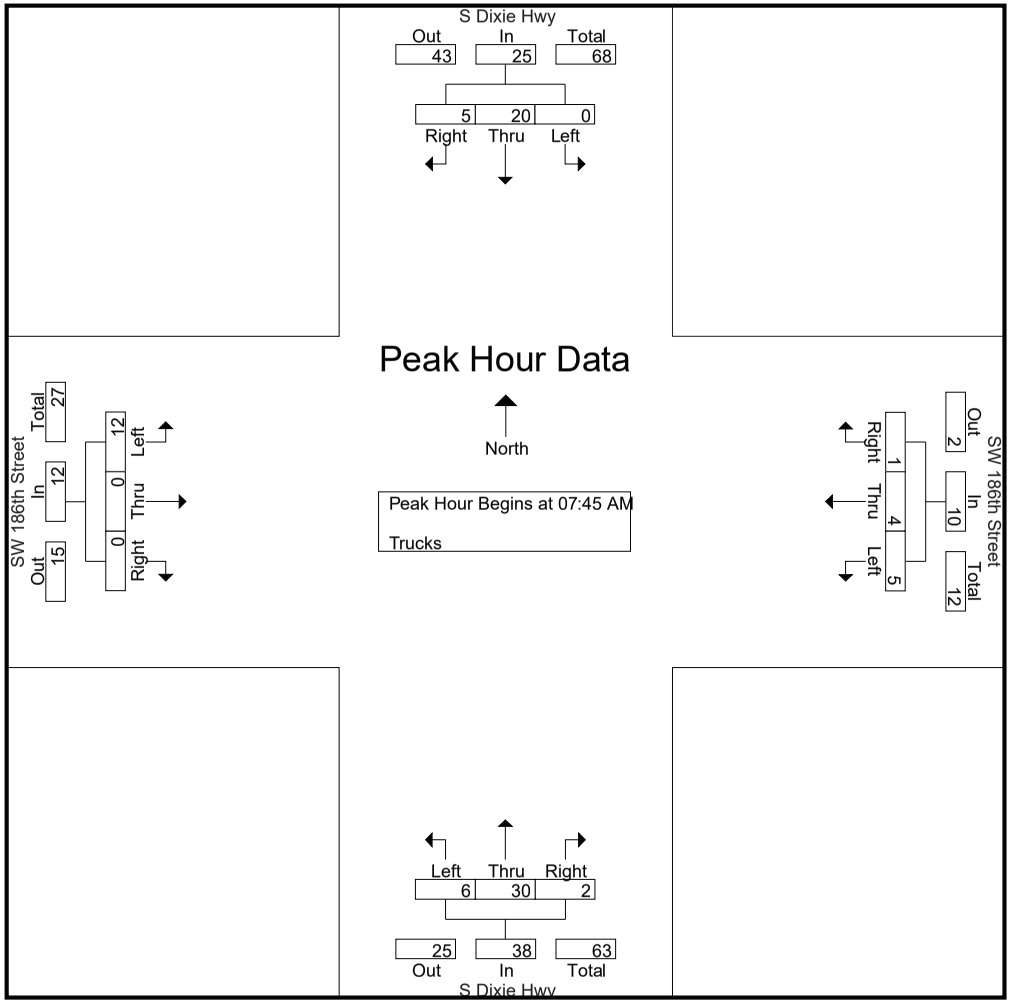
S Dixie hwy & SW 186th Street

File Name : US 1-S Dixie Hwy & SW 186th Street
Site Code : 00000000
Start Date : 10/30/2018
Page No : 3

	S Dixie Hwy Southbound					S Dixie Hwy Northbound					SW 186th Street Westbound					SW 186th Street Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	**7**	1	**8**	0	**3**	6	0	9	0	0	**2**	**1**	**3**	0	3	0	0	3	23
08:00 AM	0	0	6	1	7	0	2	**9**	**1**	**12**	0	1	1	0	2	0	3	0	0	3	**24**
08:15 AM	0	0	5	0	5	0	1	7	1	9	0	**2**	1	0	3	0	2	0	0	2	19
08:30 AM	0	0	2	**3**	5	0	0	8	0	8	0	2	0	0	2	0	**4**	0	0	**4**	19
Total Volume	0	0	20	5	25	0	6	30	2	38	0	5	4	1	10	0	12	0	0	12	85
% App. Total	0	0	80	20		0	15.8	78.9	5.3		0	50	40	10		0	100	0	0		
PHF	.000	.000	.714	.417	.781	.000	.500	.833	.500	.792	.000	.625	.500	.250	.833	.000	.750	.000	.000	.750	.885

S Dixie hwy & SW 186th Street

File Name : US 1-S Dixie Hwy & SW 186th Street
Site Code : 00000000
Start Date : 10/30/2018
Page No : 4



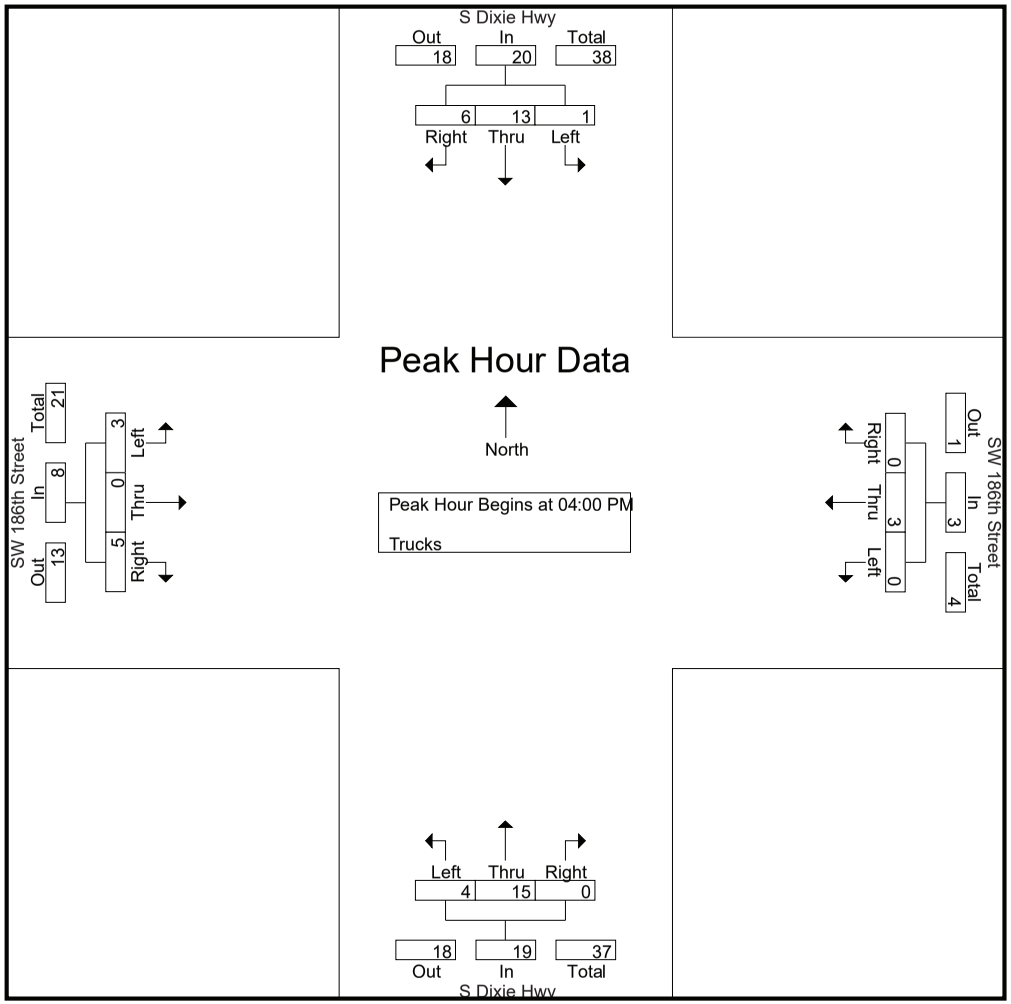
S Dixie hwy & SW 186th Street

File Name : US 1-S Dixie Hwy & SW 186th Street
Site Code : 00000000
Start Date : 10/30/2018
Page No : 5

	S Dixie Hwy Southbound					S Dixie Hwy Northbound					SW 186th Street Westbound					SW 186th Street Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	2	**4**	6	0	**3**	**7**	0	**10**	0	0	**2**	0	**2**	0	0	0	**2**	2	**20**
04:15 PM	0	**1**	**4**	2	**7**	0	0	5	0	5	0	0	0	0	0	0	1	0	1	2	14
04:30 PM	0	0	4	0	4	0	1	1	0	2	0	0	0	0	0	0	0	0	1	1	7
04:45 PM	0	0	3	0	3	0	0	2	0	2	0	0	1	0	1	0	**2**	0	1	**3**	9
Total Volume	0	1	13	6	20	0	4	15	0	19	0	0	3	0	3	0	3	0	5	8	50
% App. Total	0	5	65	30		0	21.1	78.9	0		0	0	100	0		0	37.5	0	62.5		
PHF	.000	.250	.813	.375	.714	.000	.333	.536	.000	.475	.000	.000	.375	.000	.375	.000	.375	.000	.625	.667	.625

S Dixie hwy & SW 186th Street

File Name : US 1-S Dixie Hwy & SW 186th Street
Site Code : 00000000
Start Date : 10/30/2018
Page No : 6



S Dixie hwy & SW 186th Street

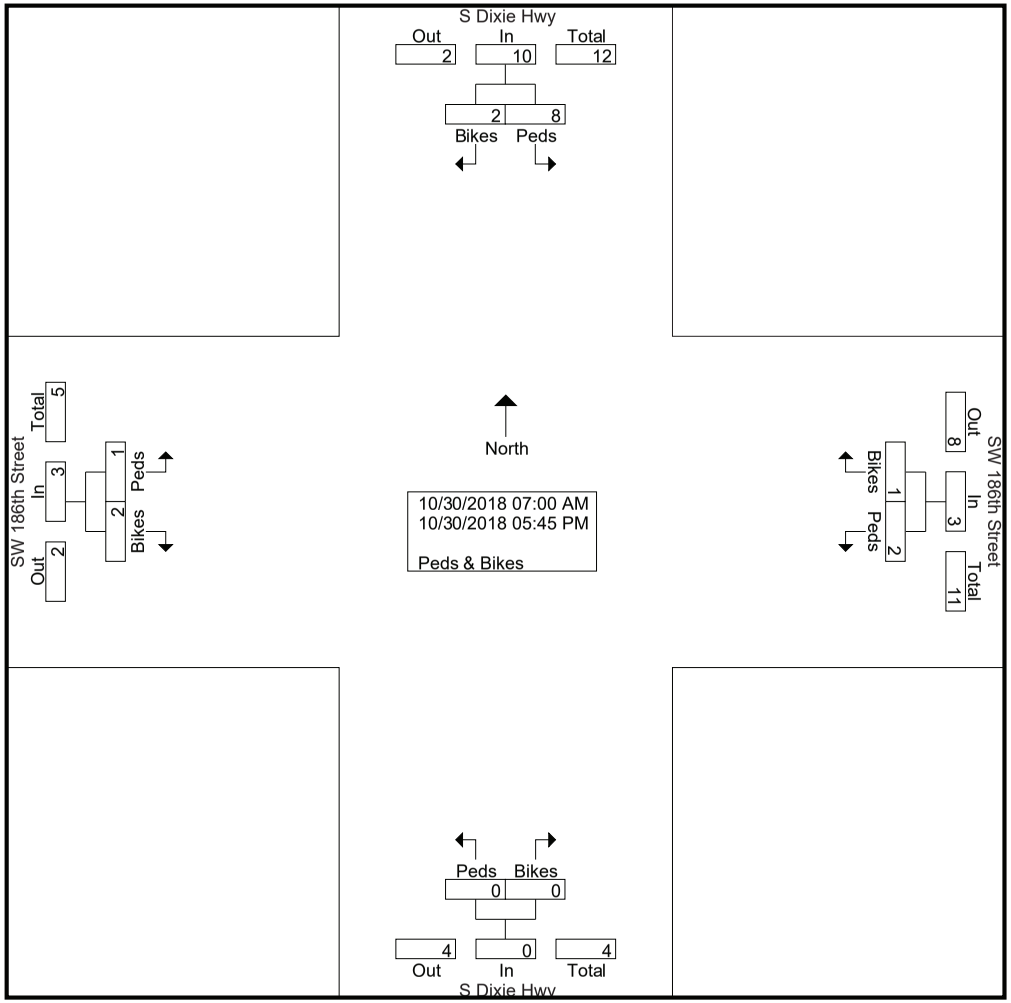
File Name : US 1-S Dixie Hwy & SW 186th Street
Site Code : 00000000
Start Date : 10/30/2018
Page No : 1

Groups Printed- Peds & Bikes

	S Dixie Hwy Southbound			S Dixie Hwy Northbound			SW 186th Street Westbound			SW 186th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
*** BREAK ***													
07:15 AM	3	0	3	0	0	0	0	0	0	0	1	1	4
*** BREAK ***													
Total	3	0	3	0	0	0	0	0	0	0	1	1	4
08:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	1	1	0	0	0	0	0	0	1	1	2	3
*** BREAK ***													
04:15 PM	2	0	2	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
04:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
Total	2	1	3	0	0	0	0	1	1	0	0	0	4
05:00 PM	2	0	2	0	0	0	2	0	2	0	0	0	4
05:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	3	0	3	0	0	0	2	0	2	0	0	0	5
Grand Total	8	2	10	0	0	0	2	1	3	1	2	3	16
Apprch %	80	20		0	0		66.7	33.3		33.3	66.7		
Total %	50	12.5	62.5	0	0	0	12.5	6.2	18.8	6.2	12.5	18.8	

S Dixie hwy & SW 186th Street

File Name : US 1-S Dixie Hwy & SW 186th Street
Site Code : 00000000
Start Date : 10/30/2018
Page No : 2



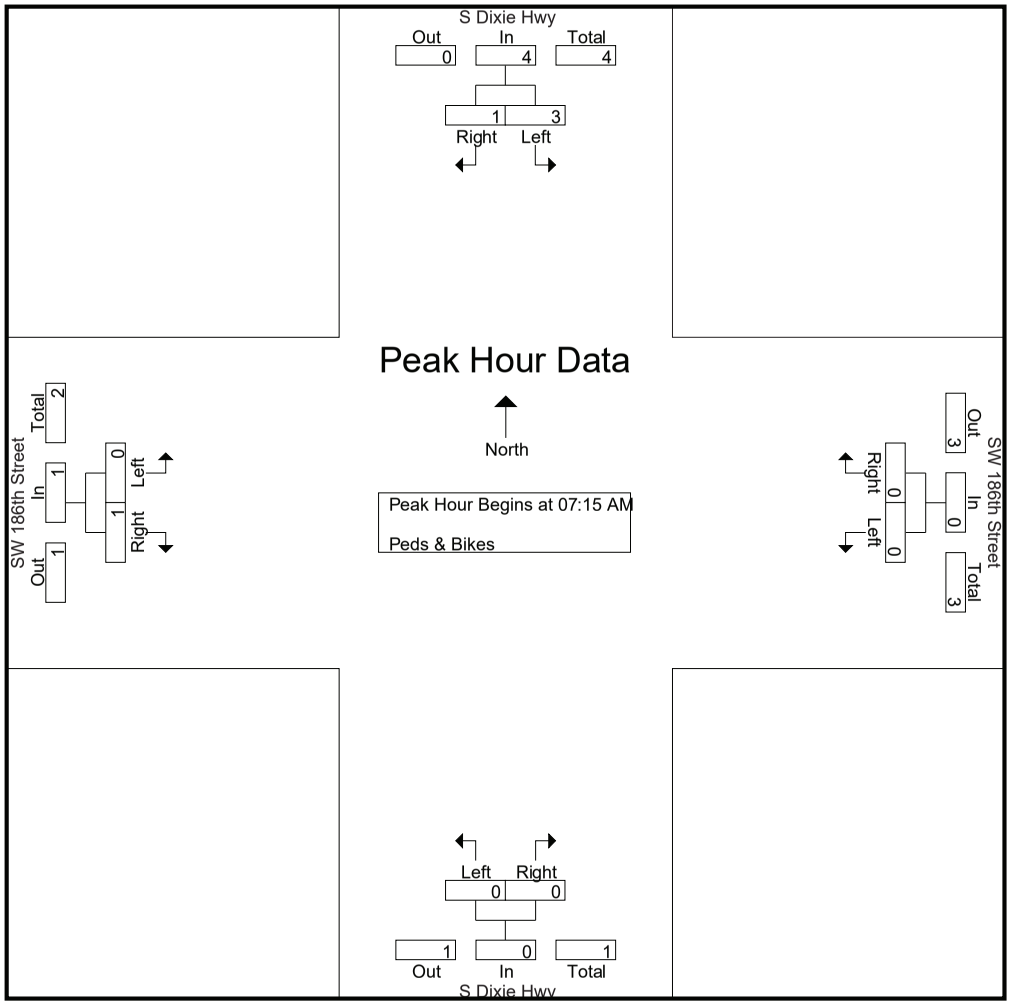
S Dixie hwy & SW 186th Street

File Name : US 1-S Dixie Hwy & SW 186th Street
Site Code : 00000000
Start Date : 10/30/2018
Page No : 3

	S Dixie Hwy Southbound			S Dixie Hwy Northbound			SW 186th Street Westbound			SW 186th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	**3**	0	**3**	0	0	0	0	0	0	0	**1**	**1**	**4**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	**1**	1	0	0	0	0	0	0	0	0	0	1
Total Volume	3	1	4	0	0	0	0	0	0	0	1	1	5
% App. Total	75	25		0	0		0	0		0	100		
PHF	.250	.250	.333	.000	.000	.000	.000	.000	.000	.000	.250	.250	.313

S Dixie hwy & SW 186th Street

File Name : US 1-S Dixie Hwy & SW 186th Street
Site Code : 00000000
Start Date : 10/30/2018
Page No : 4



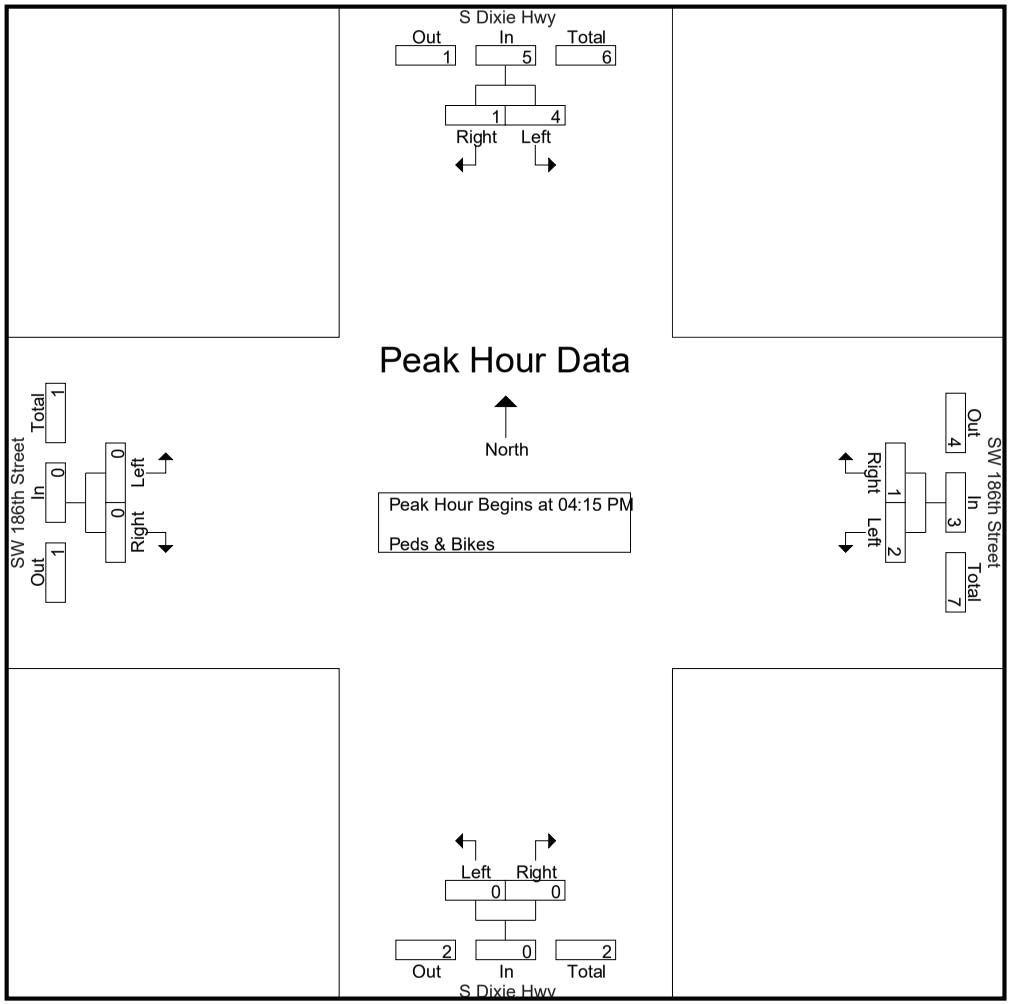
S Dixie hwy & SW 186th Street

File Name : US 1-S Dixie Hwy & SW 186th Street
Site Code : 00000000
Start Date : 10/30/2018
Page No : 5

	S Dixie Hwy Southbound			S Dixie Hwy Northbound			SW 186th Street Westbound			SW 186th Street Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	**2**	0	**2**	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	**1**	1	0	0	0	1
04:45 PM	0	**1**	1	0	0	0	0	0	0	0	0	0	1
05:00 PM	2	0	2	0	0	0	**2**	0	**2**	0	0	0	**4**
Total Volume	4	1	5	0	0	0	2	1	3	0	0	0	8
% App. Total	80	20		0	0		66.7	33.3		0	0		
PHF	.500	.250	.625	.000	.000	.000	.250	.250	.375	.000	.000	.000	.500

S Dixie hwy & SW 186th Street

File Name : US 1-S Dixie Hwy & SW 186th Street
Site Code : 00000000
Start Date : 10/30/2018
Page No : 6



Appendix C

Growth Analysis

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2563 - SR5/US1 S.DIXIE HWY ONE WAY NB 300' S OF SW 174 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	30000 C	N 30000	0	9.00	99.90	5.40
2016	29500 C	N 29500	0	9.00	99.90	4.70
2015	29500 C	N 29500	0	9.00	99.90	5.20
2014	30000 C	N 30000		9.00	99.90	5.80
2013	30000 C	N 30000	0	9.00	99.90	5.40
2012	30500 C	N 30500	0	9.00	99.90	5.70
2011	32000 C	N 32000	0	9.00	99.90	6.10
2010	39000 C	N 39000	0	7.87	99.99	6.90
2009	29500 C	N 29500	0	7.98	99.99	6.30
2008	30000 C	N 30000	0	8.07	99.99	7.10
2007	30500 C	N 30500	0	7.90	99.99	8.00
2006	31500 C	N 31500	0	7.39	99.99	6.10
2005	31000 C	N 31000		7.70	99.90	5.50
2004	29500 C	N 29500		8.20	99.90	6.20
2003	32000 C	N 32000		8.10	99.90	4.80

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2562 - SR5/US1 S DIXIE HWY ONE WAY SB 300' S OF SW 174 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	29000 C	S 29000	0	9.00	99.90	5.40
2016	29000 C	S 29000	0	9.00	99.90	4.70
2015	29500 C	S 29500	0	9.00	99.90	5.20
2014	31000 C	S 31000		9.00	99.90	5.80
2013	28500 C	S 28500	0	9.00	99.90	5.40
2012	29000 C	S 29000	0	9.00	99.90	5.70
2011	32500 C	S 32500	0	9.00	99.90	6.10
2010	32000 C	S 32000	0	7.87	99.99	6.90
2009	28500 C	S 28500	0	7.98	99.99	6.30
2008	30500 C	S 30500	0	8.07	99.99	7.10
2007	30500 C	S 30500	0	7.90	99.99	8.00
2006	31000 C	S 31000	0	7.39	99.99	6.10
2005	30500 C	S 30500		7.70	99.90	5.50
2004	32500 C	S 32500	0	8.20	99.90	6.20
2003	29500 C	S 29500	0	8.10	99.90	4.80
2002	63500 C	S 32500	31000	9.20	99.90	3.40

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 1114 - SR 994/QUAIL ROOST DR, 200' W US-1 ON SW 186 ST

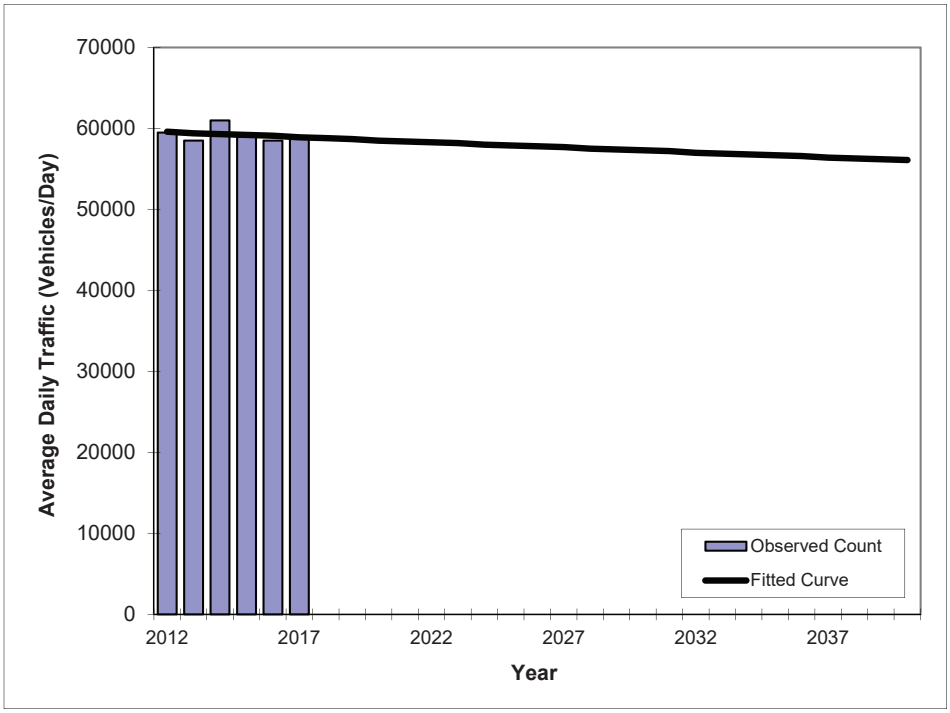
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	18100 C	E 9400	W 8700	9.00	55.70	8.90
2016	18900 C	E 9500	W 9400	9.00	56.10	2.90
2015	18900 C	E 8900	W 10000	9.00	57.40	2.60
2014	18600 C	E 9300	W 9300	9.00	59.30	5.00
2013	16200 C	E 8300	W 7900	9.00	58.90	5.80
2012	20500 C	E 10500	W 10000	9.00	59.70	2.60
2011	17200 C	E 9900	W 7300	9.00	58.20	5.50
2010	18100 C	E 10000	W 8100	7.87	58.27	5.50
2009	20500 C	E 10500	W 10000	7.98	59.96	2.50
2008	16700 C	E 8400	W 8300	8.07	66.31	6.40
2007	18200 C	E 8800	W 9400	7.90	63.12	10.00
2006	18100 C	E 9100	W 9000	7.39	58.66	2.70
2005	20200 C	E 10500	W 9700	7.70	65.70	10.50
2004	23500 C	E 12500	W 11000	8.20	67.10	10.50
2003	18300 C	E 9400	W 8900	8.10	72.30	4.80
2002	18900 C	E 9100	W 9800	9.20	68.00	10.30

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

S Dixie Hwy, S of SW 174 --

FIN#	0
Location	1

County:	Miami (87)
Station #:	871114
Highway:	S Dixie Hwy, S of SW 174



Year	Traffic (ADT/AADT) Count*	Trend**
2012	59500	59600
2013	58500	59400
2014	61000	59300
2015	59000	59200
2016	58500	59100
2017	59000	58900
2020 Opening Year Trend		
2020	N/A	58500
2030 Mid-Year Trend		
2030	N/A	57300
2040 Design Year Trend		
2040	N/A	56100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

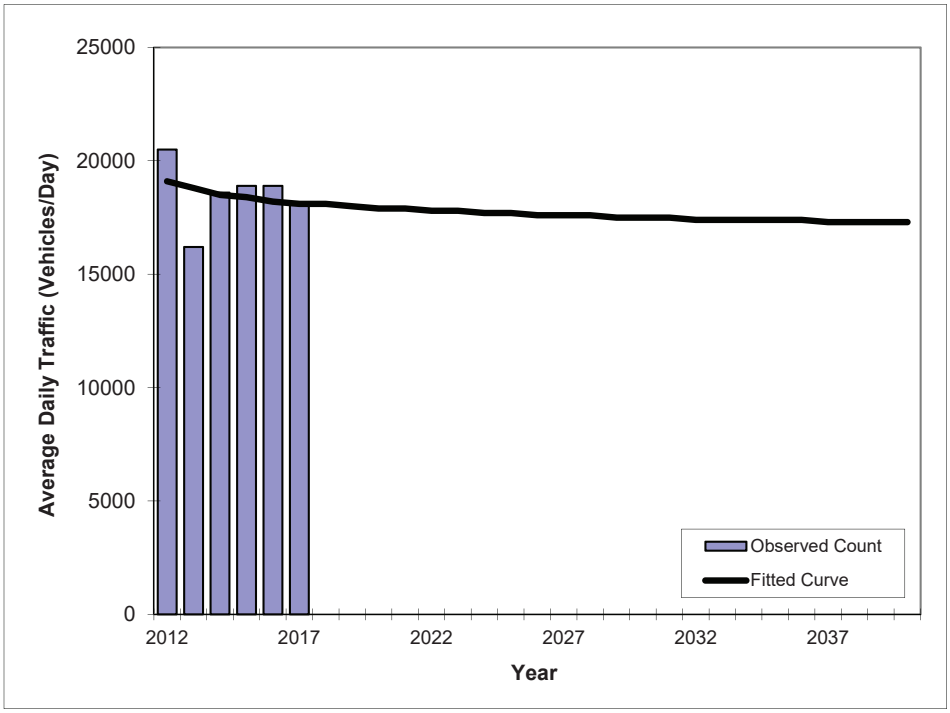
Trend R-squared:	6.65%
Compounded Annual Historic Growth Rate:	-0.24%
Compounded Growth Rate (2017 to Design Year):	-0.21%
Printed:	13-Dec-18

Exponential Growth Option

Quail Roost Dr, W of US-1 --

FIN#	0
Location	1

County:	Miami (87)
Station #:	871114
Highway:	Quail Roost Dr, W of US-1



Year	Traffic (ADT/AADT) Count*	Trend**
2012	20500	19100
2013	16200	18800
2014	18600	18500
2015	18900	18400
2016	18900	18200
2017	18100	18100
2020 Opening Year Trend		
2020	N/A	17900
2030 Mid-Year Trend		
2030	N/A	17500
2040 Design Year Trend		
2040	N/A	17300
TRANPLAN Forecasts/Trends		

Trend R-squared:	6.96%
Compounded Annual Historic Growth Rate:	-1.07%
Compounded Growth Rate (2017 to Design Year):	-0.20%
Printed:	11-Dec-18

Decaying Exponential Growth Option

*Axle-Adjusted

Appendix D

OTISS Reports – Trip Generation

Project Information	
Project Name:	Cutler Bay Town Center Rental Apartments
No:	
Date:	10/15/2018
City:	
State/Province:	
Zip/Postal Code:	
Country:	
Client Name:	
Analyst's Name:	
Edition:	ITE-TGM 10th Edition

Land Use	Size	Weekday		Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9		Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6	
		Entry	Exit	Entry	Exit	Entry	Exit
252 - Senior Adult Housing - Attached (General Urban/Suburban)	104 Dwelling Units	193	192	7	14	15	12
Reduction		0	0	0	0	0	0
Internal		0	0	0	0	0	0
Pass-by		0	0	0	0	0	0
Non-pass-by		193	192	7	14	15	12
710 - General Office Building (General Urban/Suburban)	8.4 1000 Sq. Ft. GFA	48	48	29	5	2	9
Reduction		1	1	1	0	0	0
Internal		0	0	0	0	0	0
Pass-by		0	0	0	0	0	0
Non-pass-by		47	47	28	5	2	9
Total		241	240	36	19	17	21
Total Reduction		1	1	1	0	0	0
Total Internal		0	0	0	0	0	0
Total Pass-by		0	0	0	0	0	0
Total Non-pass-by		240	239	35	19	17	21

Appendix E

Signal TOD and SOP

TOD Schedule Report

for 5566: Quail Roost Dr&S Dade Bswy

Print Date: 5/22/2018

Print Time: 5:29 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5566	Quail Roost Dr&S Dade Bswy	DOW-3		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 2 3)	Don't Walk (1 2 3)	Min Initial (1 2 3)	Veh Ext (1 2 3)	Max Limit (1 2 3)	Max 2 (1 2 3)	Yellow	Red
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 EBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	40 - 0 - 40	0 - 0 - 0	4.4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 SBT	5 - 5 - 5	11 - 11 - 11	10 - 9 - 9	3.5 - 2.5 - 2.5	23 - 28 - 23	0 - 0 - 0	4.8	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 WBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	40 - 0 - 40	0 - 0 - 0	4.4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 NBT	0 - 0 - 0	0 - 0 - 0	10 - 9 - 9	3.5 - 2.5 - 2.5	23 - 28 - 23	0 - 0 - 0	4.8	2

Last In Service Date: unknown

Permitted Phases

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

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

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0130	Flash	Su M T W Th F S
0500	Free	Su M T W Th F S

TOD Schedule Report

for 5566: Quail Roost Dr&S Dade Bswy

Print Date: 5/22/2018

Print Time: 5:29 PM

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 3641: Homestead Av&Quail Roost Dr

Print Date: 5/22/2018

Print Time: 1:14 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3641	Homestead Av&Quail Roost Dr	DOW-3		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1	Walk Phase Bank 2	Walk Phase Bank 3	Don't Walk 1	Don't Walk 2	Don't Walk 3	Min Initial 1	Min Initial 2	Min Initial 3	Veh Ext 1	Veh Ext 2	Veh Ext 3	Max Limit 1	Max Limit 2	Max Limit 3	Max 2 1	Max 2 2	Max 2 3	Yellow	Red
1 EBL	0	0	0	0	0	0	5	5	5	2	2	2	5	10	5	5	6	6	4.4	2.7
2 WBT	0	0	0	0	0	0	16	16	16	1	1	1	45	60	99	0	50	11	4.4	2.2
3 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 NBT	5	5	5	11	11	11	7	7	7	2.5	2.5	2.5	16	24	16	31	30	30	4	2.7
5 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 EBT	0	0	0	0	0	0	16	16	16	1	1	1	45	60	99	0	50	11	4.4	2.2
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 SBT	5	5	5	11	11	11	7	7	7	2.5	2.5	2.5	16	24	16	31	30	30	4	2.7

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12-4-6-8
External Permit 0	-2-4-6-8
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

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

Local TOD Schedule

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

Exhibit "B5" (Page 168 of 294)

TOD Schedule Report

for 3641: Homestead Av&Quail Roost Dr

Print Date: 5/22/2018

Print Time: 1:14 PM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	M T W ThF
0630	TOD OUTPUTS	-------1	M T W ThF
0930	TOD OUTPUTS	------2-	M T W ThF
1600	TOD OUTPUTS	----4---	M T W ThF
1930	TOD OUTPUTS	-------1	M T W ThF
2200	PERMIT	--------	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	M T W ThF
0000	PERMIT	--------	Su S
0630	TOD OUTPUTS	-------1	M T W ThF
0900	TOD OUTPUTS	-------1	Su S
0930	TOD OUTPUTS	------2-	M T W ThF
1600	TOD OUTPUTS	----4---	M T W ThF
1930	TOD OUTPUTS	-------1	M T W ThF
2000	TOD OUTPUTS	--------	Su S
2200	PERMIT	--------	M T W ThF

* Settings

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

No Calendar Defined/Enabled

TOD Schedule Report
for 2994: Quail Roost Dr&US 1

Print Date: 5/22/2018

Print Time: 11:45 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2994	Quail Roost Dr&US 1	DOW-3		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 / 2 / 3)	Don't Walk (1 / 2 / 3)	Min Initial (1 / 2 / 3)	Veh Ext (1 / 2 / 3)	Max Limit (1 / 2 / 3)	Max 2 (1 / 2 / 3)	Yellow	Red
1 NEL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 5 - 5	10 - 10 - 10	4.8	2
2 SBT	7 - 7 - 7	13 - 13 - 13	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 0 - 0	4.8	2
3 EBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3.5 - 3.5 - 3.5	10 - 10 - 10	28 - 28 - 28	4.4	2.5
4 WBT	5 - 5 - 5	22 - 22 - 22	7 - 7 - 7	3.5 - 3.5 - 3.5	10 - 10 - 10	23 - 23 - 23	4	2.7
5 SWL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 5 - 5	10 - 10 - 10	4.8	2
6 NBT	7 - 7 - 7	13 - 13 - 13	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 0 - 0	4.8	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	123456--
External Permit 0	-234-6--
External Permit 1	-234-6--
External Permit 2	-234-6--

Exhibit "B5" (Page 170 of 294)

TOD Schedule Report

for 2994: Quail Roost Dr&US 1

Print Date: 5/22/2018

Print Time: 11:45 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 NEL	2 SBT	3 EBT	4 WBT	5 SWL	6 NBT	7 -	8 -	Ring Offset	Offset
	1	170	8	97	21	16	8	97	0	0	0	54
	2	170	8	94	22	18	8	94	0	0	0	70
	3	110	0	63	10	16	0	63	0	0	0	17
	4	110	7	46	13	16	7	46	0	0	0	11
	5	140	8	65	20	19	8	65	0	0	0	101
	6	120	7	56	13	16	7	56	0	0	0	99
	7	110	7	46	13	16	7	46	0	0	0	41
	8	130	6	62	18	16	6	62	0	0	0	26
	9	180	9	108	18	17	9	108	0	0	0	95
	10	140	10	69	17	16	10	69	0	0	0	115
	11	140	8	68	18	18	8	68	0	0	0	104
	12	110	0	63	10	16	0	63	0	0	0	18
	13	130	8	62	16	16	8	62	0	0	0	81
	14	140	14	59	20	19	14	59	0	0	0	28
	15	160	8	87	21	16	8	87	0	0	0	90
	16	190	10	103	27	22	10	103	0	0	0	150
	17	150	14	69	20	19	14	69	0	0	0	101
	18	170	8	96	22	16	8	96	0	0	0	72
	19	130	6	62	18	16	6	62	0	0	0	26
	20	190	14	103	22	23	10	107	0	0	0	155
	21	140	10	65	18	19	10	65	0	0	0	101
	22	110	7	46	13	16	7	46	0	0	0	51
	23	160	10	80	22	20	10	80	0	0	0	94
	25	180	8	104	22	18	8	104	0	0	0	74
	28	190	9	99	27	27	9	99	0	0	0	24

Local TOD Schedule

Time	Plan	DOW
0000	3	Su M T W Th F S
0500	4	Su S
0500	20	M T W Th F
0600	7	Su S
0630	22	Su S
0745	10	S
0830	10	Su
0930	10	M T W Th F
1000	11	Su S
1100	17	S
1145	14	M T W Th F
1200	17	Su
1430	17	M T W Th F
1500	16	M T W Th F
1630	11	Su
1830	5	Su
1830	11	S
1900	5	M T W Th F
1930	5	S
2100	13	Su M T W Th F S
2200	6	Su M T W Th F S

Exhibit "B5" (Page 171 of 294)

TOD Schedule Report

for 2994: Quail Roost Dr&US 1

Print Date: 5/22/2018

Print Time: 11:45 AM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	SuM T W ThF S
0500	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5----	SuM T W ThF S
0500	TOD OUTPUTS	--------	SuM T W ThF S

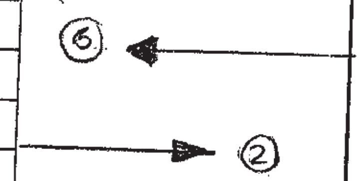
*** Settings**

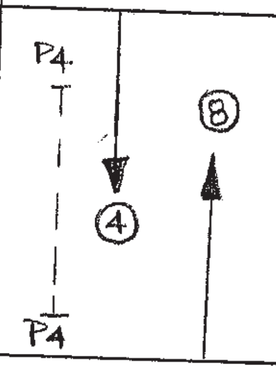
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

PHASE	INT	SIGNAL HEAD NUMBER 2	4	6	8	P4
Φ(2+6) E/W QUAIL ROOST DR (RECALL)	R/W	G	R	G	R	DW
	TO CLEAR Φ4+8	Y	R	Y	R	DW
Φ(4+8) N/S BUSWAY (ACTUATED BY BUS OR PED)	R/W	R	G	R	G	W
	PED. CLEAR	R	G	R	G	FDW
	TO CLEAR Φ2+6	R	Y	R	Y	DW
	R/W					
	TO CLEAR					
	R/W					
	TO CLEAR					
FLASH OPERATION		Y	R	Y	R	





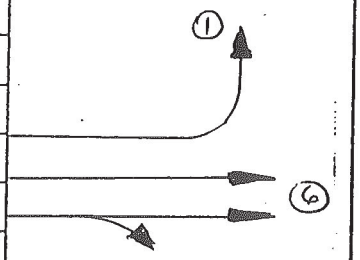
Drawn	Date	
F. BADRAMPOUR	4/3/96	METROPOLITAN DADE COUNTY DEPARTMENT OF PUBLIC WORKS
Check	**Date**	ASSET NO: 5566
H. HERNANDEZ	4/3/96	QUAIL ROOST DR & SO. DADE BUSWAY
Division Engineer	**Date**	

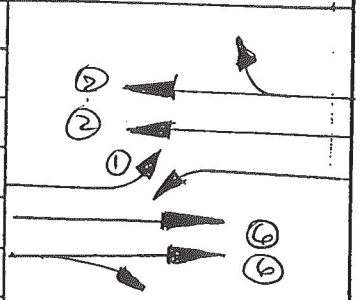
Placed in Service
Date: **By:** C-D-T-I

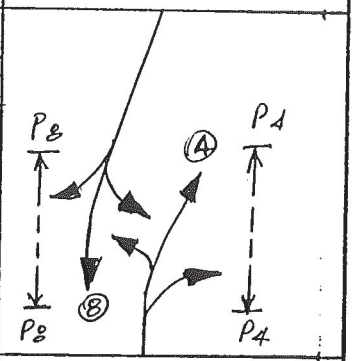
Phasing Number 1

SIGNAL OPERATING PLAN

PHASE	INT	SIGNAL HEAD NUMBER 1	2	3	4	5	6	7	8	P4	P8
Φ1+6 E/B QUAIL ROOST (ACTUATED)	R/W	←G	R		R		G		R	DW	DW
	TO Φ2+6	←Y G	R		R		G		R	DW	DW
	CLEAR										
Φ2+6 E/W QUAIL ROOST (RECALL)	R/W	G	G		R		G		R	DW	DW
	TO Φ4+8	Y	Y		R		Y		R	DW	DW
	CLEAR										
Φ4+8 N/S HOMESTEAD AV (ACTUATED)	R/W	R	R		G		R		G	W	W
	PED CLEAR	R	R		G		R		G	F DW	F DW
	TO Φ1+6	R	R		Y		R		Y	DW	DW
	TO Φ2+6	R	R		Y		R		Y	DW	DW
	CLEAR										
	R/W										
	TO										
	CLEAR										
FLASH OPERATION		FY	FY		FR		FY		FR		

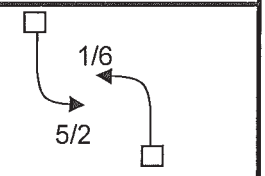
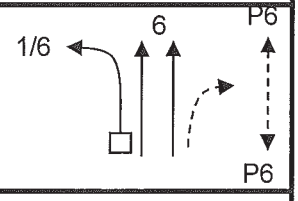
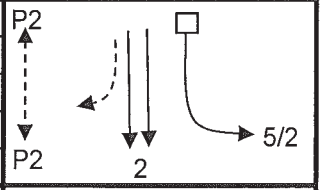
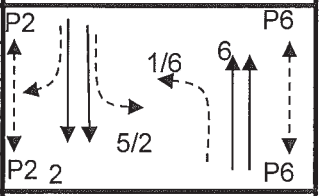
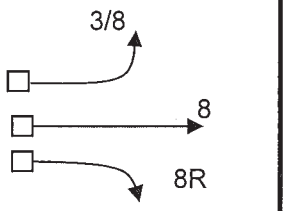
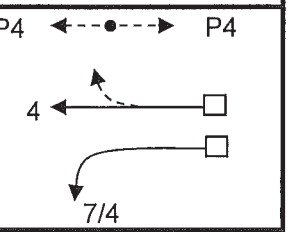






Drawn: F. BADRAMPOUR	Date: 9/24/97	METROPOLITAN DADE COUNTY DEPARTMENT OF PUBLIC WORKS	1/15/06 FD REVISION-1
Check	Date	ASSET NO: 3641	
Division Engineer	Date	HOMESTEAD AV. & QUAIL ROOST DR.	
Placed in Service Date: 4/29/97 By: C-1+YP			Phasing Number: 3

SIGNAL OPERATING PLAN

	Direction	NB			SB			EB			WB			Ped Heads				
Timing Phases	Head No.	1/6	6		5/2	2		3/8	8	8R	7/4	4		P6	P2		P4	Movements/Display/Actuation
(1+5) NEB/SWB LT's (ACTUATED)	Dwell	R/<G	R		R/<G	R		R	R	R	R	R		DW	DW		DW	
	Clear (1+6)	R/<G	R		R/<Y	R		R	R	R	R	R		DW	DW		DW	
	Clear (2+5)	R/<Y	R		R/<G	R		R	R	R	R	R		DW	DW		DW	
	Clear (2+6)	R/<Y	R		R/<Y	R		R	R	R	R	R		DW	DW		DW	
(1+6) NEB (ACTUATED)	Dwell	<G/G	G		R	R		R	R	R	R	R		W/F	DW		DW	
	Clear (2+6)	<Y/G	G		R	R		R	R	R	R	R		DW	DW		DW	
(2+5) SWB (ACTUATED)	Dwell	R	R		<G/G	G		R	R	R	R	R		DW	W/F		DW	
	Clear (2+6)	R	R		<Y/G	G		R	R	R	R	R		DW	DW		DW	
(2+6) NEB/SWB US- 1 (RECALL)	Dwell	G	G		G	G		R	R	R	R	R		W/F	W/F		DW	
	Clear 3	Y	Y		Y	Y		R	R	R	R	R		DW	DW		DW	
	Clear 4	Y	Y		Y	Y		R	R	R	R	R		DW	DW		DW	
	Dwell																	
	Clear to																	
3 EB (ACTUATED)	Dwell	R	R		R	R		<G/G	G	G>	R	R		DW	DW		DW	
	Clear 4	R	R		R	R		Y	Y	Y>	R	R		DW	DW		DW	
	Clear (1+5)	R	R		R	R		Y	Y	Y>	R	R		DW	DW		DW	
	Clear (1+6)	R	R		R	R		Y	Y	Y>	R	R		DW	DW		DW	
	Clear (2+5)	R	R		R	R		Y	Y	Y>	R	R		DW	DW		DW	
	Clear (2+6)	R	R		R	R		Y	Y	Y>	R	R		DW	DW		DW	
4 WB (ACTUATED)	Dwell	R	R		R	R		R	R	R	<G/G	G		DW	DW		W/F	
	Clear (1+5)	R	R		R	R		R	R	R	Y	G		DW	DW		DW	
	Clear (1+6)	R	R		R	R		R	R	R	Y	Y		DW	DW		DW	
	Clear (2+5)	R	R		R	R		R	R	R	Y	Y		DW	DW		DW	
	Clear (2+6)	R	R		R	R		R	R	R	Y	Y		DW	DW		DW	
	Dwell																	
	Clear																	
Flashing Operation		FY	FY		FY	FY		FR	FR	FR	FR	FR						Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date			
C. Vasquez	10/21/2014	QUAIL ROOST DR & US-1		
Checked	Date	Placed in Service	Phasing No.	Asset Number
H HERNANDEZ	10/30/14	Date 10/31/14 By FSL	7	2994

Appendix F

Synchro Inputs

Existing Condition

AM Reports

Lanes, Volumes, Timings
1: Quail Roost/SW 186th St & S Dixie Hwy

Sc1_Existing_Condition_AM_Peak.syn
12/17/2018

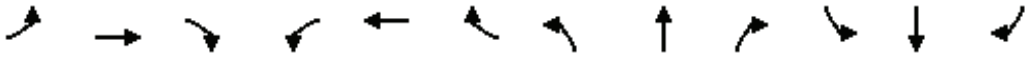
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	197	145	241	87	180	8	262	1843	36	66	824	191
Future Volume (vph)	197	145	241	87	180	8	262	1843	36	66	824	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	210		0	330		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	1.00			1.00						1.00	
Frt			0.850		0.994			0.997			0.972	
Flt Protected	0.950	0.989		0.950			0.950			0.950		
Satd. Flow (prot)	1698	1767	1599	1770	1850	0	1787	5120	0	1787	4978	0
Flt Permitted	0.181	0.111		0.630			0.211			0.059		
Satd. Flow (perm)	322	198	1599	1174	1850	0	397	5120	0	111	4978	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			248		1			2			44	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		248			2369			331			1166	
Travel Time (s)		5.6			53.8			7.5			26.5	
Confl. Peds. (#/hr)	4					4	1					1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	203	149	248	90	186	8	270	1900	37	68	849	197
Shared Lane Traffic (%)	22%											
Lane Group Flow (vph)	158	194	248	90	194	0	270	1937	0	68	1046	0
Enter Blocked Intersection	No	No	No	No	No	No	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	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			4		1	6		5	2	
Permitted Phases	3		3	4			6			2		
Detector Phase	3	3	3	4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	13.9	13.9	13.9	33.7	33.7		11.8	26.8		11.8	26.8	
Total Split (s)	29.0	29.0	29.0	30.0	30.0		21.0	114.0		17.0	110.0	
Total Split (%)	15.3%	15.3%	15.3%	15.8%	15.8%		11.1%	60.0%		8.9%	57.9%	
Maximum Green (s)	22.1	22.1	22.1	23.3	23.3		14.2	107.2		10.2	103.2	
Yellow Time (s)	4.4	4.4	4.4	4.0	4.0		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.5	2.5	2.5	2.7	2.7		2.0	2.0		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	
Total Lost Time (s)	6.9	6.9	6.9	6.7	6.7		6.8	6.8		6.8	6.8	
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.5	3.5	3.5	3.5	3.5		2.0	1.0		2.0	1.0	
Recall Mode	Max	Max	Max	Max	Max		Max	C-Max		Max	C-Min	
Walk Time (s)				5.0	5.0			7.0			7.0	
Flash Dont Walk (s)				22.0	22.0			13.0			13.0	
Pedestrian Calls (#/hr)				0	0			0			0	
Act Effct Green (s)	22.1	22.1	22.1	23.3	23.3		121.4	107.2		113.4	103.2	
Actuated g/C Ratio	0.12	0.12	0.12	0.12	0.12		0.64	0.56		0.60	0.54	
v/c Ratio	4.27	8.43	0.61	0.63	0.85		0.76	0.67		0.44	0.38	
Control Delay	1548.0	3439.6	14.6	99.5	111.7		28.5	30.4		25.2	24.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	1548.0	3439.6	14.6	99.5	111.7		28.5	30.4		25.2	24.4	
LOS	F	F	B	F	F		C	C		C	C	
Approach Delay		1525.8			107.9			30.2			24.4	
Approach LOS		F			F			C			C	

Intersection Summary

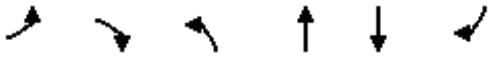
Area Type: Other
Cycle Length: 190
Actuated Cycle Length: 190
Offset: 155 (82%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 8.43
Intersection Signal Delay: 247.3 Intersection LOS: F
Intersection Capacity Utilization 95.0% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 1: Quail Roost/SW 186th St & S Dixie Hwy



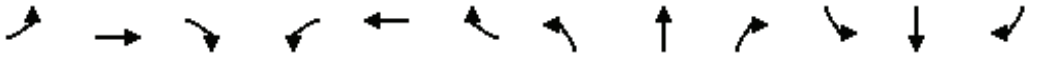
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	1	0	0	21	6	2153	23	61	1095	3
Future Volume (vph)	0	0	1	0	0	21	6	2153	23	61	1095	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	125		0	170		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt			0.865			0.865		0.998				
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1644	0	0	1644	1787	5125	0	1770	5085	0
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1644	0	0	1644	1787	5125	0	1770	5085	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		171			308			1143			548	
Travel Time (s)		3.9			7.0			26.0			12.5	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	0	0	1	0	0	22	6	2266	24	64	1153	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	1	0	0	22	6	2290	0	64	1156	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			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
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.2%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	1	0	2174	1152	0
Future Volume (vph)	0	1	0	2174	1152	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor						
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1494	0	5187	5187	0
Flt Permitted						
Satd. Flow (perm)	0	1494	0	5187	5187	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	186			548	331	
Travel Time (s)	4.2			12.5	7.5	
Confl. Peds. (#/hr)			2			2
Peak Hour Factor	0.25	0.25	0.25	0.25	0.25	0.25
Heavy Vehicles (%)	10%	10%	0%	0%	0%	0%
Adj. Flow (vph)	0	4	0	8696	4608	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	4	0	8696	4608	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.3%	ICU Level of Service	A
Analysis Period (min)	15		

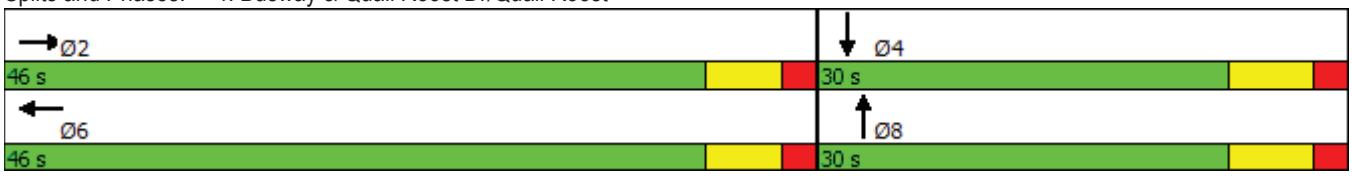


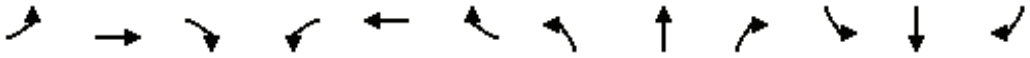
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	523	0	0	680	0	0	33	0	0	12	0
Future Volume (vph)	0	523	0	0	680	0	0	33	0	0	12	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	3539	0	0	950	0	0	950	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	3539	0	0	950	0	0	950	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		417			183			1284			1034	
Travel Time (s)		9.5			4.2			29.2			23.5	
Confl. Peds. (#/hr)	4		1	1		4	6		9	9		6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	0	545	0	0	708	0	0	34	0	0	13	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	545	0	0	708	0	0	34	0	0	13	0
Enter Blocked Intersection	No	No	No	No	No	No	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			0			0	
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		2			2			2			2	
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)		100			100			100			100	
Trailing Detector (ft)		0			0			0			0	
Detector 1 Position(ft)		0			0			0			0	
Detector 1 Size(ft)		6			6			6			6	
Detector 1 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0			0.0			0.0	
Detector 1 Queue (s)		0.0			0.0			0.0			0.0	
Detector 1 Delay (s)		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		NA			NA			NA			NA	
Protected Phases		2			6			8			4	
Permitted Phases												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		2			6			8			4	
Switch Phase												
Minimum Initial (s)		16.0			16.0			10.0			10.0	
Minimum Split (s)		22.4			22.4			16.8			22.8	
Total Split (s)		46.0			46.0			30.0			30.0	
Total Split (%)		60.5%			60.5%			39.5%			39.5%	
Maximum Green (s)		39.6			39.6			23.2			23.2	
Yellow Time (s)		4.4			4.4			4.8			4.8	
All-Red Time (s)		2.0			2.0			2.0			2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.4			6.4			6.8			6.8	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		1.0			1.0			3.5			3.5	
Recall Mode		Max			Max			Max			Max	
Walk Time (s)											5.0	
Flash Dont Walk (s)											11.0	
Pedestrian Calls (#/hr)											0	
Act Effct Green (s)		39.6			39.6			23.2			23.2	
Actuated g/C Ratio		0.52			0.52			0.31			0.31	
v/c Ratio		0.30			0.38			0.12			0.04	
Control Delay		10.9			11.7			20.4			19.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.9			11.7			20.4			19.3	
LOS		B			B			C			B	
Approach Delay		10.9			11.7			20.4			19.3	
Approach LOS		B			B			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 76			
Actuated Cycle Length: 76			
Natural Cycle: 50			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay: 11.6		Intersection LOS: B	
Intersection Capacity Utilization 43.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Busway & Quail Roost Dr/Quail Roost





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	523	5	0	633	0	0	0	1	0	0	0
Future Volume (vph)	0	523	5	0	633	0	0	0	1	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.91	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999						0.865				
Flt Protected												
Satd. Flow (prot)	0	5031	0	0	3610	0	0	822	0	0	1900	0
Flt Permitted												
Satd. Flow (perm)	0	5031	0	0	3610	0	0	822	0	0	1900	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		183			248			179			218	
Travel Time (s)		4.2			5.6			4.1			5.0	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Heavy Vehicles (%)	3%	3%	3%	0%	0%	0%	100%	100%	100%	0%	0%	0%
Adj. Flow (vph)	0	1046	10	0	1266	0	0	0	2	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1056	0	0	1266	0	0	2	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
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
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.5%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	507	4	3	568	77	1	0	0	39	1	44
Future Volume (vph)	91	507	4	3	568	77	1	0	0	39	1	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	160		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00								
Frt		0.999			0.982						0.929	
Flt Protected	0.950			0.950				0.950			0.977	
Satd. Flow (prot)	1752	3501	0	1752	3442	0	0	1805	0	0	1674	0
Flt Permitted	0.321			0.459				0.733			0.865	
Satd. Flow (perm)	592	3501	0	846	3442	0	0	1393	0	0	1482	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			19						44	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		630			417			166			1153	
Travel Time (s)		14.3			9.5			3.8			26.2	
Confl. Peds. (#/hr)			3	3								
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	0%	0%	0%	3%	3%	3%
Adj. Flow (vph)	93	517	4	3	580	79	1	0	0	40	1	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	521	0	3	659	0	0	1	0	0	86	0
Enter Blocked Intersection	No	No	No	No	No	No	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			0			0	
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	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	16.0		16.0	16.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	12.1	22.6		22.6	22.6		22.7	22.7		22.7	22.7	
Total Split (s)	17.0	84.0		67.0	67.0		31.0	31.0		31.0	31.0	
Total Split (%)	14.8%	73.0%		58.3%	58.3%		27.0%	27.0%		27.0%	27.0%	
Maximum Green (s)	9.9	77.4		60.4	60.4		24.3	24.3		24.3	24.3	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.7	2.2		2.2	2.2		2.7	2.7		2.7	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	7.1	6.6		6.6	6.6			6.7			6.7	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	1.0		1.0	1.0		2.5	2.5		2.5	2.5	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Walk Time (s)							5.0	5.0		5.0	5.0	
Flash Dont Walk (s)							11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)	76.9	77.4		60.4	60.4			24.3			24.3	
Actuated g/C Ratio	0.67	0.67		0.53	0.53			0.21			0.21	
v/c Ratio	0.19	0.22		0.01	0.36			0.00			0.25	
Control Delay	7.6	7.5		13.3	16.2			36.0			22.4	
Queue Delay	0.0	0.0		0.0	0.8			0.0			0.0	
Total Delay	7.6	7.5		13.3	17.0			36.0			22.4	
LOS	A	A		B	B			D			C	
Approach Delay		7.5			16.9			36.0			22.4	
Approach LOS		A			B			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay: 13.0		Intersection LOS: B	
Intersection Capacity Utilization 49.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Quail Roost Dr & Homestead Ave

Existing Condition

PM Reports

Lanes, Volumes, Timings
1: Quail Roost/SW 186th St & S Dixie Hwy

Sc1_Existing_Condition_PM_Peak.syn
12/17/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	340	155	281	153	148	18	149	1234	67	84	1780	293
Future Volume (vph)	340	155	281	153	148	18	149	1234	67	84	1780	293
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	210		0	330		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor					1.00			1.00			1.00	
Frt			0.850		0.983			0.992			0.979	
Flt Protected	0.950	0.980		0.950			0.950			0.950		
Satd. Flow (prot)	1698	1751	1599	1770	1827	0	1787	5086	0	1787	5017	0
Flt Permitted	0.148	0.104		0.584			0.039			0.144		
Satd. Flow (perm)	264	186	1599	1088	1827	0	73	5086	0	271	5017	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			120		3			7			26	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		248			2369			331			1166	
Travel Time (s)		5.6			53.8			7.5			26.5	
Confl. Peds. (#/hr)	5					5			3			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	351	160	290	158	153	19	154	1272	69	87	1835	302
Shared Lane Traffic (%)	32%											
Lane Group Flow (vph)	239	272	290	158	172	0	154	1341	0	87	2137	0
Enter Blocked Intersection	No	No	No	No	No	No	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	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	

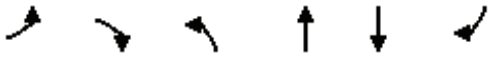
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			4		1	6		5	2	
Permitted Phases	3		3	4			6			2		
Detector Phase	3	3	3	4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	13.9	13.9	13.9	33.7	33.7		11.8	26.8		11.8	26.8	
Total Split (s)	34.0	34.0	34.0	29.0	29.0		17.0	110.0		17.0	110.0	
Total Split (%)	17.9%	17.9%	17.9%	15.3%	15.3%		8.9%	57.9%		8.9%	57.9%	
Maximum Green (s)	27.1	27.1	27.1	22.3	22.3		10.2	103.2		10.2	103.2	
Yellow Time (s)	4.4	4.4	4.4	4.0	4.0		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.5	2.5	2.5	2.7	2.7		2.0	2.0		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	
Total Lost Time (s)	6.9	6.9	6.9	6.7	6.7		6.8	6.8		6.8	6.8	
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.5	3.5	3.5	3.5	3.5		2.0	1.0		2.0	1.0	
Recall Mode	Max	Max	Max	Max	Max		Max	C-Max		Max	C-Min	
Walk Time (s)				5.0	5.0			7.0			7.0	
Flash Dont Walk (s)				22.0	22.0			13.0			13.0	
Pedestrian Calls (#/hr)				0	0			0			0	
Act Effct Green (s)	27.1	27.1	27.1	22.3	22.3		113.4	103.2		113.4	103.2	
Actuated g/C Ratio	0.14	0.14	0.14	0.12	0.12		0.60	0.54		0.60	0.54	
v/c Ratio	6.46	10.46	0.88	1.24	0.79		1.14	0.48		0.36	0.78	
Control Delay	2522.8	4338.8	72.3	221.9	104.7		165.1	27.5		17.9	36.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	2522.8	4338.8	72.3	221.9	104.7		165.1	27.5		17.9	36.5	
LOS	F	F	E	F	F		F	C		B	D	
Approach Delay		2252.3			160.8			41.7			35.8	
Approach LOS		F			F			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 190			
Actuated Cycle Length: 190			
Offset: 150 (79%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 10.46			
Intersection Signal Delay: 412.2		Intersection LOS: F	
Intersection Capacity Utilization 107.8%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 1: Quail Roost/SW 186th St & S Dixie Hwy

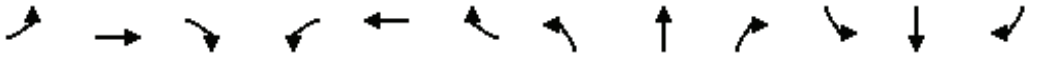
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	42	0	0	46	52	1336	32	48	2175	50
Future Volume (vph)	0	0	42	0	0	46	52	1336	32	48	2175	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	125		0	170		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.865			0.865		0.996			0.997	
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1644	0	0	1644	1787	5115	0	1770	5070	0
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1644	0	0	1644	1787	5115	0	1770	5070	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		171			308			1143			548	
Travel Time (s)		3.9			7.0			26.0			12.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	0	0	43	0	0	47	54	1377	33	49	2242	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	43	0	0	47	54	1410	0	49	2294	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			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
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.1%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	10	0	1382	2214	9
Future Volume (vph)	0	10	0	1382	2214	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor						
Frt		0.865			0.999	
Flt Protected						
Satd. Flow (prot)	0	1494	0	5187	5182	0
Flt Permitted						
Satd. Flow (perm)	0	1494	0	5187	5182	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	186			548	331	
Travel Time (s)	4.2			12.5	7.5	
Confl. Peds. (#/hr)			4			4
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	10%	10%	0%	0%	0%	0%
Adj. Flow (vph)	0	13	0	1749	2803	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	13	0	1749	2814	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	53.0%	ICU Level of Service	A
Analysis Period (min)	15		

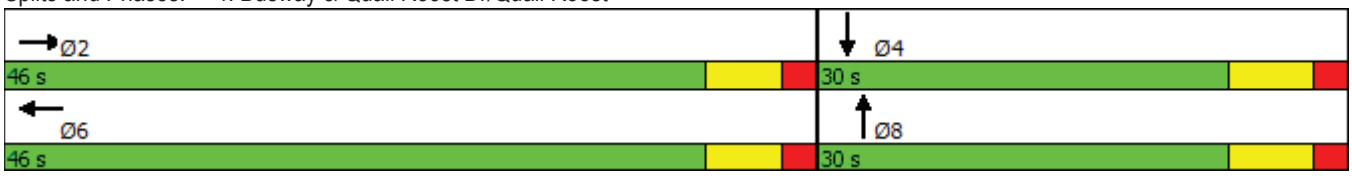


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑			↑	
Traffic Volume (vph)	0	793	0	0	624	0	0	14	0	0	28	0
Future Volume (vph)	0	793	0	0	624	0	0	14	0	0	28	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	3539	0	0	950	0	0	950	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	3539	0	0	950	0	0	950	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		417			183			1284			1034	
Travel Time (s)		9.5			4.2			29.2			23.5	
Confl. Peds. (#/hr)	2		1	1		2	9		11	11		9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	0	844	0	0	664	0	0	15	0	0	30	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	844	0	0	664	0	0	15	0	0	30	0
Enter Blocked Intersection	No	No	No	No	No	No	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			0			0	
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		2			2			2			2	
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)		100			100			100			100	
Trailing Detector (ft)		0			0			0			0	
Detector 1 Position(ft)		0			0			0			0	
Detector 1 Size(ft)		6			6			6			6	
Detector 1 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0			0.0			0.0	
Detector 1 Queue (s)		0.0			0.0			0.0			0.0	
Detector 1 Delay (s)		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		NA			NA			NA			NA	
Protected Phases		2			6			8			4	
Permitted Phases												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		2			6			8			4	
Switch Phase												
Minimum Initial (s)		16.0			16.0			10.0			10.0	
Minimum Split (s)		22.4			22.4			16.8			22.8	
Total Split (s)		46.0			46.0			30.0			30.0	
Total Split (%)		60.5%			60.5%			39.5%			39.5%	
Maximum Green (s)		39.6			39.6			23.2			23.2	
Yellow Time (s)		4.4			4.4			4.8			4.8	
All-Red Time (s)		2.0			2.0			2.0			2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.4			6.4			6.8			6.8	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		1.0			1.0			3.5			3.5	
Recall Mode		Max			Max			Max			Max	
Walk Time (s)											5.0	
Flash Dont Walk (s)											11.0	
Pedestrian Calls (#/hr)											0	
Act Effct Green (s)		39.6			39.6			23.2			23.2	
Actuated g/C Ratio		0.52			0.52			0.31			0.31	
v/c Ratio		0.46			0.36			0.05			0.10	
Control Delay		12.5			11.4			19.4			20.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.5			11.4			19.4			20.2	
LOS		B			B			B			C	
Approach Delay		12.5			11.4			19.4			20.2	
Approach LOS		B			B			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 76			
Actuated Cycle Length: 76			
Natural Cycle: 50			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 12.2		Intersection LOS: B	
Intersection Capacity Utilization 46.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Busway & Quail Roost Dr/Quail Roost



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	793	12	0	590	0	15	0	8	0	0	0
Future Volume (vph)	0	793	12	0	590	0	15	0	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.91	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.998						0.953				
Flt Protected								0.968				
Satd. Flow (prot)	0	5026	0	0	3610	0	0	876	0	0	1900	0
Flt Permitted								0.968				
Satd. Flow (perm)	0	5026	0	0	3610	0	0	876	0	0	1900	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		183			248			179			218	
Travel Time (s)		4.2			5.6			4.1			5.0	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	3%	3%	3%	0%	0%	0%	100%	100%	100%	0%	0%	0%
Adj. Flow (vph)	0	901	14	0	670	0	17	0	9	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	915	0	0	670	0	0	26	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
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
Sign Control		Free			Free			Stop			Stop	

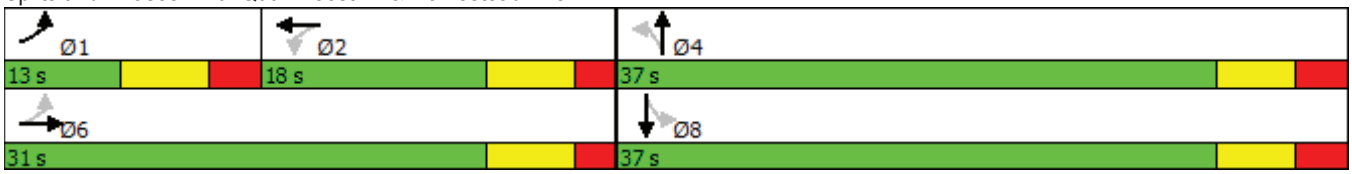
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	673	0	2	565	34	2	1	4	90	1	69
Future Volume (vph)	62	673	0	2	565	34	2	1	4	90	1	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	160		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				1.00								
Frt					0.991			0.916			0.942	
Flt Protected	0.950			0.950				0.988			0.973	
Satd. Flow (prot)	1752	3505	0	1752	3473	0	0	1720	0	0	1691	0
Flt Permitted	0.216			0.358				0.953			0.830	
Satd. Flow (perm)	398	3505	0	658	3473	0	0	1659	0	0	1442	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					8			5			73	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		630			417			166			1153	
Travel Time (s)		14.3			9.5			3.8			26.2	
Confl. Peds. (#/hr)			3	3								
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	0%	0%	0%	3%	3%	3%
Adj. Flow (vph)	71	774	0	2	649	39	2	1	5	103	1	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	774	0	2	688	0	0	8	0	0	183	0
Enter Blocked Intersection	No	No	No	No	No	No	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			0			0	
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	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	16.0		16.0	16.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	12.1	22.6		22.6	22.6		22.7	22.7		22.7	22.7	
Total Split (s)	13.0	31.0		18.0	18.0		37.0	37.0		37.0	37.0	
Total Split (%)	19.1%	45.6%		26.5%	26.5%		54.4%	54.4%		54.4%	54.4%	
Maximum Green (s)	5.9	24.4		11.4	11.4		30.3	30.3		30.3	30.3	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.7	2.2		2.2	2.2		2.7	2.7		2.7	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	7.1	6.6		6.6	6.6			6.7			6.7	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	1.0		1.0	1.0		2.5	2.5		2.5	2.5	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Walk Time (s)							5.0	5.0		5.0	5.0	
Flash Dont Walk (s)							11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)	23.9	24.4		11.4	11.4			30.3			30.3	
Actuated g/C Ratio	0.35	0.36		0.17	0.17			0.45			0.45	
v/c Ratio	0.28	0.62		0.02	1.17			0.01			0.27	
Control Delay	17.9	20.5		24.5	122.5			8.0			8.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	17.9	20.5		24.5	122.5			8.0			8.4	
LOS	B	C		C	F			A			A	
Approach Delay		20.3			122.3			8.0			8.4	
Approach LOS		C			F			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 68			
Actuated Cycle Length: 68			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.17			
Intersection Signal Delay: 59.7		Intersection LOS: E	
Intersection Capacity Utilization 64.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 6: Quail Roost Dr & Homestead Ave



Future Condition (No Build)

AM Reports

Lanes, Volumes, Timings
1: Quail Roost/SW 186th St & S Dixie Hwy

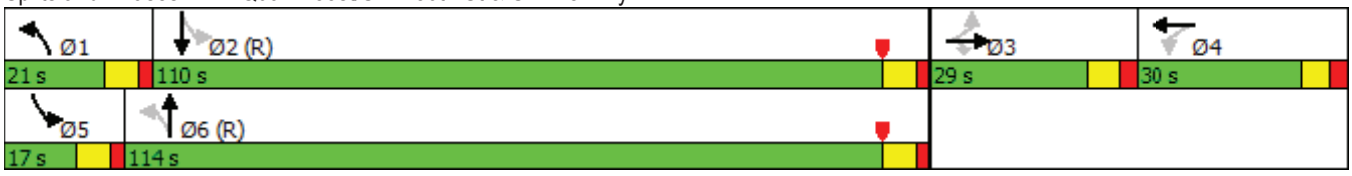
Sc2_No_Build_Condition_AM_Peak.syn
12/17/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	151	251	91	187	8	273	1918	37	69	857	199
Future Volume (vph)	205	151	251	91	187	8	273	1918	37	69	857	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	210		0	330		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	1.00			1.00						1.00	
Frt			0.850		0.994			0.997			0.972	
Flt Protected	0.950	0.989		0.950			0.950			0.950		
Satd. Flow (prot)	1698	1767	1599	1770	1850	0	1787	5120	0	1787	4978	0
Flt Permitted	0.181	0.111		0.625			0.199			0.051		
Satd. Flow (perm)	322	198	1599	1164	1850	0	374	5120	0	96	4978	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			246		1			2			44	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		248			2369			331			1166	
Travel Time (s)		5.6			53.8			7.5			26.5	
Confl. Peds. (#/hr)	4					4	1					1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	211	156	259	94	193	8	281	1977	38	71	884	205
Shared Lane Traffic (%)	22%											
Lane Group Flow (vph)	165	202	259	94	201	0	281	2015	0	71	1089	0
Enter Blocked Intersection	No	No	No	No	No	No	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	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			4		1	6		5	2	
Permitted Phases	3		3	4			6			2		
Detector Phase	3	3	3	4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	13.9	13.9	13.9	33.7	33.7		11.8	26.8		11.8	26.8	
Total Split (s)	29.0	29.0	29.0	30.0	30.0		21.0	114.0		17.0	110.0	
Total Split (%)	15.3%	15.3%	15.3%	15.8%	15.8%		11.1%	60.0%		8.9%	57.9%	
Maximum Green (s)	22.1	22.1	22.1	23.3	23.3		14.2	107.2		10.2	103.2	
Yellow Time (s)	4.4	4.4	4.4	4.0	4.0		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.5	2.5	2.5	2.7	2.7		2.0	2.0		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	
Total Lost Time (s)	6.9	6.9	6.9	6.7	6.7		6.8	6.8		6.8	6.8	
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.5	3.5	3.5	3.5	3.5		2.0	1.0		2.0	1.0	
Recall Mode	Max	Max	Max	Max	Max		Max	C-Max		Max	C-Min	
Walk Time (s)				5.0	5.0			7.0			7.0	
Flash Dont Walk (s)				22.0	22.0			13.0			13.0	
Pedestrian Calls (#/hr)				0	0			0			0	
Act Effct Green (s)	22.1	22.1	22.1	23.3	23.3		121.4	107.2		113.4	103.2	
Actuated g/C Ratio	0.12	0.12	0.12	0.12	0.12		0.64	0.56		0.60	0.54	
v/c Ratio	4.46	8.78	0.64	0.66	0.89		0.82	0.70		0.48	0.40	
Control Delay	1631.8	3595.5	17.8	102.0	116.2		34.3	31.3		32.0	24.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	1631.8	3595.5	17.8	102.0	116.2		34.3	31.3		32.0	24.7	
LOS	F	F	B	F	F		C	C		C	C	
Approach Delay		1597.7			111.7			31.7			25.1	
Approach LOS		F			F			C			C	

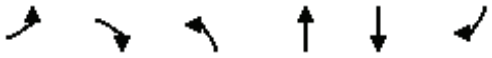
Intersection Summary			
Area Type:	Other		
Cycle Length: 190			
Actuated Cycle Length: 190			
Offset: 155 (82%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 8.78			
Intersection Signal Delay: 259.3		Intersection LOS: F	
Intersection Capacity Utilization 96.9%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 1: Quail Roost/SW 186th St & S Dixie Hwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	1	0	0	22	6	2240	24	63	1139	3
Future Volume (vph)	0	0	1	0	0	22	6	2240	24	63	1139	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	125		0	170		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt			0.865			0.865		0.998				
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1644	0	0	1644	1787	5125	0	1770	5085	0
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1644	0	0	1644	1787	5125	0	1770	5085	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		171			308			1143			548	
Travel Time (s)		3.9			7.0			26.0			12.5	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	0	0	1	0	0	23	6	2358	25	66	1199	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	1	0	0	23	6	2383	0	66	1202	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			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
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.0%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	1	0	2262	1199	0
Future Volume (vph)	0	1	0	2262	1199	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor						
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1494	0	5187	5187	0
Flt Permitted						
Satd. Flow (perm)	0	1494	0	5187	5187	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	186			548	331	
Travel Time (s)	4.2			12.5	7.5	
Confl. Peds. (#/hr)			2			2
Peak Hour Factor	0.25	0.25	0.25	0.25	0.25	0.25
Heavy Vehicles (%)	10%	10%	0%	0%	0%	0%
Adj. Flow (vph)	0	4	0	9048	4796	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	4	0	9048	4796	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

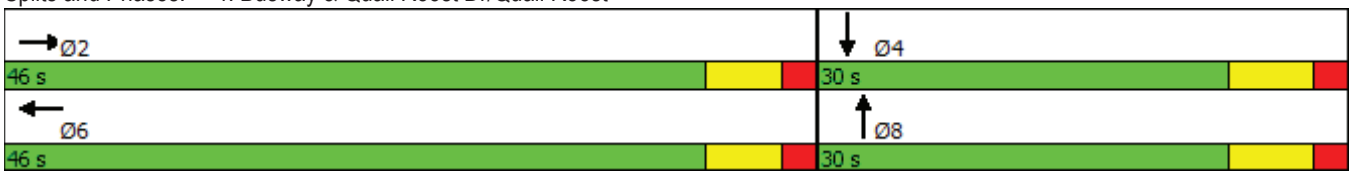
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	47.0%	ICU Level of Service	A
Analysis Period (min)	15		

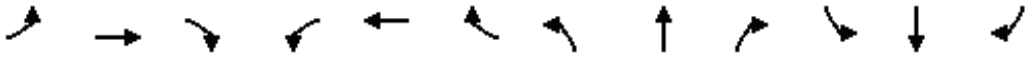
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	544	0	0	708	0	0	34	0	0	12	0
Future Volume (vph)	0	544	0	0	708	0	0	34	0	0	12	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	3539	0	0	950	0	0	950	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	3539	0	0	950	0	0	950	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		417			183			1284			1034	
Travel Time (s)		9.5			4.2			29.2			23.5	
Confl. Peds. (#/hr)	4		1	1		4	6		9	9		6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	0	567	0	0	738	0	0	35	0	0	13	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	567	0	0	738	0	0	35	0	0	13	0
Enter Blocked Intersection	No	No	No	No	No	No	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			0			0	
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		2			2			2			2	
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)		100			100			100			100	
Trailing Detector (ft)		0			0			0			0	
Detector 1 Position(ft)		0			0			0			0	
Detector 1 Size(ft)		6			6			6			6	
Detector 1 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0			0.0			0.0	
Detector 1 Queue (s)		0.0			0.0			0.0			0.0	
Detector 1 Delay (s)		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		NA			NA			NA			NA	
Protected Phases		2			6			8			4	
Permitted Phases												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		2			6			8			4	
Switch Phase												
Minimum Initial (s)		16.0			16.0			10.0			10.0	
Minimum Split (s)		22.4			22.4			16.8			22.8	
Total Split (s)		46.0			46.0			30.0			30.0	
Total Split (%)		60.5%			60.5%			39.5%			39.5%	
Maximum Green (s)		39.6			39.6			23.2			23.2	
Yellow Time (s)		4.4			4.4			4.8			4.8	
All-Red Time (s)		2.0			2.0			2.0			2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.4			6.4			6.8			6.8	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		1.0			1.0			3.5			3.5	
Recall Mode		Max			Max			Max			Max	
Walk Time (s)											5.0	
Flash Dont Walk (s)											11.0	
Pedestrian Calls (#/hr)											0	
Act Effct Green (s)		39.6			39.6			23.2			23.2	
Actuated g/C Ratio		0.52			0.52			0.31			0.31	
v/c Ratio		0.31			0.40			0.12			0.04	
Control Delay		11.0			11.8			20.5			19.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.0			11.8			20.5			19.3	
LOS		B			B			C			B	
Approach Delay		11.0			11.8			20.5			19.3	
Approach LOS		B			B			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 76			
Actuated Cycle Length: 76			
Natural Cycle: 50			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 11.8		Intersection LOS: B	
Intersection Capacity Utilization 43.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Busway & Quail Roost Dr/Quail Roost





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	544	5	0	659	0	0	0	1	0	0	0
Future Volume (vph)	0	544	5	0	659	0	0	0	1	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.91	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999						0.865				
Flt Protected												
Satd. Flow (prot)	0	5031	0	0	3610	0	0	822	0	0	1900	0
Flt Permitted												
Satd. Flow (perm)	0	5031	0	0	3610	0	0	822	0	0	1900	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		183			248			179			218	
Travel Time (s)		4.2			5.6			4.1			5.0	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Heavy Vehicles (%)	3%	3%	3%	0%	0%	0%	100%	100%	100%	0%	0%	0%
Adj. Flow (vph)	0	1088	10	0	1318	0	0	0	2	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1098	0	0	1318	0	0	2	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
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
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.2%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	528	4	3	591	80	1	0	0	41	1	46
Future Volume (vph)	95	528	4	3	591	80	1	0	0	41	1	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	160		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00								
Frt		0.999			0.982						0.929	
Flt Protected	0.950			0.950				0.950			0.977	
Satd. Flow (prot)	1752	3501	0	1752	3442	0	0	1805	0	0	1674	0
Flt Permitted	0.309			0.449				0.725			0.862	
Satd. Flow (perm)	570	3501	0	827	3442	0	0	1377	0	0	1477	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			19						43	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		630			417			166			1153	
Travel Time (s)		14.3			9.5			3.8			26.2	
Confl. Peds. (#/hr)			3	3								
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	0%	0%	0%	3%	3%	3%
Adj. Flow (vph)	97	539	4	3	603	82	1	0	0	42	1	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	543	0	3	685	0	0	1	0	0	90	0
Enter Blocked Intersection	No	No	No	No	No	No	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			0			0	
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	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	16.0		16.0	16.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	12.1	22.6		22.6	22.6		22.7	22.7		22.7	22.7	
Total Split (s)	17.0	84.0		67.0	67.0		31.0	31.0		31.0	31.0	
Total Split (%)	14.8%	73.0%		58.3%	58.3%		27.0%	27.0%		27.0%	27.0%	
Maximum Green (s)	9.9	77.4		60.4	60.4		24.3	24.3		24.3	24.3	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.7	2.2		2.2	2.2		2.7	2.7		2.7	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	7.1	6.6		6.6	6.6			6.7			6.7	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	1.0		1.0	1.0		2.5	2.5		2.5	2.5	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Walk Time (s)							5.0	5.0		5.0	5.0	
Flash Dont Walk (s)							11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)	76.9	77.4		60.4	60.4			24.3			24.3	
Actuated g/C Ratio	0.67	0.67		0.53	0.53			0.21			0.21	
v/c Ratio	0.20	0.23		0.01	0.38			0.00			0.26	
Control Delay	7.7	7.5		13.3	16.4			36.0			23.4	
Queue Delay	0.0	0.0		0.0	0.8			0.0			0.0	
Total Delay	7.7	7.5		13.3	17.2			36.0			23.4	
LOS	A	A		B	B			D			C	
Approach Delay		7.6			17.2			36.0			23.4	
Approach LOS		A			B			D			C	

Intersection Summary

Area Type: Other
Cycle Length: 115
Actuated Cycle Length: 115
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 13.3 Intersection LOS: B
Intersection Capacity Utilization 50.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: Quail Roost Dr & Homestead Ave

Future Condition (No Build)

PM Reports

Lanes, Volumes, Timings
1: Quail Roost/SW 186th St & S Dixie Hwy

Sc2_No_Build_Condition_PM_Peak.syn
12/17/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	354	161	292	159	154	19	155	1284	70	87	1852	305
Future Volume (vph)	354	161	292	159	154	19	155	1284	70	87	1852	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	100		0	210		0	330		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor					1.00			1.00			1.00	
Frt			0.850		0.983			0.992			0.979	
Flt Protected	0.950	0.980		0.950			0.950			0.950		
Satd. Flow (prot)	1698	1751	1599	1770	1827	0	1787	5086	0	1787	5017	0
Flt Permitted	0.148	0.104		0.578			0.039			0.133		
Satd. Flow (perm)	264	186	1599	1077	1827	0	73	5086	0	250	5017	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			117		3			7			26	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		248			2369			331			1166	
Travel Time (s)		5.6			53.8			7.5			26.5	
Confl. Peds. (#/hr)	5					5			3			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	365	166	301	164	159	20	160	1324	72	90	1909	314
Shared Lane Traffic (%)	32%											
Lane Group Flow (vph)	248	283	301	164	179	0	160	1396	0	90	2223	0
Enter Blocked Intersection	No	No	No	No	No	No	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	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			4		1	6		5	2	
Permitted Phases	3		3	4			6			2		
Detector Phase	3	3	3	4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	13.9	13.9	13.9	33.7	33.7		11.8	26.8		11.8	26.8	
Total Split (s)	34.0	34.0	34.0	29.0	29.0		17.0	110.0		17.0	110.0	
Total Split (%)	17.9%	17.9%	17.9%	15.3%	15.3%		8.9%	57.9%		8.9%	57.9%	
Maximum Green (s)	27.1	27.1	27.1	22.3	22.3		10.2	103.2		10.2	103.2	
Yellow Time (s)	4.4	4.4	4.4	4.0	4.0		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.5	2.5	2.5	2.7	2.7		2.0	2.0		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	
Total Lost Time (s)	6.9	6.9	6.9	6.7	6.7		6.8	6.8		6.8	6.8	
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.5	3.5	3.5	3.5	3.5		2.0	1.0		2.0	1.0	
Recall Mode	Max	Max	Max	Max	Max		Max	C-Max		Max	C-Min	
Walk Time (s)				5.0	5.0			7.0			7.0	
Flash Dont Walk (s)				22.0	22.0			13.0			13.0	
Pedestrian Calls (#/hr)				0	0			0			0	
Act Effct Green (s)	27.1	27.1	27.1	22.3	22.3		113.4	103.2		113.4	103.2	
Actuated g/C Ratio	0.14	0.14	0.14	0.12	0.12		0.60	0.54		0.60	0.54	
v/c Ratio	6.70	10.88	0.92	1.30	0.82		1.19	0.50		0.39	0.81	
Control Delay	2631.6	4528.7	80.1	240.9	108.4		179.4	27.9		18.7	38.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	2631.6	4528.7	80.1	240.9	108.4		179.4	27.9		18.7	38.1	
LOS	F	F	F	F	F		F	C		B	D	
Approach Delay		2353.8			171.8			43.5			37.3	
Approach LOS		F			F			D			D	

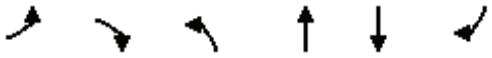
Intersection Summary

Area Type: Other
Cycle Length: 190
Actuated Cycle Length: 190
Offset: 150 (79%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 10.88
Intersection Signal Delay: 430.5 Intersection LOS: F
Intersection Capacity Utilization 110.4% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: Quail Roost/SW 186th St & S Dixie Hwy

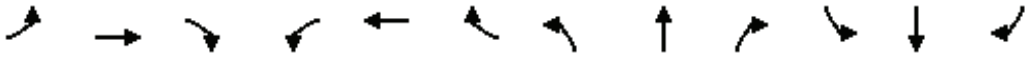
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	44	0	0	48	54	1390	33	50	2263	52
Future Volume (vph)	0	0	44	0	0	48	54	1390	33	50	2263	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	125		0	170		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.865			0.865		0.997			0.997	
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1644	0	0	1644	1787	5120	0	1770	5070	0
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1644	0	0	1644	1787	5120	0	1770	5070	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		171			308			1143			548	
Travel Time (s)		3.9			7.0			26.0			12.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	0	0	45	0	0	49	56	1433	34	52	2333	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	45	0	0	49	56	1467	0	52	2387	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			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
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.9%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	10	0	1438	2304	9
Future Volume (vph)	0	10	0	1438	2304	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor						
Frt		0.865			0.999	
Flt Protected						
Satd. Flow (prot)	0	1494	0	5187	5182	0
Flt Permitted						
Satd. Flow (perm)	0	1494	0	5187	5182	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	186			548	331	
Travel Time (s)	4.2			12.5	7.5	
Confl. Peds. (#/hr)			4			4
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	10%	10%	0%	0%	0%	0%
Adj. Flow (vph)	0	13	0	1820	2916	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	13	0	1820	2927	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	54.7%	ICU Level of Service	A
Analysis Period (min)	15		

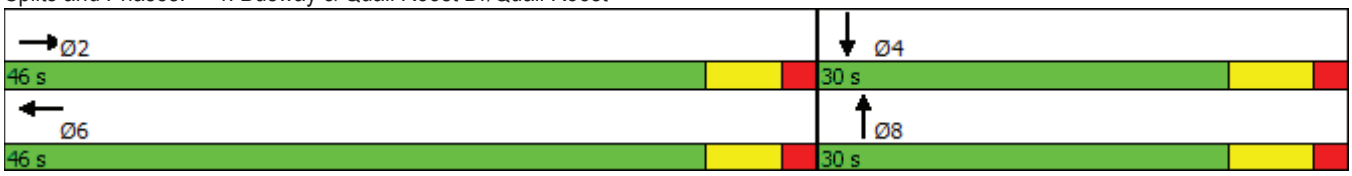


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	825	0	0	649	0	0	15	0	0	29	0
Future Volume (vph)	0	825	0	0	649	0	0	15	0	0	29	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	3539	0	0	950	0	0	950	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	3539	0	0	950	0	0	950	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		417			183			1284			1034	
Travel Time (s)		9.5			4.2			29.2			23.5	
Confl. Peds. (#/hr)	2		1	1		2	9		11	11		9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	0	878	0	0	690	0	0	16	0	0	31	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	878	0	0	690	0	0	16	0	0	31	0
Enter Blocked Intersection	No	No	No	No	No	No	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			0			0	
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		2			2			2			2	
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)		100			100			100			100	
Trailing Detector (ft)		0			0			0			0	
Detector 1 Position(ft)		0			0			0			0	
Detector 1 Size(ft)		6			6			6			6	
Detector 1 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0			0.0			0.0	
Detector 1 Queue (s)		0.0			0.0			0.0			0.0	
Detector 1 Delay (s)		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		NA			NA			NA			NA	
Protected Phases		2			6			8			4	
Permitted Phases												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		2			6			8			4	
Switch Phase												
Minimum Initial (s)		16.0			16.0			10.0			10.0	
Minimum Split (s)		22.4			22.4			16.8			22.8	
Total Split (s)		46.0			46.0			30.0			30.0	
Total Split (%)		60.5%			60.5%			39.5%			39.5%	
Maximum Green (s)		39.6			39.6			23.2			23.2	
Yellow Time (s)		4.4			4.4			4.8			4.8	
All-Red Time (s)		2.0			2.0			2.0			2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.4			6.4			6.8			6.8	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		1.0			1.0			3.5			3.5	
Recall Mode		Max			Max			Max			Max	
Walk Time (s)											5.0	
Flash Dont Walk (s)											11.0	
Pedestrian Calls (#/hr)											0	
Act Effct Green (s)		39.6			39.6			23.2			23.2	
Actuated g/C Ratio		0.52			0.52			0.31			0.31	
v/c Ratio		0.48			0.37			0.06			0.11	
Control Delay		12.7			11.6			19.5			20.3	
Queue Delay		0.4			0.0			0.0			0.0	
Total Delay		13.1			11.6			19.5			20.3	
LOS		B			B			B			C	
Approach Delay		13.1			11.6			19.5			20.3	
Approach LOS		B			B			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 76			
Actuated Cycle Length: 76			
Natural Cycle: 50			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 12.6		Intersection LOS: B	
Intersection Capacity Utilization 47.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Busway & Quail Roost Dr/Quail Roost



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	825	12	0	614	0	16	0	8	0	0	0
Future Volume (vph)	0	825	12	0	614	0	16	0	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.91	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.998						0.955				
Flt Protected								0.968				
Satd. Flow (prot)	0	5026	0	0	3610	0	0	878	0	0	1900	0
Flt Permitted								0.968				
Satd. Flow (perm)	0	5026	0	0	3610	0	0	878	0	0	1900	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		183			248			179			218	
Travel Time (s)		4.2			5.6			4.1			5.0	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	3%	3%	3%	0%	0%	0%	100%	100%	100%	0%	0%	0%
Adj. Flow (vph)	0	938	14	0	698	0	18	0	9	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	952	0	0	698	0	0	27	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
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
Sign Control		Free			Free			Stop			Stop	

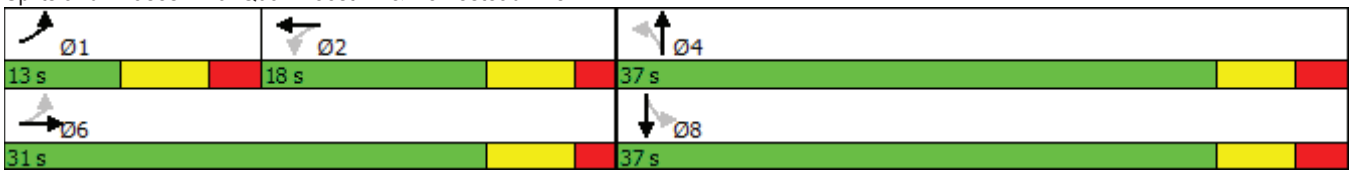
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	700	0	2	588	35	2	1	4	94	1	72
Future Volume (vph)	65	700	0	2	588	35	2	1	4	94	1	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	160		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				1.00								
Frt					0.992			0.916			0.942	
Flt Protected	0.950			0.950				0.988			0.973	
Satd. Flow (prot)	1752	3505	0	1752	3477	0	0	1720	0	0	1691	0
Flt Permitted	0.216			0.351				0.953			0.828	
Satd. Flow (perm)	398	3505	0	646	3477	0	0	1659	0	0	1439	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					8			5			73	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		630			417			166			1153	
Travel Time (s)		14.3			9.5			3.8			26.2	
Confl. Peds. (#/hr)			3	3								
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	0%	0%	0%	3%	3%	3%
Adj. Flow (vph)	75	805	0	2	676	40	2	1	5	108	1	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	805	0	2	716	0	0	8	0	0	192	0
Enter Blocked Intersection	No	No	No	No	No	No	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			0			0	
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	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	16.0		16.0	16.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	12.1	22.6		22.6	22.6		22.7	22.7		22.7	22.7	
Total Split (s)	13.0	31.0		18.0	18.0		37.0	37.0		37.0	37.0	
Total Split (%)	19.1%	45.6%		26.5%	26.5%		54.4%	54.4%		54.4%	54.4%	
Maximum Green (s)	5.9	24.4		11.4	11.4		30.3	30.3		30.3	30.3	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.7	2.2		2.2	2.2		2.7	2.7		2.7	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	7.1	6.6		6.6	6.6			6.7			6.7	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	1.0		1.0	1.0		2.5	2.5		2.5	2.5	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Walk Time (s)							5.0	5.0		5.0	5.0	
Flash Dont Walk (s)							11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)	23.9	24.4		11.4	11.4			30.3			30.3	
Actuated g/C Ratio	0.35	0.36		0.17	0.17			0.45			0.45	
v/c Ratio	0.29	0.64		0.02	1.22			0.01			0.28	
Control Delay	18.1	21.0		24.5	140.4			8.0			8.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	18.1	21.0		24.5	140.4			8.0			8.6	
LOS	B	C		C	F			A			A	
Approach Delay		20.8			140.0			8.0			8.6	
Approach LOS		C			F			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 68			
Actuated Cycle Length: 68			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.22			
Intersection Signal Delay: 67.0		Intersection LOS: E	
Intersection Capacity Utilization 65.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 6: Quail Roost Dr & Homestead Ave

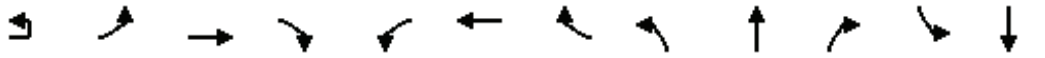


Future Conditions Build Out

AM Reports

Lanes, Volumes, Timings
1: Quail Roost/SW 186th St & S Dixie Hwy

Sc3_Build_Condition_AM_Peak.syn
12/17/2018



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	10	210	152	251	93	187	8	273	1918	37	69	866
Future Volume (vph)	10	210	152	251	93	187	8	273	1918	37	69	866
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	100		0	210		0	330	
Storage Lanes		1		1	1		0	1		0	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	0.91	0.91	1.00	0.91
Ped Bike Factor		1.00	1.00			1.00						1.00
Frt				0.850		0.994			0.997			0.972
Flt Protected		0.950	0.987		0.950			0.950			0.950	
Satd. Flow (prot)	0	1697	1764	1599	1770	1850	0	1787	5120	0	1787	4978
Flt Permitted		0.181	0.114		0.620			0.196			0.051	
Satd. Flow (perm)	0	322	204	1599	1155	1850	0	369	5120	0	96	4978
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				242		1			2			43
Link Speed (mph)			30			30			30			30
Link Distance (ft)			248			2369			331			1166
Travel Time (s)			5.6			53.8			7.5			26.5
Confl. Peds. (#/hr)		4					4	1				
Peak Hour Factor	0.92	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%
Adj. Flow (vph)	11	216	157	259	96	193	8	281	1977	38	71	893
Shared Lane Traffic (%)		25%										
Lane Group Flow (vph)	0	173	211	259	96	201	0	281	2015	0	71	1098
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
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)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2		1	2		1	2
Detector Template	Left	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100	20	20	100		20	100		20	100
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	20	6	20	20	6		20	6		20	6
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

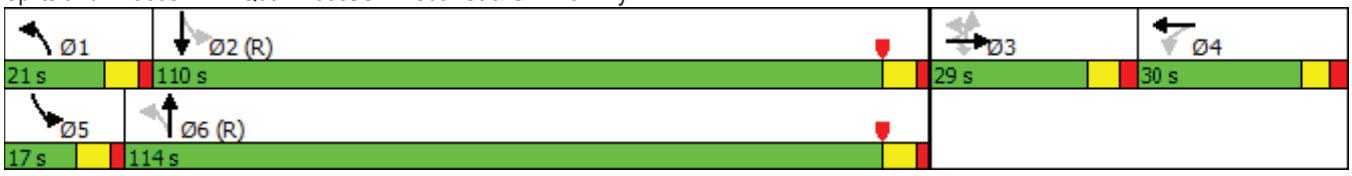
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	199
Future Volume (vph)	199
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.97
Heavy Vehicles (%)	1%
Adj. Flow (vph)	205
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Perm	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA
Protected Phases			3			4		1	6		5	2
Permitted Phases	3	3		3	4			6			2	
Detector Phase	3	3	3	3	4	4		1	6		5	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0		5.0	7.0		5.0	7.0
Minimum Split (s)	13.9	13.9	13.9	13.9	33.7	33.7		11.8	26.8		11.8	26.8
Total Split (s)	29.0	29.0	29.0	29.0	30.0	30.0		21.0	114.0		17.0	110.0
Total Split (%)	15.3%	15.3%	15.3%	15.3%	15.8%	15.8%		11.1%	60.0%		8.9%	57.9%
Maximum Green (s)	22.1	22.1	22.1	22.1	23.3	23.3		14.2	107.2		10.2	103.2
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0		4.8	4.8		4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.7	2.7		2.0	2.0		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
Total Lost Time (s)		6.9	6.9	6.9	6.7	6.7		6.8	6.8		6.8	6.8
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.5	3.5	3.5	3.5	3.5	3.5		2.0	1.0		2.0	1.0
Recall Mode	Max	Max	Max	Max	Max	Max		Max	C-Max		Max	C-Min
Walk Time (s)					5.0	5.0			7.0			7.0
Flash Dont Walk (s)					22.0	22.0			13.0			13.0
Pedestrian Calls (#/hr)					0	0			0			0
Act Effct Green (s)		22.1	22.1	22.1	23.3	23.3		121.4	107.2		113.4	103.2
Actuated g/C Ratio		0.12	0.12	0.12	0.12	0.12		0.64	0.56		0.60	0.54
v/c Ratio		4.68	9.17	0.65	0.68	0.89		0.82	0.70		0.48	0.40
Control Delay		1727.7	3770.9	18.8	103.6	116.2		35.1	31.3		32.0	24.8
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		1727.7	3770.9	18.8	103.6	116.2		35.1	31.3		32.0	24.8
LOS		F	F	B	F	F		D	C		C	C
Approach Delay			1709.8			112.2			31.8			25.2
Approach LOS			F			F			C			C

Intersection Summary

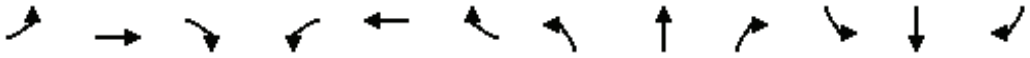
Area Type: Other
Cycle Length: 190
Actuated Cycle Length: 190
Offset: 155 (82%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 9.17
Intersection Signal Delay: 280.4 Intersection LOS: F
Intersection Capacity Utilization 97.3% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 1: Quail Roost/SW 186th St & S Dixie Hwy



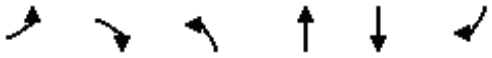
Lane Group	SBR
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary



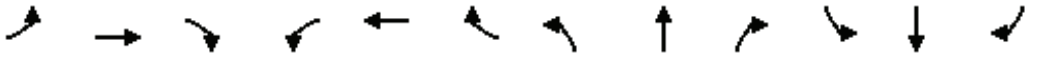
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	4	0	0	22	12	2240	24	63	1139	3
Future Volume (vph)	0	0	4	0	0	22	12	2240	24	63	1139	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	125		0	170		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt			0.865			0.865		0.998				
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1644	0	0	1644	1787	5125	0	1770	5085	0
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1644	0	0	1644	1787	5125	0	1770	5085	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		171			308			1143			548	
Travel Time (s)		3.9			7.0			26.0			12.5	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	0	0	4	0	0	23	13	2358	25	66	1199	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	4	0	0	23	13	2383	0	66	1202	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			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
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.0%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	1	0	2262	1210	11
Future Volume (vph)	0	1	0	2262	1210	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor						
Frt		0.865			0.999	
Flt Protected						
Satd. Flow (prot)	0	1494	0	5187	5182	0
Flt Permitted						
Satd. Flow (perm)	0	1494	0	5187	5182	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	186			548	331	
Travel Time (s)	4.2			12.5	7.5	
Confl. Peds. (#/hr)			2			2
Peak Hour Factor	0.25	0.25	0.25	0.25	0.25	0.25
Heavy Vehicles (%)	10%	10%	0%	0%	0%	0%
Adj. Flow (vph)	0	4	0	9048	4840	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	4	0	9048	4884	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	47.0%	ICU Level of Service	A
Analysis Period (min)	15		

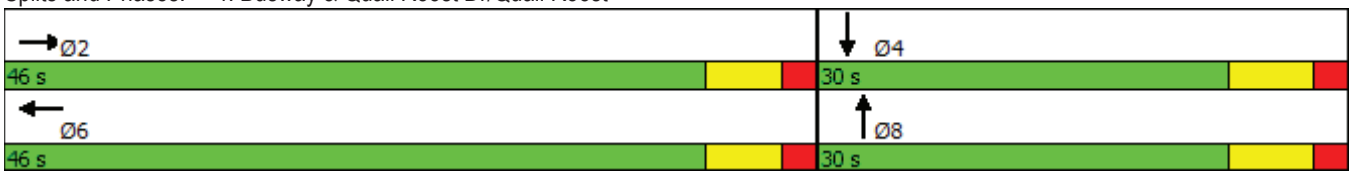


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑			↑	
Traffic Volume (vph)	0	563	0	0	718	0	0	34	0	0	12	0
Future Volume (vph)	0	563	0	0	718	0	0	34	0	0	12	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	3539	0	0	950	0	0	950	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	3539	0	0	950	0	0	950	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		417			183			1284			1034	
Travel Time (s)		9.5			4.2			29.2			23.5	
Confl. Peds. (#/hr)	4		1	1		4	6		9	9		6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	0	586	0	0	748	0	0	35	0	0	13	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	586	0	0	748	0	0	35	0	0	13	0
Enter Blocked Intersection	No	No	No	No	No	No	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			0			0	
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		2			2			2			2	
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)		100			100			100			100	
Trailing Detector (ft)		0			0			0			0	
Detector 1 Position(ft)		0			0			0			0	
Detector 1 Size(ft)		6			6			6			6	
Detector 1 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0			0.0			0.0	
Detector 1 Queue (s)		0.0			0.0			0.0			0.0	
Detector 1 Delay (s)		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		NA			NA			NA			NA	
Protected Phases		2			6			8			4	
Permitted Phases												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		2			6			8			4	
Switch Phase												
Minimum Initial (s)		16.0			16.0			10.0			10.0	
Minimum Split (s)		22.4			22.4			16.8			22.8	
Total Split (s)		46.0			46.0			30.0			30.0	
Total Split (%)		60.5%			60.5%			39.5%			39.5%	
Maximum Green (s)		39.6			39.6			23.2			23.2	
Yellow Time (s)		4.4			4.4			4.8			4.8	
All-Red Time (s)		2.0			2.0			2.0			2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.4			6.4			6.8			6.8	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		1.0			1.0			3.5			3.5	
Recall Mode		Max			Max			Max			Max	
Walk Time (s)											5.0	
Flash Dont Walk (s)											11.0	
Pedestrian Calls (#/hr)											0	
Act Effct Green (s)		39.6			39.6			23.2			23.2	
Actuated g/C Ratio		0.52			0.52			0.31			0.31	
v/c Ratio		0.32			0.41			0.12			0.04	
Control Delay		11.0			11.9			20.5			19.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.0			11.9			20.5			19.3	
LOS		B			B			C			B	
Approach Delay		11.0			11.9			20.5			19.3	
Approach LOS		B			B			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 76			
Actuated Cycle Length: 76			
Natural Cycle: 50			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay: 11.8		Intersection LOS: B	
Intersection Capacity Utilization 44.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Busway & Quail Roost Dr/Quail Roost



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	563	24	0	659	0	0	0	17	0	0	0
Future Volume (vph)	0	563	24	0	659	0	0	0	17	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.994							0.865			
Flt Protected												
Satd. Flow (prot)	0	5006	0	0	3610	0	0	0	822	0	0	1900
Flt Permitted												
Satd. Flow (perm)	0	5006	0	0	3610	0	0	0	822	0	0	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		183			248			179			218	
Travel Time (s)		4.2			5.6			4.1			5.0	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Heavy Vehicles (%)	3%	3%	3%	0%	0%	0%	100%	100%	100%	0%	0%	0%
Adj. Flow (vph)	0	1126	48	0	1318	0	0	0	34	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1174	0	0	1318	0	0	0	34	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
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
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.5%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	541	4	3	598	83	1	0	0	46	1	46
Future Volume (vph)	95	541	4	3	598	83	1	0	0	46	1	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	160		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00								
Frt		0.999			0.982						0.933	
Flt Protected	0.950			0.950				0.950			0.976	
Satd. Flow (prot)	1752	3501	0	1752	3442	0	0	1805	0	0	1680	0
Flt Permitted	0.305			0.444				0.716			0.851	
Satd. Flow (perm)	563	3501	0	818	3442	0	0	1360	0	0	1465	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			20						39	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		630			417			166			1153	
Travel Time (s)		14.3			9.5			3.8			26.2	
Confl. Peds. (#/hr)			3	3								
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	0%	0%	0%	3%	3%	3%
Adj. Flow (vph)	97	552	4	3	610	85	1	0	0	47	1	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	556	0	3	695	0	0	1	0	0	95	0
Enter Blocked Intersection	No	No	No	No	No	No	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			0			0	
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	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	16.0		16.0	16.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	12.1	22.6		22.6	22.6		22.7	22.7		22.7	22.7	
Total Split (s)	17.0	84.0		67.0	67.0		31.0	31.0		31.0	31.0	
Total Split (%)	14.8%	73.0%		58.3%	58.3%		27.0%	27.0%		27.0%	27.0%	
Maximum Green (s)	9.9	77.4		60.4	60.4		24.3	24.3		24.3	24.3	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.7	2.2		2.2	2.2		2.7	2.7		2.7	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	7.1	6.6		6.6	6.6			6.7			6.7	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	1.0		1.0	1.0		2.5	2.5		2.5	2.5	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Walk Time (s)							5.0	5.0		5.0	5.0	
Flash Dont Walk (s)							11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)	76.9	77.4		60.4	60.4			24.3			24.3	
Actuated g/C Ratio	0.67	0.67		0.53	0.53			0.21			0.21	
v/c Ratio	0.20	0.24		0.01	0.38			0.00			0.28	
Control Delay	7.7	7.6		13.3	16.5			36.0			25.7	
Queue Delay	0.0	0.0		0.0	0.8			0.0			0.0	
Total Delay	7.7	7.6		13.3	17.3			36.0			25.7	
LOS	A	A		B	B			D			C	
Approach Delay		7.6			17.3			36.0			25.7	
Approach LOS		A			B			D			C	

Intersection Summary

Area Type: Other
Cycle Length: 115
Actuated Cycle Length: 115
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 13.5 Intersection LOS: B
Intersection Capacity Utilization 50.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: Quail Roost Dr & Homestead Ave

Future Conditions Build Out

PM Reports

Lanes, Volumes, Timings
1: Quail Roost/SW 186th St & S Dixie Hwy

Sc3_Build_Condition_PM_Peak.syn
12/17/2018

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	27	359	162	292	160	154	19	155	1284	70	87	1856
Future Volume (vph)	27	359	162	292	160	154	19	155	1284	70	87	1856
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	100		0	210		0	330	
Storage Lanes		1		1	1		0	1		0	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	0.91	0.91	1.00	0.91
Ped Bike Factor						1.00			1.00			1.00
Frt				0.850		0.983			0.992			0.979
Flt Protected		0.950	0.978		0.950			0.950			0.950	
Satd. Flow (prot)	0	1696	1748	1599	1770	1827	0	1787	5086	0	1787	5017
Flt Permitted		0.148	0.107		0.569			0.039			0.133	
Satd. Flow (perm)	0	264	191	1599	1060	1827	0	73	5086	0	250	5017
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				117		3			7			26
Link Speed (mph)			30			30			30			30
Link Distance (ft)			248			2369			331			1166
Travel Time (s)			5.6			53.8			7.5			26.5
Confl. Peds. (#/hr)		5					5			3		
Peak Hour Factor	0.92	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%
Adj. Flow (vph)	29	370	167	301	165	159	20	160	1324	72	90	1913
Shared Lane Traffic (%)		36%										
Lane Group Flow (vph)	0	266	300	301	165	179	0	160	1396	0	90	2227
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
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)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2		1	2		1	2
Detector Template	Left	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100	20	20	100		20	100		20	100
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	20	6	20	20	6		20	6		20	6
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

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	305
Future Volume (vph)	305
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.97
Heavy Vehicles (%)	1%
Adj. Flow (vph)	314
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Turn Type	Perm	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA
Protected Phases			3			4		1	6		5	2
Permitted Phases	3	3		3	4			6			2	
Detector Phase	3	3	3	3	4	4		1	6		5	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0		5.0	7.0		5.0	7.0
Minimum Split (s)	13.9	13.9	13.9	13.9	33.7	33.7		11.8	26.8		11.8	26.8
Total Split (s)	34.0	34.0	34.0	34.0	29.0	29.0		17.0	110.0		17.0	110.0
Total Split (%)	17.9%	17.9%	17.9%	17.9%	15.3%	15.3%		8.9%	57.9%		8.9%	57.9%
Maximum Green (s)	27.1	27.1	27.1	27.1	22.3	22.3		10.2	103.2		10.2	103.2
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0		4.8	4.8		4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.7	2.7		2.0	2.0		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
Total Lost Time (s)		6.9	6.9	6.9	6.7	6.7		6.8	6.8		6.8	6.8
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.5	3.5	3.5	3.5	3.5	3.5		2.0	1.0		2.0	1.0
Recall Mode	Max	Max	Max	Max	Max	Max		Max	C-Max		Max	C-Min
Walk Time (s)					5.0	5.0			7.0			7.0
Flash Dont Walk (s)					22.0	22.0			13.0			13.0
Pedestrian Calls (#/hr)					0	0			0			0
Act Effct Green (s)		27.1	27.1	27.1	22.3	22.3		113.4	103.2		113.4	103.2
Actuated g/C Ratio		0.14	0.14	0.14	0.12	0.12		0.60	0.54		0.60	0.54
v/c Ratio		7.19	11.11	0.92	1.33	0.82		1.19	0.50		0.39	0.81
Control Delay		2849.3	4627.7	80.1	251.3	108.4		179.4	27.9		18.7	38.2
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		2849.3	4627.7	80.1	251.3	108.4		179.4	27.9		18.7	38.2
LOS		F	F	F	F	F		F	C		B	D
Approach Delay			2503.3			177.0			43.5			37.4
Approach LOS			F			F			D			D

Intersection Summary

Area Type: Other
Cycle Length: 190
Actuated Cycle Length: 190
Offset: 150 (79%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 11.11
Intersection Signal Delay: 469.2 Intersection LOS: F
Intersection Capacity Utilization 111.4% ICU Level of Service H
Analysis Period (min) 15

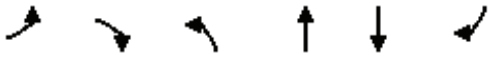
Splits and Phases: 1: Quail Roost/SW 186th St & S Dixie Hwy

Lane Group	SBR
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

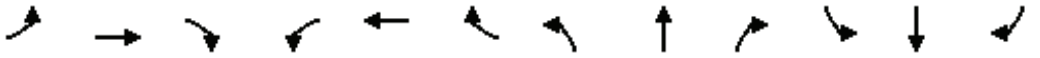
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	47	0	0	48	57	1390	33	50	2263	52
Future Volume (vph)	0	0	47	0	0	48	57	1390	33	50	2263	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	125		0	170		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.865			0.865		0.997			0.997	
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1644	0	0	1644	1787	5120	0	1770	5070	0
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1644	0	0	1644	1787	5120	0	1770	5070	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		171			308			1143			548	
Travel Time (s)		3.9			7.0			26.0			12.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	0	0	48	0	0	49	59	1433	34	52	2333	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	48	0	0	49	59	1467	0	52	2387	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			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
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.9%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	10	0	1438	2309	14
Future Volume (vph)	0	10	0	1438	2309	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor						
Frt		0.865			0.999	
Flt Protected						
Satd. Flow (prot)	0	1494	0	5187	5182	0
Flt Permitted						
Satd. Flow (perm)	0	1494	0	5187	5182	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	186			548	331	
Travel Time (s)	4.2			12.5	7.5	
Confl. Peds. (#/hr)			4			4
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	10%	10%	0%	0%	0%	0%
Adj. Flow (vph)	0	13	0	1820	2923	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	13	0	1820	2941	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	54.9%	ICU Level of Service	A
Analysis Period (min)	15		

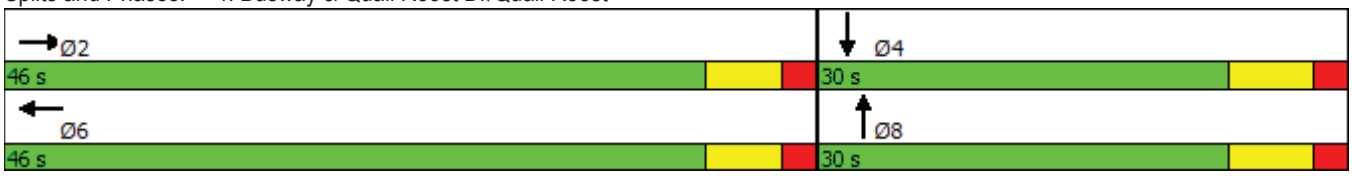


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	834	0	0	661	0	0	15	0	0	29	0
Future Volume (vph)	0	834	0	0	661	0	0	15	0	0	29	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected												
Satd. Flow (prot)	0	3539	0	0	3539	0	0	950	0	0	950	0
Flt Permitted												
Satd. Flow (perm)	0	3539	0	0	3539	0	0	950	0	0	950	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		417			183			1284			1034	
Travel Time (s)		9.5			4.2			29.2			23.5	
Confl. Peds. (#/hr)	2		1	1		2	9		11	11		9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	0	887	0	0	703	0	0	16	0	0	31	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	887	0	0	703	0	0	16	0	0	31	0
Enter Blocked Intersection	No	No	No	No	No	No	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			0			0	
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		2			2			2			2	
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)		100			100			100			100	
Trailing Detector (ft)		0			0			0			0	
Detector 1 Position(ft)		0			0			0			0	
Detector 1 Size(ft)		6			6			6			6	
Detector 1 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0			0.0			0.0	
Detector 1 Queue (s)		0.0			0.0			0.0			0.0	
Detector 1 Delay (s)		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		NA			NA			NA			NA	
Protected Phases		2			6			8			4	
Permitted Phases												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		2			6			8			4	
Switch Phase												
Minimum Initial (s)		16.0			16.0			10.0			10.0	
Minimum Split (s)		22.4			22.4			16.8			22.8	
Total Split (s)		46.0			46.0			30.0			30.0	
Total Split (%)		60.5%			60.5%			39.5%			39.5%	
Maximum Green (s)		39.6			39.6			23.2			23.2	
Yellow Time (s)		4.4			4.4			4.8			4.8	
All-Red Time (s)		2.0			2.0			2.0			2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.4			6.4			6.8			6.8	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		1.0			1.0			3.5			3.5	
Recall Mode		Max			Max			Max			Max	
Walk Time (s)											5.0	
Flash Dont Walk (s)											11.0	
Pedestrian Calls (#/hr)											0	
Act Effct Green (s)		39.6			39.6			23.2			23.2	
Actuated g/C Ratio		0.52			0.52			0.31			0.31	
v/c Ratio		0.48			0.38			0.06			0.11	
Control Delay		12.7			11.6			19.5			20.3	
Queue Delay		0.4			0.0			0.0			0.0	
Total Delay		13.1			11.6			19.5			20.3	
LOS		B			B			B			C	
Approach Delay		13.1			11.6			19.5			20.3	
Approach LOS		B			B			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 76			
Actuated Cycle Length: 76			
Natural Cycle: 50			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 12.7		Intersection LOS: B	
Intersection Capacity Utilization 47.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Busway & Quail Roost Dr/Quail Roost



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	834	14	0	641	0	0	0	41	0	0	0
Future Volume (vph)	0	834	14	0	641	0	0	0	41	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.998							0.865			
Flt Protected												
Satd. Flow (prot)	0	5026	0	0	3610	0	0	0	822	0	0	1900
Flt Permitted												
Satd. Flow (perm)	0	5026	0	0	3610	0	0	0	822	0	0	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		183			248			179			218	
Travel Time (s)		4.2			5.6			4.1			5.0	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	3%	3%	3%	0%	0%	0%	100%	100%	100%	0%	0%	0%
Adj. Flow (vph)	0	948	16	0	728	0	0	0	47	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	964	0	0	728	0	0	0	47	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
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
Sign Control		Free			Free			Stop			Stop	

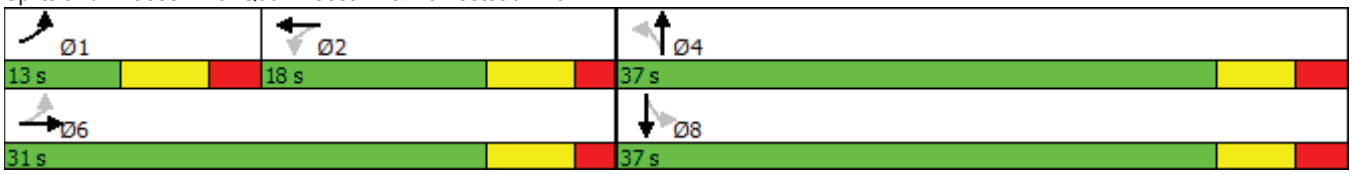
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	706	0	2	596	38	2	1	4	97	1	72
Future Volume (vph)	65	706	0	2	596	38	2	1	4	97	1	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	160		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				1.00								
Frt					0.991			0.916			0.943	
Flt Protected	0.950			0.950				0.988			0.972	
Satd. Flow (prot)	1752	3505	0	1752	3473	0	0	1720	0	0	1691	0
Flt Permitted	0.216			0.351				0.952			0.825	
Satd. Flow (perm)	398	3505	0	646	3473	0	0	1657	0	0	1435	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					8			5			71	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		630			417			166			1153	
Travel Time (s)		14.3			9.5			3.8			26.2	
Confl. Peds. (#/hr)			3	3								
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	0%	0%	0%	3%	3%	3%
Adj. Flow (vph)	75	811	0	2	685	44	2	1	5	111	1	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	811	0	2	729	0	0	8	0	0	195	0
Enter Blocked Intersection	No	No	No	No	No	No	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			0			0	
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	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	16.0		16.0	16.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	12.1	22.6		22.6	22.6		22.7	22.7		22.7	22.7	
Total Split (s)	13.0	31.0		18.0	18.0		37.0	37.0		37.0	37.0	
Total Split (%)	19.1%	45.6%		26.5%	26.5%		54.4%	54.4%		54.4%	54.4%	
Maximum Green (s)	5.9	24.4		11.4	11.4		30.3	30.3		30.3	30.3	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.7	2.2		2.2	2.2		2.7	2.7		2.7	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	7.1	6.6		6.6	6.6			6.7			6.7	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	1.0		1.0	1.0		2.5	2.5		2.5	2.5	
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Walk Time (s)							5.0	5.0		5.0	5.0	
Flash Dont Walk (s)							11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)							0	0		0	0	
Act Effct Green (s)	23.9	24.4		11.4	11.4			30.3			30.3	
Actuated g/C Ratio	0.35	0.36		0.17	0.17			0.45			0.45	
v/c Ratio	0.29	0.65		0.02	1.24			0.01			0.29	
Control Delay	18.1	21.1		24.5	150.1			8.0			8.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	18.1	21.1		24.5	150.1			8.0			8.9	
LOS	B	C		C	F			A			A	
Approach Delay		20.8			149.7			8.0			8.9	
Approach LOS		C			F			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 68			
Actuated Cycle Length: 68			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.24			
Intersection Signal Delay: 71.3		Intersection LOS: E	
Intersection Capacity Utilization 65.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 6: Quail Roost Dr & Homestead Ave



Appendix G

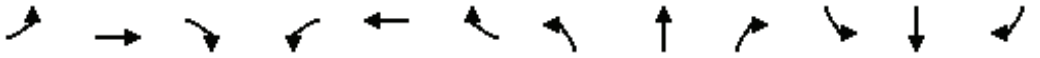
Synchro Outputs

Existing Condition

AM Reports

HCM Signalized Intersection Capacity Analysis
1: Quail Roost/SW 186th St & S Dixie Hwy

Sc1_Existing_Condition_AM_Peak.syn
12/13/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	197	145	241	87	180	8	262	1843	36	66	824	191
Future Volume (vph)	197	145	241	87	180	8	262	1843	36	66	824	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9	6.9	6.9	6.7	6.7		6.8	6.8		6.8	6.8	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00		1.00	0.97	
Flt Protected	0.95	0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1691	1765	1599	1770	1850		1787	5121		1787	4977	
Flt Permitted	0.18	0.11	1.00	0.63	1.00		0.21	1.00		0.06	1.00	
Satd. Flow (perm)	322	199	1599	1173	1850		397	5121		111	4977	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	203	149	248	90	186	8	270	1900	37	68	849	197
RTOR Reduction (vph)	0	0	219	0	1	0	0	1	0	0	20	0
Lane Group Flow (vph)	158	194	29	90	193	0	270	1936	0	68	1026	0
Confl. Peds. (#/hr)	4					4	1					1
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			4		1	6		5	2	
Permitted Phases	3		3	4			6			2		
Actuated Green, G (s)	22.1	22.1	22.1	23.3	23.3		121.4	107.2		113.4	103.2	
Effective Green, g (s)	22.1	22.1	22.1	23.3	23.3		121.4	107.2		113.4	103.2	
Actuated g/C Ratio	0.12	0.12	0.12	0.12	0.12		0.64	0.56		0.60	0.54	
Clearance Time (s)	6.9	6.9	6.9	6.7	6.7		6.8	6.8		6.8	6.8	
Vehicle Extension (s)	3.5	3.5	3.5	3.5	3.5		2.0	1.0		2.0	1.0	
Lane Grp Cap (vph)	37	23	185	143	226		357	2889		156	2703	
v/s Ratio Prot					c0.10		c0.06	0.38		0.02	0.21	
v/s Ratio Perm	0.49	c0.97	0.02	0.08			c0.43			0.24		
v/c Ratio	4.27	8.43	0.16	0.63	0.85		0.76	0.67		0.44	0.38	
Uniform Delay, d1	84.0	84.0	75.6	79.2	81.7		17.1	29.0		23.6	25.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1532.6	3432.2	1.8	19.2	31.6		13.9	1.3		8.6	0.4	
Delay (s)	1616.6	3516.2	77.3	98.4	113.3		31.0	30.3		32.3	25.4	
Level of Service	F	F	E	F	F		C	C		C	C	
Approach Delay (s)		1594.6			108.6			30.4			25.8	
Approach LOS		F			F			C			C	

Intersection Summary			
HCM 2000 Control Delay	257.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.82		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	27.2
Intersection Capacity Utilization	95.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	1	0	0	21	6	2153	23	61	1095	3
Future Vol, veh/h	0	0	1	0	0	21	6	2153	23	61	1095	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	125	-	-	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	2	2	2
Mvmt Flow	0	0	1	0	0	22	6	2266	24	64	1153	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	578	-	-	1146	1156	0	0	2292	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	5.32	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	3.11	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	397	0	0	168	332	-	-	89	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	397	-	-	168	332	-	-	89	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.1	29.6	0	6
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	332	-	-	397	168	89	-	-
HCM Lane V/C Ratio	0.019	-	-	0.003	0.132	0.721	-	-
HCM Control Delay (s)	16.1	-	-	14.1	29.6	113.4	-	-
HCM Lane LOS	C	-	-	B	D	F	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.4	3.6	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	2174	1152	0
Future Vol, veh/h	0	1	0	2174	1152	0
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	25	25	25	25	25
Heavy Vehicles, %	10	10	0	0	0	0
Mvmt Flow	0	4	0	8696	4608	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	2306	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.3	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4	-	-	-	-
Pot Cap-1 Maneuver	0	23	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	23	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	192	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	23	-	-
HCM Lane V/C Ratio	-	0.174	-	-
HCM Control Delay (s)	-	192	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	0.5	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	523	0	0	680	0	0	33	0	0	12	0
Future Volume (veh/h)	0	523	0	0	680	0	0	33	0	0	12	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	0	0	1863	0	0	950	0	0	950	0
Adj Flow Rate, veh/h	0	545	0	0	708	0	0	34	0	0	12	0
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	2	0	0	2	0	0	100	0	0	100	0
Cap, veh/h	0	1844	0	0	1844	0	0	290	0	0	290	0
Arrive On Green	0.00	0.52	0.00	0.00	0.52	0.00	0.00	0.31	0.00	0.00	0.31	0.00
Sat Flow, veh/h	0	3725	0	0	3725	0	0	950	0	0	950	0
Grp Volume(v), veh/h	0	545	0	0	708	0	0	34	0	0	12	0
Grp Sat Flow(s),veh/h/ln	0	1770	0	0	1770	0	0	950	0	0	950	0
Q Serve(g_s), s	0.0	6.6	0.0	0.0	9.1	0.0	0.0	2.0	0.0	0.0	0.7	0.0
Cycle Q Clear(g_c), s	0.0	6.6	0.0	0.0	9.1	0.0	0.0	2.0	0.0	0.0	0.7	0.0
Prop In Lane	0.00		0.00	0.00		0.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	1844	0	0	1844	0	0	290	0	0	290	0
V/C Ratio(X)	0.00	0.30	0.00	0.00	0.38	0.00	0.00	0.12	0.00	0.00	0.04	0.00
Avail Cap(c_a), veh/h	0	1844	0	0	1844	0	0	290	0	0	290	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	10.3	0.0	0.0	10.9	0.0	0.0	19.0	0.0	0.0	18.6	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.6	0.0	0.0	0.8	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.3	0.0	0.0	4.6	0.0	0.0	0.6	0.0	0.0	0.2	0.0
LnGrp Delay(d),s/veh	0.0	10.7	0.0	0.0	11.5	0.0	0.0	19.8	0.0	0.0	18.8	0.0
LnGrp LOS		B			B			B			B	
Approach Vol, veh/h		545			708			34			12	
Approach Delay, s/veh		10.7			11.5			19.8			18.8	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		46.0		30.0		46.0		30.0
Change Period (Y+Rc), s		6.4		6.8		6.4		6.8
Max Green Setting (Gmax), s		39.6		23.2		39.6		23.2
Max Q Clear Time (g_c+I1), s		8.6		2.7		11.1		4.0
Green Ext Time (p_c), s		3.7		0.2		3.7		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	523	5	0	633	0	0	0	1	0	0	0
Future Vol, veh/h	0	523	5	0	633	0	0	0	1	0	0	0
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	3	3	3	0	0	0	100	100	100	0	0	0
Mvmt Flow	0	1046	10	0	1266	0	0	0	2	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1266	0	0	1058	0	0	1686	2319	530	1684	2324	633
Stage 1	-	-	-	-	-	-	1053	1053	-	1266	1266	-
Stage 2	-	-	-	-	-	-	633	1266	-	418	1058	-
Critical Hdwy	4.16	-	-	5.3	-	-	8.95	8.5	9.1	6.95	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	9.3	7.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	8.5	7.5	-	6.7	5.5	-
Follow-up Hdwy	2.23	-	-	3.1	-	-	4.65	5	4.9	3.65	4	3.3
Pot Cap-1 Maneuver	539	-	-	373	-	-	29	10	270	80	38	427
Stage 1	-	-	-	-	-	-	93	153	-	178	242	-
Stage 2	-	-	-	-	-	-	254	109	-	556	304	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	539	-	-	373	-	-	29	10	269	79	38	427
Mov Cap-2 Maneuver	-	-	-	-	-	-	29	10	-	79	38	-
Stage 1	-	-	-	-	-	-	93	153	-	178	242	-
Stage 2	-	-	-	-	-	-	254	109	-	552	303	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	18.5	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	269	539	-	-	373	-	-	-
HCM Lane V/C Ratio	0.007	-	-	-	-	-	-	-
HCM Control Delay (s)	18.5	0	-	-	0	-	-	0
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	507	4	3	568	77	1	0	0	39	1	44
Future Volume (veh/h)	91	507	4	3	568	77	1	0	0	39	1	44
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1900	1900	1900	1900	1845	1900
Adj Flow Rate, veh/h	93	517	4	3	580	79	1	0	0	40	1	45
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	0	0	0	3	3	3
Cap, veh/h	531	2399	19	518	1628	221	359	0	0	178	19	166
Arrive On Green	0.09	0.67	0.67	0.53	0.53	0.53	0.21	0.00	0.00	0.21	0.21	0.21
Sat Flow, veh/h	1757	3565	28	868	3100	421	1402	0	0	626	92	788
Grp Volume(v), veh/h	93	254	267	3	327	332	1	0	0	86	0	0
Grp Sat Flow(s),veh/h/ln	1757	1752	1840	868	1752	1769	1402	0	0	1506	0	0
Q Serve(g_s), s	2.4	6.4	6.4	0.2	12.5	12.6	0.0	0.0	0.0	2.9	0.0	0.0
Cycle Q Clear(g_c), s	2.4	6.4	6.4	0.2	12.5	12.6	0.1	0.0	0.0	5.2	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.24	1.00		0.00	0.47		0.52
Lane Grp Cap(c), veh/h	531	1179	1238	518	920	929	359	0	0	364	0	0
V/C Ratio(X)	0.18	0.22	0.22	0.01	0.36	0.36	0.00	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	531	1179	1238	518	920	929	359	0	0	364	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.4	7.2	7.2	13.0	15.9	16.0	35.8	0.0	0.0	37.8	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.4	0.4	0.0	1.1	1.1	0.0	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.2	3.3	0.0	6.3	6.4	0.0	0.0	0.0	2.4	0.0	0.0
LnGrp Delay(d),s/veh	10.1	7.6	7.6	13.0	17.0	17.0	35.8	0.0	0.0	39.3	0.0	0.0
LnGrp LOS	B	A	A	B	B	B	D			D		
Approach Vol, veh/h		614			662			1			86	
Approach Delay, s/veh		8.0			17.0			35.8			39.3	
Approach LOS		A			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	17.0	67.0		31.0		84.0		31.0
Change Period (Y+Rc), s	* 7.1	* 6.6		* 6.7		* 6.6		* 6.7
Max Green Setting (Gmax), s	* 9.9	* 60		* 24		* 77		* 24
Max Q Clear Time (g_c+I1), s	4.4	14.6		2.1		8.4		7.2
Green Ext Time (p_c), s	0.0	2.7		0.3		2.7		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	14.4
HCM 2010 LOS	B

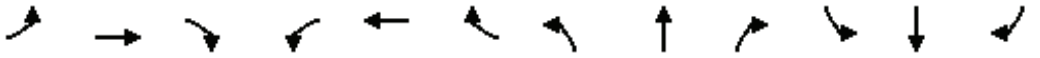
Notes

Existing Condition

PM Reports

HCM Signalized Intersection Capacity Analysis
1: Quail Roost/SW 186th St & S Dixie Hwy

Sc1_Existing_Condition_PM_Peak.syn
12/13/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	340	155	281	153	148	18	149	1234	67	84	1780	293
Future Volume (vph)	340	155	281	153	148	18	149	1234	67	84	1780	293
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9	6.9	6.9	6.7	6.7		6.8	6.8		6.8	6.8	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.99		1.00	0.98	
Flt Protected	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1698	1751	1599	1770	1827		1787	5087		1787	5016	
Flt Permitted	0.15	0.10	1.00	0.58	1.00		0.04	1.00		0.14	1.00	
Satd. Flow (perm)	264	186	1599	1088	1827		73	5087		271	5016	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	351	160	290	158	153	19	154	1272	69	87	1835	302
RTOR Reduction (vph)	0	0	103	0	3	0	0	3	0	0	12	0
Lane Group Flow (vph)	239	272	187	158	169	0	154	1338	0	87	2125	0
Confl. Peds. (#/hr)	5					5			3			1
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			4		1	6		5	2	
Permitted Phases	3		3	4			6			2		
Actuated Green, G (s)	27.1	27.1	27.1	22.3	22.3		113.4	103.2		113.4	103.2	
Effective Green, g (s)	27.1	27.1	27.1	22.3	22.3		113.4	103.2		113.4	103.2	
Actuated g/C Ratio	0.14	0.14	0.14	0.12	0.12		0.60	0.54		0.60	0.54	
Clearance Time (s)	6.9	6.9	6.9	6.7	6.7		6.8	6.8		6.8	6.8	
Vehicle Extension (s)	3.5	3.5	3.5	3.5	3.5		2.0	1.0		2.0	1.0	
Lane Grp Cap (vph)	37	26	228	127	214		135	2763		243	2724	
v/s Ratio Prot					0.09		c0.06	0.26		0.02	0.42	
v/s Ratio Perm	0.91	c1.46	0.12	c0.15			c0.62			0.19		
v/c Ratio	6.46	10.46	0.82	1.24	0.79		1.14	0.48		0.36	0.78	
Uniform Delay, d1	81.5	81.5	79.1	83.8	81.6		59.6	26.9		18.5	34.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2513.0	4332.9	27.1	159.6	25.2		120.3	0.6		4.1	2.3	
Delay (s)	2594.5	4414.4	106.1	243.4	106.7		179.8	27.5		22.6	36.7	
Level of Service	F	F	F	F	F		F	C		C	D	
Approach Delay (s)		2311.6			172.2			43.2			36.1	
Approach LOS		F			F			D			D	

Intersection Summary			
HCM 2000 Control Delay	423.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.67		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	27.2
Intersection Capacity Utilization	107.8%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	42	0	0	46	52	1336	32	48	2175	50
Future Vol, veh/h	0	0	42	0	0	46	52	1336	32	48	2175	50
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	-	-	0	-	-	0	125	-	-	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	2	2	2
Mvmt Flow	0	0	43	0	0	47	54	1377	33	49	2242	52

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1147	-	-	705	2294	0	0	1410	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	5.32	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	3.11	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	168	0	0	329	90	-	-	247	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	168	-	-	329	90	-	-	247	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	33.7	17.8	3.4	0.5
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	90	-	-	168	329	247	-	-
HCM Lane V/C Ratio	0.596	-	-	0.258	0.144	0.2	-	-
HCM Control Delay (s)	91.9	-	-	33.7	17.8	23.2	-	-
HCM Lane LOS	F	-	-	D	C	C	-	-
HCM 95th %tile Q(veh)	2.8	-	-	1	0.5	0.7	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	0	1382	2214	9
Future Vol, veh/h	0	10	0	1382	2214	9
Conflicting Peds, #/hr	0	0	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	10	10	0	0	0	0
Mvmt Flow	0	13	0	1749	2803	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1411	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.3	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4	-	-	-	-
Pot Cap-1 Maneuver	0	102	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	102	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	45.2	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	102	-	-
HCM Lane V/C Ratio	-	0.124	-	-
HCM Control Delay (s)	-	45.2	-	-
HCM Lane LOS	-	E	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑			↑	
Traffic Volume (veh/h)	0	793	0	0	624	0	0	14	0	0	28	0
Future Volume (veh/h)	0	793	0	0	624	0	0	14	0	0	28	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	0	0	1863	0	0	950	0	0	950	0
Adj Flow Rate, veh/h	0	844	0	0	664	0	0	15	0	0	30	0
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	0	0	2	0	0	100	0	0	100	0
Cap, veh/h	0	1844	0	0	1844	0	0	290	0	0	290	0
Arrive On Green	0.00	0.52	0.00	0.00	0.52	0.00	0.00	0.31	0.00	0.00	0.31	0.00
Sat Flow, veh/h	0	3725	0	0	3725	0	0	950	0	0	950	0
Grp Volume(v), veh/h	0	844	0	0	664	0	0	15	0	0	30	0
Grp Sat Flow(s),veh/h/ln	0	1770	0	0	1770	0	0	950	0	0	950	0
Q Serve(g_s), s	0.0	11.4	0.0	0.0	8.4	0.0	0.0	0.8	0.0	0.0	1.7	0.0
Cycle Q Clear(g_c), s	0.0	11.4	0.0	0.0	8.4	0.0	0.0	0.8	0.0	0.0	1.7	0.0
Prop In Lane	0.00		0.00	0.00		0.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	1844	0	0	1844	0	0	290	0	0	290	0
V/C Ratio(X)	0.00	0.46	0.00	0.00	0.36	0.00	0.00	0.05	0.00	0.00	0.10	0.00
Avail Cap(c_a), veh/h	0	1844	0	0	1844	0	0	290	0	0	290	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	11.4	0.0	0.0	10.7	0.0	0.0	18.6	0.0	0.0	18.9	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.7	0.0	0.0	4.2	0.0	0.0	0.2	0.0	0.0	0.5	0.0
LnGrp Delay(d),s/veh	0.0	12.3	0.0	0.0	11.3	0.0	0.0	19.0	0.0	0.0	19.7	0.0
LnGrp LOS		B			B			B			B	
Approach Vol, veh/h		844			664			15			30	
Approach Delay, s/veh		12.3			11.3			19.0			19.7	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		46.0		30.0		46.0		30.0
Change Period (Y+Rc), s		6.4		6.8		6.4		6.8
Max Green Setting (Gmax), s		39.6		23.2		39.6		23.2
Max Q Clear Time (g_c+I1), s		13.4		3.7		10.4		2.8
Green Ext Time (p_c), s		4.7		0.2		4.7		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	12.1
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	793	12	0	590	0	15	0	8	0	0	0
Future Vol, veh/h	0	793	12	0	590	0	15	0	8	0	0	0
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	0	0	0	100	100	100	0	0	0
Mvmt Flow	0	901	14	0	670	0	17	0	9	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	670	0	0	917	0	0	1245	1580	459	1030	1587	335
Stage 1	-	-	-	-	-	-	910	910	-	670	670	-
Stage 2	-	-	-	-	-	-	335	670	-	360	917	-
Critical Hdwy	4.16	-	-	5.3	-	-	8.95	8.5	9.1	6.95	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	9.3	7.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	8.5	7.5	-	6.7	5.5	-
Follow-up Hdwy	2.23	-	-	3.1	-	-	4.65	5	4.9	3.65	4	3.3
Pot Cap-1 Maneuver	909	-	-	435	-	-	70	43	310	218	109	667
Stage 1	-	-	-	-	-	-	125	191	-	405	459	-
Stage 2	-	-	-	-	-	-	432	274	-	602	354	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	909	-	-	435	-	-	70	43	309	212	109	667
Mov Cap-2 Maneuver	-	-	-	-	-	-	70	43	-	212	109	-
Stage 1	-	-	-	-	-	-	125	191	-	405	459	-
Stage 2	-	-	-	-	-	-	432	274	-	584	353	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	56	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	96	909	-	-	435	-	-	-
HCM Lane V/C Ratio	0.272	-	-	-	-	-	-	-
HCM Control Delay (s)	56	0	-	-	0	-	-	0
HCM Lane LOS	F	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	1	0	-	-	0	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	673	0	2	565	34	2	1	4	90	1	69
Future Volume (vph)	62	673	0	2	565	34	2	1	4	90	1	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1	6.6		6.6	6.6			6.7			6.7	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	0.99			0.92			0.94	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.97	
Satd. Flow (prot)	1752	3505		1747	3475			1718			1690	
Flt Permitted	0.22	1.00		0.36	1.00			0.95			0.83	
Satd. Flow (perm)	399	3505		659	3475			1659			1442	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	71	774	0	2	649	39	2	1	5	103	1	79
RTOR Reduction (vph)	0	0	0	0	7	0	0	3	0	0	40	0
Lane Group Flow (vph)	71	774	0	2	681	0	0	5	0	0	143	0
Confl. Peds. (#/hr)			3	3								
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	0%	0%	0%	3%	3%	3%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	24.4	24.4		11.4	11.4			30.3			30.3	
Effective Green, g (s)	24.4	24.4		11.4	11.4			30.3			30.3	
Actuated g/C Ratio	0.36	0.36		0.17	0.17			0.45			0.45	
Clearance Time (s)	7.1	6.6		6.6	6.6			6.7			6.7	
Vehicle Extension (s)	2.0	1.0		1.0	1.0			2.5			2.5	
Lane Grp Cap (vph)	260	1257		110	582			739			642	
v/s Ratio Prot	0.02	c0.22			c0.20							
v/s Ratio Perm	0.07			0.00				0.00			c0.10	
v/c Ratio	0.27	0.62		0.02	1.17			0.01			0.22	
Uniform Delay, d1	16.2	17.9		23.6	28.3			10.5			11.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	2.6	2.3		0.3	94.1			0.0			0.8	
Delay (s)	18.8	20.2		23.9	122.4			10.5			12.4	
Level of Service	B	C		C	F			B			B	
Approach Delay (s)		20.1			122.1			10.5			12.4	
Approach LOS		C			F			B			B	

Intersection Summary			
HCM 2000 Control Delay	60.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	68.0	Sum of lost time (s)	20.4
Intersection Capacity Utilization	64.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Future Condition (No Build)

AM Reports

HCM Signalized Intersection Capacity Analysis Sc2_No_Build_Condition_AM_Peak.syn
1: Quail Roost/SW 186th St & S Dixie Hwy 12/13/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	151	251	91	187	8	273	1918	37	69	857	199
Future Volume (vph)	205	151	251	91	187	8	273	1918	37	69	857	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9	6.9	6.9	6.7	6.7		6.8	6.8		6.8	6.8	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00		1.00	0.97	
Flt Protected	0.95	0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1691	1765	1599	1770	1850		1787	5121		1787	4977	
Flt Permitted	0.18	0.11	1.00	0.62	1.00		0.20	1.00		0.05	1.00	
Satd. Flow (perm)	322	198	1599	1164	1850		374	5121		96	4977	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	211	156	259	94	193	8	281	1977	38	71	884	205
RTOR Reduction (vph)	0	0	217	0	1	0	0	1	0	0	20	0
Lane Group Flow (vph)	165	202	42	94	200	0	281	2014	0	71	1069	0
Confl. Peds. (#/hr)	4					4	1					1
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			4		1	6		5	2	
Permitted Phases	3		3	4			6			2		
Actuated Green, G (s)	22.1	22.1	22.1	23.3	23.3		121.4	107.2		113.4	103.2	
Effective Green, g (s)	22.1	22.1	22.1	23.3	23.3		121.4	107.2		113.4	103.2	
Actuated g/C Ratio	0.12	0.12	0.12	0.12	0.12		0.64	0.56		0.60	0.54	
Clearance Time (s)	6.9	6.9	6.9	6.7	6.7		6.8	6.8		6.8	6.8	
Vehicle Extension (s)	3.5	3.5	3.5	3.5	3.5		2.0	1.0		2.0	1.0	
Lane Grp Cap (vph)	37	23	185	142	226		344	2889		148	2703	
v/s Ratio Prot					c0.11		c0.06	0.39		0.03	0.21	
v/s Ratio Perm	0.51	c1.02	0.03	0.08			c0.46			0.26		
v/c Ratio	4.46	8.78	0.22	0.66	0.89		0.82	0.70		0.48	0.40	
Uniform Delay, d1	84.0	84.0	76.2	79.6	82.0		17.8	29.7		25.7	25.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1617.1	3588.4	2.8	21.7	36.2		19.0	1.4		10.7	0.4	
Delay (s)	1701.1	3672.3	79.0	101.3	118.2		36.8	31.2		36.5	25.7	
Level of Service	F	F	E	F	F		D	C		D	C	
Approach Delay (s)		1666.0			112.8			31.9			26.3	
Approach LOS		F			F			C			C	

Intersection Summary			
HCM 2000 Control Delay	269.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.93		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	27.2
Intersection Capacity Utilization	96.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	1	0	0	22	6	2240	24	63	1139	3
Future Vol, veh/h	0	0	1	0	0	22	6	2240	24	63	1139	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	125	-	-	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	2	2	2
Mvmt Flow	0	0	1	0	0	23	6	2358	25	66	1199	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	601	-	-	1193	1202	0	0	2384	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	5.32	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	3.11	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	384	0	0	156	315	-	-	79	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	384	-	-	156	315	-	-	79	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.4	32.1	0	7.9
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	315	-	-	384	156	79	-	-
HCM Lane V/C Ratio	0.02	-	-	0.003	0.148	0.839	-	-
HCM Control Delay (s)	16.7	-	-	14.4	32.1	150.5	-	-
HCM Lane LOS	C	-	-	B	D	F	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.5	4.3	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	2262	1199	0
Future Vol, veh/h	0	1	0	2262	1199	0
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	25	25	25	25	25
Heavy Vehicles, %	10	10	0	0	0	0
Mvmt Flow	0	4	0	9048	4796	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	2400	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.3	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4	-	-	-	-
Pot Cap-1 Maneuver	0	20	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	20	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	225.5	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	20	-	-
HCM Lane V/C Ratio	-	0.2	-	-
HCM Control Delay (s)	-	225.5	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	0.6	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑			↑	
Traffic Volume (veh/h)	0	544	0	0	708	0	0	34	0	0	12	0
Future Volume (veh/h)	0	544	0	0	708	0	0	34	0	0	12	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	0	0	1863	0	0	950	0	0	950	0
Adj Flow Rate, veh/h	0	567	0	0	738	0	0	35	0	0	12	0
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	2	0	0	2	0	0	100	0	0	100	0
Cap, veh/h	0	1844	0	0	1844	0	0	290	0	0	290	0
Arrive On Green	0.00	0.52	0.00	0.00	0.52	0.00	0.00	0.31	0.00	0.00	0.31	0.00
Sat Flow, veh/h	0	3725	0	0	3725	0	0	950	0	0	950	0
Grp Volume(v), veh/h	0	567	0	0	738	0	0	35	0	0	12	0
Grp Sat Flow(s),veh/h/ln	0	1770	0	0	1770	0	0	950	0	0	950	0
Q Serve(g_s), s	0.0	6.9	0.0	0.0	9.6	0.0	0.0	2.0	0.0	0.0	0.7	0.0
Cycle Q Clear(g_c), s	0.0	6.9	0.0	0.0	9.6	0.0	0.0	2.0	0.0	0.0	0.7	0.0
Prop In Lane	0.00		0.00	0.00		0.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	1844	0	0	1844	0	0	290	0	0	290	0
V/C Ratio(X)	0.00	0.31	0.00	0.00	0.40	0.00	0.00	0.12	0.00	0.00	0.04	0.00
Avail Cap(c_a), veh/h	0	1844	0	0	1844	0	0	290	0	0	290	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	10.4	0.0	0.0	11.0	0.0	0.0	19.0	0.0	0.0	18.6	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.6	0.0	0.0	0.9	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.5	0.0	0.0	4.8	0.0	0.0	0.6	0.0	0.0	0.2	0.0
LnGrp Delay(d),s/veh	0.0	10.8	0.0	0.0	11.7	0.0	0.0	19.9	0.0	0.0	18.8	0.0
LnGrp LOS		B			B			B			B	
Approach Vol, veh/h		567			738			35			12	
Approach Delay, s/veh		10.8			11.7			19.9			18.8	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		46.0		30.0		46.0		30.0
Change Period (Y+Rc), s		6.4		6.8		6.4		6.8
Max Green Setting (Gmax), s		39.6		23.2		39.6		23.2
Max Q Clear Time (g_c+I1), s		8.9		2.7		11.6		4.0
Green Ext Time (p_c), s		3.9		0.2		3.9		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	11.6
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	544	5	0	659	0	0	0	1	0	0	0
Future Vol, veh/h	0	544	5	0	659	0	0	0	1	0	0	0
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	3	3	3	0	0	0	100	100	100	0	0	0
Mvmt Flow	0	1088	10	0	1318	0	0	0	2	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1318	0	0	1100	0	0	1754	2413	551	1753	2418	659
Stage 1	-	-	-	-	-	-	1095	1095	-	1318	1318	-
Stage 2	-	-	-	-	-	-	659	1318	-	435	1100	-
Critical Hdwy	4.16	-	-	5.3	-	-	8.95	8.5	9.1	6.95	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	9.3	7.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	8.5	7.5	-	6.7	5.5	-
Follow-up Hdwy	2.23	-	-	3.1	-	-	4.65	5	4.9	3.65	4	3.3
Pot Cap-1 Maneuver	515	-	-	356	-	-	25	8	259	72	33	411
Stage 1	-	-	-	-	-	-	85	143	-	166	229	-
Stage 2	-	-	-	-	-	-	243	101	-	543	290	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	515	-	-	356	-	-	25	8	259	71	33	411
Mov Cap-2 Maneuver	-	-	-	-	-	-	25	8	-	71	33	-
Stage 1	-	-	-	-	-	-	85	143	-	166	229	-
Stage 2	-	-	-	-	-	-	243	101	-	539	289	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	19	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	259	515	-	-	356	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-	-	-	-	-
HCM Control Delay (s)	19	0	-	-	0	-	-	0
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	528	4	3	591	80	1	0	0	41	1	46
Future Volume (veh/h)	95	528	4	3	591	80	1	0	0	41	1	46
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1900	1900	1900	1900	1845	1900
Adj Flow Rate, veh/h	97	539	4	3	603	82	1	0	0	42	1	47
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	0	0	0	3	3	3
Cap, veh/h	520	2400	18	509	1629	221	357	0	0	179	19	166
Arrive On Green	0.09	0.67	0.67	0.53	0.53	0.53	0.21	0.00	0.00	0.21	0.21	0.21
Sat Flow, veh/h	1757	3566	26	850	3101	421	1391	0	0	628	91	786
Grp Volume(v), veh/h	97	265	278	3	340	345	1	0	0	90	0	0
Grp Sat Flow(s),veh/h/ln	1757	1752	1840	850	1752	1769	1391	0	0	1505	0	0
Q Serve(g_s), s	2.5	6.7	6.7	0.2	13.2	13.2	0.0	0.0	0.0	3.2	0.0	0.0
Cycle Q Clear(g_c), s	2.5	6.7	6.7	0.2	13.2	13.2	0.1	0.0	0.0	5.5	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.24	1.00		0.00	0.47		0.52
Lane Grp Cap(c), veh/h	520	1179	1238	509	920	929	357	0	0	364	0	0
V/C Ratio(X)	0.19	0.22	0.22	0.01	0.37	0.37	0.00	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	520	1179	1238	509	920	929	357	0	0	364	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.5	7.2	7.2	13.0	16.1	16.1	35.8	0.0	0.0	37.9	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.4	0.4	0.0	1.1	1.1	0.0	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.4	3.5	0.0	6.6	6.7	0.0	0.0	0.0	2.6	0.0	0.0
LnGrp Delay(d),s/veh	10.3	7.7	7.7	13.0	17.2	17.2	35.8	0.0	0.0	39.5	0.0	0.0
LnGrp LOS	B	A	A	B	B	B	D			D		
Approach Vol, veh/h		640			688			1			90	
Approach Delay, s/veh		8.1			17.2			35.8			39.5	
Approach LOS		A			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	17.0	67.0		31.0		84.0		31.0
Change Period (Y+Rc), s	* 7.1	* 6.6		* 6.7		* 6.6		* 6.7
Max Green Setting (Gmax), s	* 9.9	* 60		* 24		* 77		* 24
Max Q Clear Time (g_c+I1), s	4.5	15.2		2.1		8.7		7.5
Green Ext Time (p_c), s	0.0	2.8		0.3		2.8		0.3

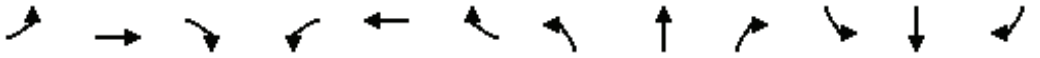
Intersection Summary	
HCM 2010 Ctrl Delay	14.5
HCM 2010 LOS	B

Notes

Future Condition (No Build)

PM Reports

HCM Signalized Intersection Capacity Analysis Sc2_No_Build_Condition_PM_Peak.syn
1: Quail Roost/SW 186th St & S Dixie Hwy 12/13/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	354	161	292	159	154	19	155	1284	70	87	1852	305
Future Volume (vph)	354	161	292	159	154	19	155	1284	70	87	1852	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9	6.9	6.9	6.7	6.7		6.8	6.8		6.8	6.8	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.99		1.00	0.98	
Flt Protected	0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1698	1751	1599	1770	1827		1787	5087		1787	5016	
Flt Permitted	0.15	0.10	1.00	0.58	1.00		0.04	1.00		0.13	1.00	
Satd. Flow (perm)	264	186	1599	1077	1827		73	5087		249	5016	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	365	166	301	164	159	20	160	1324	72	90	1909	314
RTOR Reduction (vph)	0	0	100	0	3	0	0	3	0	0	12	0
Lane Group Flow (vph)	248	283	201	164	176	0	160	1393	0	90	2211	0
Confl. Peds. (#/hr)	5					5			3			1
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			4		1	6		5	2	
Permitted Phases	3		3	4			6			2		
Actuated Green, G (s)	27.1	27.1	27.1	22.3	22.3		113.4	103.2		113.4	103.2	
Effective Green, g (s)	27.1	27.1	27.1	22.3	22.3		113.4	103.2		113.4	103.2	
Actuated g/C Ratio	0.14	0.14	0.14	0.12	0.12		0.60	0.54		0.60	0.54	
Clearance Time (s)	6.9	6.9	6.9	6.7	6.7		6.8	6.8		6.8	6.8	
Vehicle Extension (s)	3.5	3.5	3.5	3.5	3.5		2.0	1.0		2.0	1.0	
Lane Grp Cap (vph)	37	26	228	126	214		135	2763		231	2724	
v/s Ratio Prot					0.10		c0.06	0.27		0.02	0.44	
v/s Ratio Perm	0.94	c1.52	0.13	c0.15			c0.64			0.21		
v/c Ratio	6.70	10.88	0.88	1.30	0.82		1.19	0.50		0.39	0.81	
Uniform Delay, d1	81.5	81.5	79.9	83.8	81.9		60.3	27.3		19.0	35.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2622.2	4523.0	35.1	181.8	28.9		135.7	0.7		4.9	2.8	
Delay (s)	2703.6	4604.5	115.0	265.6	110.8		196.0	28.0		23.9	38.2	
Level of Service	F	F	F	F	F		F	C		C	D	
Approach Delay (s)		2413.7			184.8			45.2			37.7	
Approach LOS		F			F			D			D	

Intersection Summary			
HCM 2000 Control Delay	441.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.78		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	27.2
Intersection Capacity Utilization	110.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	44	0	0	48	54	1390	33	50	2263	52
Future Vol, veh/h	0	0	44	0	0	48	54	1390	33	50	2263	52
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	-	-	0	-	-	0	125	-	-	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	2	2	2
Mvmt Flow	0	0	45	0	0	49	56	1433	34	52	2333	54

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1193	-	-	734	2387	0	0	1467	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	5.32	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	3.11	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	156	0	0	315	80	-	-	231	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	156	-	-	315	80	-	-	231	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	37.3	18.5	4.3	0.5
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	80	-	-	156	315	231	-	-
HCM Lane V/C Ratio	0.696	-	-	0.291	0.157	0.223	-	-
HCM Control Delay (s)	118.6	-	-	37.3	18.5	25	-	-
HCM Lane LOS	F	-	-	E	C	D	-	-
HCM 95th %tile Q(veh)	3.3	-	-	1.1	0.6	0.8	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	0	1438	2304	9
Future Vol, veh/h	0	10	0	1438	2304	9
Conflicting Peds, #/hr	0	0	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	10	10	0	0	0	0
Mvmt Flow	0	13	0	1820	2916	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1468	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.3	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4	-	-	-	-
Pot Cap-1 Maneuver	0	93	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	93	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	49.7	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	93	-	-
HCM Lane V/C Ratio	-	0.136	-	-
HCM Control Delay (s)	-	49.7	-	-
HCM Lane LOS	-	E	-	-
HCM 95th %tile Q(veh)	-	0.5	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑			↑	
Traffic Volume (veh/h)	0	825	0	0	649	0	0	15	0	0	29	0
Future Volume (veh/h)	0	825	0	0	649	0	0	15	0	0	29	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	0	0	1863	0	0	950	0	0	950	0
Adj Flow Rate, veh/h	0	878	0	0	690	0	0	16	0	0	31	0
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	0	0	2	0	0	100	0	0	100	0
Cap, veh/h	0	1844	0	0	1844	0	0	290	0	0	290	0
Arrive On Green	0.00	0.52	0.00	0.00	0.52	0.00	0.00	0.31	0.00	0.00	0.31	0.00
Sat Flow, veh/h	0	3725	0	0	3725	0	0	950	0	0	950	0
Grp Volume(v), veh/h	0	878	0	0	690	0	0	16	0	0	31	0
Grp Sat Flow(s),veh/h/ln	0	1770	0	0	1770	0	0	950	0	0	950	0
Q Serve(g_s), s	0.0	12.0	0.0	0.0	8.8	0.0	0.0	0.9	0.0	0.0	1.8	0.0
Cycle Q Clear(g_c), s	0.0	12.0	0.0	0.0	8.8	0.0	0.0	0.9	0.0	0.0	1.8	0.0
Prop In Lane	0.00		0.00	0.00		0.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	1844	0	0	1844	0	0	290	0	0	290	0
V/C Ratio(X)	0.00	0.48	0.00	0.00	0.37	0.00	0.00	0.06	0.00	0.00	0.11	0.00
Avail Cap(c_a), veh/h	0	1844	0	0	1844	0	0	290	0	0	290	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	11.6	0.0	0.0	10.8	0.0	0.0	18.7	0.0	0.0	19.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.0	0.0	0.6	0.0	0.0	0.4	0.0	0.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.1	0.0	0.0	4.4	0.0	0.0	0.3	0.0	0.0	0.5	0.0
LnGrp Delay(d),s/veh	0.0	12.5	0.0	0.0	11.4	0.0	0.0	19.0	0.0	0.0	19.7	0.0
LnGrp LOS		B			B			B			B	
Approach Vol, veh/h		878			690			16			31	
Approach Delay, s/veh		12.5			11.4			19.0			19.7	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		46.0		30.0		46.0		30.0
Change Period (Y+Rc), s		6.4		6.8		6.4		6.8
Max Green Setting (Gmax), s		39.6		23.2		39.6		23.2
Max Q Clear Time (g_c+I1), s		14.0		3.8		10.8		2.9
Green Ext Time (p_c), s		4.9		0.2		5.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	12.2
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	825	12	0	614	0	16	0	8	0	0	0
Future Vol, veh/h	0	825	12	0	614	0	16	0	8	0	0	0
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	0	0	0	100	100	100	0	0	0
Mvmt Flow	0	938	14	0	698	0	18	0	9	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	698	0	0	953	0	0	1295	1644	478	1073	1651	349
Stage 1	-	-	-	-	-	-	946	946	-	698	698	-
Stage 2	-	-	-	-	-	-	349	698	-	375	953	-
Critical Hdwy	4.16	-	-	5.3	-	-	8.95	8.5	9.1	6.95	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	9.3	7.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	8.5	7.5	-	6.7	5.5	-
Follow-up Hdwy	2.23	-	-	3.1	-	-	4.65	5	4.9	3.65	4	3.3
Pot Cap-1 Maneuver	888	-	-	418	-	-	64	38	299	204	100	653
Stage 1	-	-	-	-	-	-	116	180	-	390	445	-
Stage 2	-	-	-	-	-	-	422	263	-	590	340	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	888	-	-	418	-	-	64	38	298	198	100	653
Mov Cap-2 Maneuver	-	-	-	-	-	-	64	38	-	198	100	-
Stage 1	-	-	-	-	-	-	116	180	-	390	445	-
Stage 2	-	-	-	-	-	-	422	263	-	572	339	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	64.2	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	87	888	-	-	418	-	-	-
HCM Lane V/C Ratio	0.313	-	-	-	-	-	-	-
HCM Control Delay (s)	64.2	0	-	-	0	-	-	0
HCM Lane LOS	F	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	1.2	0	-	-	0	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	700	0	2	588	35	2	1	4	94	1	72
Future Volume (vph)	65	700	0	2	588	35	2	1	4	94	1	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1	6.6		6.6	6.6			6.7			6.7	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	0.99			0.92			0.94	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.97	
Satd. Flow (prot)	1752	3505		1747	3475			1718			1689	
Flt Permitted	0.22	1.00		0.35	1.00			0.95			0.83	
Satd. Flow (perm)	399	3505		645	3475			1657			1439	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	75	805	0	2	676	40	2	1	5	108	1	83
RTOR Reduction (vph)	0	0	0	0	7	0	0	3	0	0	40	0
Lane Group Flow (vph)	75	805	0	2	709	0	0	5	0	0	152	0
Confl. Peds. (#/hr)			3	3								
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	0%	0%	0%	3%	3%	3%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	24.4	24.4		11.4	11.4			30.3			30.3	
Effective Green, g (s)	24.4	24.4		11.4	11.4			30.3			30.3	
Actuated g/C Ratio	0.36	0.36		0.17	0.17			0.45			0.45	
Clearance Time (s)	7.1	6.6		6.6	6.6			6.7			6.7	
Vehicle Extension (s)	2.0	1.0		1.0	1.0			2.5			2.5	
Lane Grp Cap (vph)	260	1257		108	582			738			641	
v/s Ratio Prot	0.02	c0.23			c0.20							
v/s Ratio Perm	0.08			0.00				0.00			c0.11	
v/c Ratio	0.29	0.64		0.02	1.22			0.01			0.24	
Uniform Delay, d1	16.2	18.1		23.6	28.3			10.5			11.7	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	2.8	2.5		0.3	113.4			0.0			0.9	
Delay (s)	19.0	20.7		23.9	141.7			10.5			12.5	
Level of Service	B	C		C	F			B			B	
Approach Delay (s)		20.5			141.4			10.5			12.5	
Approach LOS		C			F			B			B	

Intersection Summary			
HCM 2000 Control Delay	67.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	68.0	Sum of lost time (s)	20.4
Intersection Capacity Utilization	65.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Future Conditions Build Out

AM Reports

HCM Signalized Intersection Capacity Analysis
1: Quail Roost/SW 186th St & S Dixie Hwy

Sc3_Build_Condition_AM_Peak.syn
12/17/2018

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	10	210	152	251	93	187	8	273	1918	37	69	866
Future Volume (vph)	10	210	152	251	93	187	8	273	1918	37	69	866
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.9	6.9	6.9	6.7	6.7		6.8	6.8		6.8	6.8
Lane Util. Factor		0.95	0.95	1.00	1.00	1.00		1.00	0.91		1.00	0.91
Frpb, ped/bikes		1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt		1.00	1.00	0.85	1.00	0.99		1.00	1.00		1.00	0.97
Flt Protected		0.95	0.99	1.00	0.95	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)		1690	1763	1599	1770	1850		1787	5121		1787	4978
Flt Permitted		0.18	0.11	1.00	0.62	1.00		0.20	1.00		0.05	1.00
Satd. Flow (perm)		322	203	1599	1154	1850		370	5121		96	4978
Peak-hour factor, PHF	0.92	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	11	216	157	259	96	193	8	281	1977	38	71	893
RTOR Reduction (vph)	0	0	0	214	0	1	0	0	1	0	0	20
Lane Group Flow (vph)	0	173	211	45	96	200	0	281	2014	0	71	1078
Confl. Peds. (#/hr)		4					4	1				
Heavy Vehicles (%)	2%	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%
Turn Type	Perm	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA
Protected Phases			3			4		1	6		5	2
Permitted Phases	3	3		3	4			6			2	
Actuated Green, G (s)		22.1	22.1	22.1	23.3	23.3		121.4	107.2		113.4	103.2
Effective Green, g (s)		22.1	22.1	22.1	23.3	23.3		121.4	107.2		113.4	103.2
Actuated g/C Ratio		0.12	0.12	0.12	0.12	0.12		0.64	0.56		0.60	0.54
Clearance Time (s)		6.9	6.9	6.9	6.7	6.7		6.8	6.8		6.8	6.8
Vehicle Extension (s)		3.5	3.5	3.5	3.5	3.5		2.0	1.0		2.0	1.0
Lane Grp Cap (vph)		37	23	185	141	226		342	2889		148	2703
v/s Ratio Prot						c0.11		c0.06	0.39		0.03	0.22
v/s Ratio Perm		0.54	c1.04	0.03	0.08			c0.46			0.26	
v/c Ratio		4.68	9.17	0.24	0.68	0.89		0.82	0.70		0.48	0.40
Uniform Delay, d1		84.0	84.0	76.4	79.8	82.0		18.0	29.7		25.7	25.3
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2		1713.8	3764.1	3.1	23.4	36.2		19.5	1.4		10.7	0.4
Delay (s)		1797.7	3848.0	79.5	103.2	118.2		37.5	31.2		36.5	25.8
Level of Service		F	F	E	F	F		D	C		D	C
Approach Delay (s)			1778.4			113.4			31.9			26.4
Approach LOS			F			F			C			C

Intersection Summary			
HCM 2000 Control Delay	290.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.95		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	27.2
Intersection Capacity Utilization	97.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	4	0	0	22	12	2240	24	63	1139	3
Future Vol, veh/h	0	0	4	0	0	22	12	2240	24	63	1139	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	125	-	-	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	2	2	2
Mvmt Flow	0	0	4	0	0	23	13	2358	25	66	1199	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	601	-	-	1193	1202	0	0	2384	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	5.32	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	3.11	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	384	0	0	156	315	-	-	79	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	384	-	-	156	315	-	-	79	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.5	32.1	0.1	7.9
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	315	-	-	384	156	79	-	-
HCM Lane V/C Ratio	0.04	-	-	0.011	0.148	0.839	-	-
HCM Control Delay (s)	16.9	-	-	14.5	32.1	150.5	-	-
HCM Lane LOS	C	-	-	B	D	F	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.5	4.3	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	2262	1210	11
Future Vol, veh/h	0	1	0	2262	1210	11
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	25	25	25	25	25
Heavy Vehicles, %	10	10	0	0	0	0
Mvmt Flow	0	4	0	9048	4840	44

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	2444	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.3	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4	-	-	-	-
Pot Cap-1 Maneuver	0	18	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	18	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	255	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	18	-	-
HCM Lane V/C Ratio	-	0.222	-	-
HCM Control Delay (s)	-	255	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	0.6	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑			↑	
Traffic Volume (veh/h)	0	563	0	0	718	0	0	34	0	0	12	0
Future Volume (veh/h)	0	563	0	0	718	0	0	34	0	0	12	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	0	0	1863	0	0	950	0	0	950	0
Adj Flow Rate, veh/h	0	586	0	0	748	0	0	35	0	0	12	0
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	2	0	0	2	0	0	100	0	0	100	0
Cap, veh/h	0	1844	0	0	1844	0	0	290	0	0	290	0
Arrive On Green	0.00	0.52	0.00	0.00	0.52	0.00	0.00	0.31	0.00	0.00	0.31	0.00
Sat Flow, veh/h	0	3725	0	0	3725	0	0	950	0	0	950	0
Grp Volume(v), veh/h	0	586	0	0	748	0	0	35	0	0	12	0
Grp Sat Flow(s),veh/h/ln	0	1770	0	0	1770	0	0	950	0	0	950	0
Q Serve(g_s), s	0.0	7.2	0.0	0.0	9.8	0.0	0.0	2.0	0.0	0.0	0.7	0.0
Cycle Q Clear(g_c), s	0.0	7.2	0.0	0.0	9.8	0.0	0.0	2.0	0.0	0.0	0.7	0.0
Prop In Lane	0.00		0.00	0.00		0.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	1844	0	0	1844	0	0	290	0	0	290	0
V/C Ratio(X)	0.00	0.32	0.00	0.00	0.41	0.00	0.00	0.12	0.00	0.00	0.04	0.00
Avail Cap(c_a), veh/h	0	1844	0	0	1844	0	0	290	0	0	290	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	10.4	0.0	0.0	11.1	0.0	0.0	19.0	0.0	0.0	18.6	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.7	0.0	0.0	0.9	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.6	0.0	0.0	4.8	0.0	0.0	0.6	0.0	0.0	0.2	0.0
LnGrp Delay(d),s/veh	0.0	10.9	0.0	0.0	11.7	0.0	0.0	19.9	0.0	0.0	18.8	0.0
LnGrp LOS		B			B			B			B	
Approach Vol, veh/h		586			748			35			12	
Approach Delay, s/veh		10.9			11.7			19.9			18.8	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		46.0		30.0		46.0		30.0
Change Period (Y+Rc), s		6.4		6.8		6.4		6.8
Max Green Setting (Gmax), s		39.6		23.2		39.6		23.2
Max Q Clear Time (g_c+I1), s		9.2		2.7		11.8		4.0
Green Ext Time (p_c), s		4.0		0.2		4.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	11.6
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	563	24	0	659	0	0	0	17	0	0	0
Future Vol, veh/h	0	563	24	0	659	0	0	0	17	0	0	0
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	3	3	3	0	0	0	100	100	100	0	0	0
Mvmt Flow	0	1126	48	0	1318	0	0	0	34	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	589	-	-	659
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	9.1	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	4.9	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	241	0	0	411
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	241	-	-	411
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	22.4	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	241	-	-	-	-	-
HCM Lane V/C Ratio	0.141	-	-	-	-	-
HCM Control Delay (s)	22.4	-	-	-	-	0
HCM Lane LOS	C	-	-	-	-	A
HCM 95th %tile Q(veh)	0.5	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	541	4	3	598	83	1	0	0	46	1	46
Future Volume (veh/h)	95	541	4	3	598	83	1	0	0	46	1	46
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1900	1900	1900	1900	1845	1900
Adj Flow Rate, veh/h	97	552	4	3	610	85	1	0	0	47	1	47
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	3	3	3	0	0	0	3	3	3
Cap, veh/h	515	2400	17	504	1623	226	355	0	0	189	18	157
Arrive On Green	0.09	0.67	0.67	0.53	0.53	0.53	0.21	0.00	0.00	0.21	0.21	0.21
Sat Flow, veh/h	1757	3567	26	840	3090	430	1383	0	0	671	86	742
Grp Volume(v), veh/h	97	271	285	3	345	350	1	0	0	95	0	0
Grp Sat Flow(s),veh/h/ln	1757	1752	1840	840	1752	1767	1383	0	0	1499	0	0
Q Serve(g_s), s	2.5	6.9	6.9	0.2	13.4	13.5	0.0	0.0	0.0	3.9	0.0	0.0
Cycle Q Clear(g_c), s	2.5	6.9	6.9	0.2	13.4	13.5	0.1	0.0	0.0	5.9	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.24	1.00		0.00	0.49		0.49
Lane Grp Cap(c), veh/h	515	1179	1238	504	920	928	355	0	0	364	0	0
V/C Ratio(X)	0.19	0.23	0.23	0.01	0.38	0.38	0.00	0.00	0.00	0.26	0.00	0.00
Avail Cap(c_a), veh/h	515	1179	1238	504	920	928	355	0	0	364	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.6	7.3	7.3	13.0	16.1	16.2	35.8	0.0	0.0	38.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.5	0.4	0.0	1.2	1.2	0.0	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.5	3.6	0.0	6.7	6.8	0.0	0.0	0.0	2.7	0.0	0.0
LnGrp Delay(d),s/veh	10.4	7.7	7.7	13.0	17.3	17.3	35.8	0.0	0.0	39.8	0.0	0.0
LnGrp LOS	B	A	A	B	B	B	D			D		
Approach Vol, veh/h		653			698			1			95	
Approach Delay, s/veh		8.1			17.3			35.8			39.8	
Approach LOS		A			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	17.0	67.0		31.0		84.0		31.0
Change Period (Y+Rc), s	* 7.1	* 6.6		* 6.7		* 6.6		* 6.7
Max Green Setting (Gmax), s	* 9.9	* 60		* 24		* 77		* 24
Max Q Clear Time (g_c+I1), s	4.5	15.5		2.1		8.9		7.9
Green Ext Time (p_c), s	0.0	2.9		0.4		2.9		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	14.6
HCM 2010 LOS	B

Notes

Future Conditions Build Out

PM Reports

HCM Signalized Intersection Capacity Analysis
1: Quail Roost/SW 186th St & S Dixie Hwy

Sc3_Build_Condition_PM_Peak.syn
12/17/2018

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	27	359	162	292	160	154	19	155	1284	70	87	1856
Future Volume (vph)	27	359	162	292	160	154	19	155	1284	70	87	1856
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.9	6.9	6.9	6.7	6.7		6.8	6.8		6.8	6.8
Lane Util. Factor		0.95	0.95	1.00	1.00	1.00		1.00	0.91		1.00	0.91
Frpb, ped/bikes		1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00
Frt		1.00	1.00	0.85	1.00	0.98		1.00	0.99		1.00	0.98
Flt Protected		0.95	0.98	1.00	0.95	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)		1696	1748	1599	1770	1827		1787	5087		1787	5017
Flt Permitted		0.15	0.11	1.00	0.57	1.00		0.04	1.00		0.13	1.00
Satd. Flow (perm)		263	190	1599	1059	1827		73	5087		249	5017
Peak-hour factor, PHF	0.92	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	29	370	167	301	165	159	20	160	1324	72	90	1913
RTOR Reduction (vph)	0	0	0	100	0	3	0	0	3	0	0	12
Lane Group Flow (vph)	0	266	300	201	165	176	0	160	1393	0	90	2215
Confl. Peds. (#/hr)		5					5			3		
Heavy Vehicles (%)	2%	1%	1%	1%	2%	2%	2%	1%	1%	1%	1%	1%
Turn Type	Perm	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA
Protected Phases			3			4		1	6		5	2
Permitted Phases	3	3		3	4			6			2	
Actuated Green, G (s)		27.1	27.1	27.1	22.3	22.3		113.4	103.2		113.4	103.2
Effective Green, g (s)		27.1	27.1	27.1	22.3	22.3		113.4	103.2		113.4	103.2
Actuated g/C Ratio		0.14	0.14	0.14	0.12	0.12		0.60	0.54		0.60	0.54
Clearance Time (s)		6.9	6.9	6.9	6.7	6.7		6.8	6.8		6.8	6.8
Vehicle Extension (s)		3.5	3.5	3.5	3.5	3.5		2.0	1.0		2.0	1.0
Lane Grp Cap (vph)		37	27	228	124	214		135	2763		231	2725
v/s Ratio Prot						0.10		c0.06	0.27		0.02	0.44
v/s Ratio Perm		1.01	c1.58	0.13	c0.16			c0.64			0.21	
v/c Ratio		7.19	11.11	0.88	1.33	0.82		1.19	0.50		0.39	0.81
Uniform Delay, d1		81.5	81.5	79.9	83.8	81.9		60.3	27.3		19.0	35.5
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2		2840.5	4622.1	35.1	193.7	28.9		135.7	0.7		4.9	2.8
Delay (s)		2922.0	4703.6	115.0	277.5	110.8		196.1	28.0		23.9	38.3
Level of Service		F	F	F	F	F		F	C		C	D
Approach Delay (s)			2563.9			190.8			45.2			37.7
Approach LOS			F			F			D			D

Intersection Summary			
HCM 2000 Control Delay	481.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.85		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	27.2
Intersection Capacity Utilization	111.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	47	0	0	48	57	1390	33	50	2263	52
Future Vol, veh/h	0	0	47	0	0	48	57	1390	33	50	2263	52
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	-	-	0	-	-	0	125	-	-	170	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	2	2	2
Mvmt Flow	0	0	48	0	0	49	59	1433	34	52	2333	54

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	1193	-	-	734	2387	0	0	1467	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	5.32	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	3.11	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	156	0	0	315	80	-	-	231	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	156	-	-	315	80	-	-	231	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	38.1	18.5	4.9	0.5
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	80	-	-	156	315	231	-	-
HCM Lane V/C Ratio	0.735	-	-	0.311	0.157	0.223	-	-
HCM Control Delay (s)	126.1	-	-	38.1	18.5	25	-	-
HCM Lane LOS	F	-	-	E	C	D	-	-
HCM 95th %tile Q(veh)	3.6	-	-	1.2	0.6	0.8	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	0	1438	2309	14
Future Vol, veh/h	0	10	0	1438	2309	14
Conflicting Peds, #/hr	0	0	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	10	10	0	0	0	0
Mvmt Flow	0	13	0	1820	2923	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1474	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.3	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4	-	-	-	-
Pot Cap-1 Maneuver	0	92	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	92	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	50.3	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	92	-	-
HCM Lane V/C Ratio	-	0.138	-	-
HCM Control Delay (s)	-	50.3	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	0.5	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑			↑	
Traffic Volume (veh/h)	0	834	0	0	661	0	0	15	0	0	29	0
Future Volume (veh/h)	0	834	0	0	661	0	0	15	0	0	29	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	0	0	1863	0	0	950	0	0	950	0
Adj Flow Rate, veh/h	0	887	0	0	703	0	0	16	0	0	31	0
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	0	0	2	0	0	100	0	0	100	0
Cap, veh/h	0	1844	0	0	1844	0	0	290	0	0	290	0
Arrive On Green	0.00	0.52	0.00	0.00	0.52	0.00	0.00	0.31	0.00	0.00	0.31	0.00
Sat Flow, veh/h	0	3725	0	0	3725	0	0	950	0	0	950	0
Grp Volume(v), veh/h	0	887	0	0	703	0	0	16	0	0	31	0
Grp Sat Flow(s),veh/h/ln	0	1770	0	0	1770	0	0	950	0	0	950	0
Q Serve(g_s), s	0.0	12.2	0.0	0.0	9.0	0.0	0.0	0.9	0.0	0.0	1.8	0.0
Cycle Q Clear(g_c), s	0.0	12.2	0.0	0.0	9.0	0.0	0.0	0.9	0.0	0.0	1.8	0.0
Prop In Lane	0.00		0.00	0.00		0.00	0.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	1844	0	0	1844	0	0	290	0	0	290	0
V/C Ratio(X)	0.00	0.48	0.00	0.00	0.38	0.00	0.00	0.06	0.00	0.00	0.11	0.00
Avail Cap(c_a), veh/h	0	1844	0	0	1844	0	0	290	0	0	290	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	11.6	0.0	0.0	10.9	0.0	0.0	18.7	0.0	0.0	19.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.0	0.0	0.6	0.0	0.0	0.4	0.0	0.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.1	0.0	0.0	4.5	0.0	0.0	0.3	0.0	0.0	0.5	0.0
LnGrp Delay(d),s/veh	0.0	12.5	0.0	0.0	11.5	0.0	0.0	19.0	0.0	0.0	19.7	0.0
LnGrp LOS		B			B			B			B	
Approach Vol, veh/h		887			703			16			31	
Approach Delay, s/veh		12.5			11.5			19.0			19.7	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		46.0		30.0		46.0		30.0
Change Period (Y+Rc), s		6.4		6.8		6.4		6.8
Max Green Setting (Gmax), s		39.6		23.2		39.6		23.2
Max Q Clear Time (g_c+I1), s		14.2		3.8		11.0		2.9
Green Ext Time (p_c), s		5.0		0.2		5.1		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	12.3
HCM 2010 LOS	B

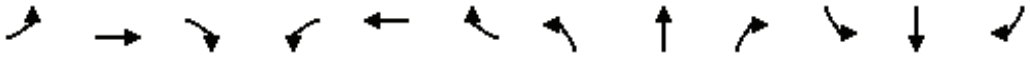
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	834	14	0	641	0	0	0	41	0	0	0
Future Vol, veh/h	0	834	14	0	641	0	0	0	41	0	0	0
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	0	0	0	100	100	100	0	0	0
Mvmt Flow	0	948	16	0	728	0	0	0	47	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	484	-	-	364
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	9.1	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	4.9	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	295	0	0	639
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	294	-	-	639
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	19.5	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	294	-	-	-	-	-
HCM Lane V/C Ratio	0.158	-	-	-	-	-
HCM Control Delay (s)	19.5	-	-	-	-	0
HCM Lane LOS	C	-	-	-	-	A
HCM 95th %tile Q(veh)	0.6	-	-	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	706	0	2	596	38	2	1	4	97	1	72
Future Volume (vph)	65	706	0	2	596	38	2	1	4	97	1	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1	6.6		6.6	6.6			6.7			6.7	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	0.99			0.92			0.94	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.97	
Satd. Flow (prot)	1752	3505		1747	3473			1718			1691	
Flt Permitted	0.22	1.00		0.35	1.00			0.95			0.83	
Satd. Flow (perm)	399	3505		645	3473			1657			1435	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	75	811	0	2	685	44	2	1	5	111	1	83
RTOR Reduction (vph)	0	0	0	0	7	0	0	3	0	0	39	0
Lane Group Flow (vph)	75	811	0	2	722	0	0	5	0	0	156	0
Confl. Peds. (#/hr)			3	3								
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	0%	0%	0%	3%	3%	3%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	24.4	24.4		11.4	11.4			30.3			30.3	
Effective Green, g (s)	24.4	24.4		11.4	11.4			30.3			30.3	
Actuated g/C Ratio	0.36	0.36		0.17	0.17			0.45			0.45	
Clearance Time (s)	7.1	6.6		6.6	6.6			6.7			6.7	
Vehicle Extension (s)	2.0	1.0		1.0	1.0			2.5			2.5	
Lane Grp Cap (vph)	260	1257		108	582			738			639	
v/s Ratio Prot	0.02	c0.23			c0.21							
v/s Ratio Perm	0.08			0.00				0.00			c0.11	
v/c Ratio	0.29	0.65		0.02	1.24			0.01			0.24	
Uniform Delay, d1	16.2	18.2		23.6	28.3			10.5			11.7	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	2.8	2.6		0.3	122.6			0.0			0.9	
Delay (s)	19.0	20.8		23.9	150.9			10.5			12.6	
Level of Service	B	C		C	F			B			B	
Approach Delay (s)		20.6			150.6			10.5			12.6	
Approach LOS		C			F			B			B	

Intersection Summary			
HCM 2000 Control Delay	71.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	68.0	Sum of lost time (s)	20.4
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Appendix H

Concurrency Analysis Standards

Miami-Dade County Traffic Stations

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	5%	10%	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS
9103	SW 232 ST/SILVER PALM DR	E/O US 1 BET US 1-SW 117 AVE	2	1197	423	774	65	709	0	0	C	D	C
9106	SW 40 ST/BIRD RD (SR 976)	W/O HEFT/SR 821 TO SW 127 AVE	4	3222	3659	-437	4	-441	1	0	F	HE	E+13
9108	BIRD DR EXT/SW 42 ST	W/O SW 127 AVE TO SW 137 AVE	4	3222	2652	570	6	564	0	0	C	D	C
9110	BIRD DR EXT/SW 42 ST	W/O SW 137 AVE TO SW 147 AVE	4	3222	2226	996	137	859	0	0	C	D	C
9112	BIRD DR EXT/SW 42 ST	W/O SW 147 AVE TO SW 157 AVE	4	3222	1898	1324	190	1134	0	0	C	D	C
9114	CARIBBEAN BLVD	E/O HEFT TO FRANJO ROAD	2	1269	960	309	5	304	0	0	D	HE	D
9116	COLLINS AVE	S/O 95 ST (One-way NB)	3	4131	2049	2082	0	2082	0	0	D	E+50	D
9120	SW 24 ST/CORAL WAY	E/O SW 67 Ave to SW 57 Ave	4	4833	2436	2397	28	2369	0	0	C	E+50	C
9121	SW 24 ST/CORAL WAY	W/O SW 73 AVE BET SW 67 AVE-SR 826	6	7276	2757	4519	26	4493	0	0	C	E+50	C
9122	SW 24 ST/CORAL WAY	W/O SR 826 TO SW 87 AVE	6	5821	4296	1525	11	1514	0	0	C	EE	C
9124	CORAL WAY/SW 24 ST	W/O SW 87 AVE FROM SW 87 AVE TO SW 97 AVE	4	3866	3007	859	11	848	0	0	C	EE	C
9126	CORAL WAY/SW 24 ST	W/O SW 97 AVE TO SW 107 AVE	4	3866	2466	1400	6	1394	0	0	C	EE	C
9128	CORAL WAY/SW 24 ST	W/O SW 107 AVE BET SW 107-SW 117 AVE	4	3866	2932	934	4	930	0	0	C	EE	C
9130	SW 26 ST/CORAL WAY	W/O HEFT/SR 821 BET SW 117 AVE-SW 127 AVE	4	3866	3395	471	0	471	0	0	F	EE	E+5
9132	SW 26 ST/CORAL WAY	W/O SW 127 AVE TO SW 137 AVE	4	3866	2745	1121	9	1112	0	0	C	EE	C
9134	CORAL WAY/SW 26 ST	W/O SW 137 AVE TO SW 147 AVE	4	3866	1946	1920	355	1565	0	0	C	EE	C
9136	CRANDON BLVD-KEY BISCAYNE	N/O HARBOR DR TO BEAR CUT	4	4296	2249	2047	0	2047	0	0	C	E+20	C
9137	CURTISS PKWY	SW/O OKEECHOBEE RD 1 WAY SW FROM OKEE RD TO NW 36 ST	2	3283	1433	1850	0	1850	0	0	D	E+20	D
9138	SOUTH DADELAND BLVD	S/O SW 88 ST TO US-1	4	4104	1075	3029	57	2972	0	0	C	E+50	C
9140	E 1 AVE (ONE WAY N'B)	S/O 21 ST/HIALEAH TO OKEECHOBEE RD	2	1269	447	822	0	822	0	0	C	E	C
9144	NW 47 AVE/E 4 AVE HLH.	S/O 21 ST BET OKEECHOBEE RD-E 25 ST	4	3283	1616	1667	2	1665	0	0	D	E+20	D
9146	EAST DIXIE HWY	S/O NE 215 ST	2	1269	997	272	0	272	0	0	D	E	D
9148	EAST DR	S/O OKEECHOBEE RD TO POINCIANA BLVD	4	1269	880	389	0	389	0	0	D	E	D
9150	FLAGLER ST	E/O NW 8 AVE	4	4560	549	4011	0	4011	0	0	C	E+50	C
9154	W FLAGLER ST	W/O NW/SW 87 AVE TO NW 97 AVE	6	6468	3518	2950	62	2888	0	0	C	EE	C
9156	W FLAGLER ST	W/O NW/SW 97 AVE TO NW 107 AVE	6	6468	2861	3607	118	3489	0	0	C	EE	C
9158	FLAGLER ST	W/0 107 AVE FROM NW 107 AVE TO NW 114 AVE	6	6468	2535	3933	13	3920	0	0	C	EE	C
9160	FLAGLER ST	W/O HEFT FROM NW 114 AVE TO NW 118 AVE	6	4296	2326	1970	4	1966	0	0	C	EE	C
9162	NW 87 AVE/GALLOWAY RD	N/O NW 12 ST TO NW 25 ST	6	5390	3410	1980	0	1980	0	0	C	D	C
9164	NW 87 AVE/GALLOWAY RD	N/O NW 25 ST TO NW 36 ST EXT	6	5390	767	4623	0	4623	0	0	C	E	C
9166	NW 87 AVE/GALLOWAY RD	N/O NW 36 ST TO NW 58 ST	4	3580	2725	855	0	855	0	0	C	D	C
9172	GALLOWAY RD/SW 87 AVE	S/O KENDALL DR/SW 88 ST TO SW 112 ST	2	1600	972	628	166	462	0	0	C	SUMA	C
9174	GALLOWAY RD/SW 87 AVE	S/O SW 184 ST FROM SW 184 ST TO SW 232 ST	2	1692	921	771	0	771	0	0	D	EE	D
9178	HAMMOCKS BLVD	S/O SW 88 ST TO SW 104 ST	4	2628	615	2013	0	2013	0	0	C	D	C
9184	HIGHLAND LAKES BLVD	S/O NE 203 ST TO NE 186 ST	2	1269	2066	-797	5	-802	1	0	F	E	E+63
9194	INGRAHAM HWY (SR 936)	E/O LE JEUNE RD BET MCFARLAND-SW 42 AVE	2	1269	1155	114	0	114	0	1	D	E	D
9196	IVES DAIRY RD/NE 203 ST	W/O NE 22 AVE FROM I-95 TO BISCAYNE BLVD	6	7276	3931	3345	170	3175	0	0	C	E+50	C
9198	IVES DAIRY RD	W/O I95 FROM I95 TO SAN SIMEON WAY/NE 6 AVE	6	4851	3094	1757	49	1708	0	0	C	D	C
9200	IVES DAIRY RD/NE 203 ST	E/O N MIAMI AVE/NW 2 AVE TO SAN SIMEON WAY	6	4851	2972	1879	258	1621	0	0	C	D	C
9202	KENDALL DR/SW 88 ST	W/O OLD CUTLER RD TO SW 57 AVE	2	1269	597	672	2	670	0	0	D	E	D
9206	SW 88 ST / KENDALL DR	W/O SW 137 AVE	6	5390	3742	1648	0	1648	0	0	C	D	C
9208	KROME AVE/SW 177 AVE	S/O SW 184 ST FROM SW 184 ST TO SW 216 ST	2	3420	2018	1402	46	1356	0	0	C	C	C
9210	KROME AVE/SW 177 AVE	S/O SW 216 ST FROM 216 ST TO SW 248 ST	2	3420	1346	2074	35	2039	0	0	C	C	C
9212	KROME AVE/SW 177 AVE	N/O SW 288 ST TO SW 248 ST	2	3420	1421	1999	20	1979	0	0	C	C	C
9216	LE JEUNE-DOUGLAS CONNECTOR	N/O NW 119 ST FROM NW 42 AVE TO NW 135 ST	4	3222	2022	1200	221	979	0	0	C	E	C

9220	NW 74 ST	SW/O OKEECHOBEE RD TO NW 72 AVE	4	1903	935	968	0	968	0	0	D	E+50	D
9222	NW 67 AVE/LUDLAM RD	S/O NW 103 ST TO NW 122 ST	4	4833	2094	2739	0	2739	0	0	C	E+50	C
9224	LUDLAM RD/NW 67 AVE	S/O NW 122 ST FROM NW 103 ST TO NW 122 ST	4	4833	2181	2652	0	2652	0	0	C	E+50	C
9226	LUDLAM RD/NW 67 AVE	S/O NW 138 ST FROM NW 122 ST TO NW 138 ST	4	4833	2267	2566	5	2561	0	0	C	E+50	C
9228	NW 67 AVE/LUDLAM RD	S/O PALMETTO EXPWY/SR 826 TO NW 138 ST	4	4833	2940	1893	16	1877	0	0	C	E+50	C
9230	LUDLAM RD/NW 67 AVE	S/O SR 826 FROM NW 167 ST TO NW 170 ST	6	5821	4255	1566	0	1566	0	0	C	EE	C
9232	LUDLAM RD/NW 67 AVE	N/O NW 186 ST FROM NW 186 ST TO NW 202 ST	6	4851	2893	1958	17	1941	0	0	C	D	C
9236	LUDLAM RD/SW 67 AVE	S/O FLAGLER ST TAMIAMI CANAL RD TO SW 8 ST	4	2736	1025	1711	26	1685	0	0	C	E	C
9238	LUDLAM RD/SW 67 AVE	S/O SW 8 ST TO SW 24 ST	4	2736	1142	1594	0	1594	0	0	C	E	C
9240	LUDLAM RD/SW 67 AVE	S/O CORAL WAY/SW 24 ST TO SW 40 ST	4	2736	1379	1357	50	1307	0	0	D	E	D
9242	LUDLAM RD/SW 67 AVE	S/O BIRD RD/SW 40 ST SW 40 ST TO SW 56 ST	2	1269	1344	-75	14	-89	1	0	F	E	E+7
9243	LUDLAM RD/SW 67 AVE	N/O SW 72 ST SW 56 ST TO US 1	2	1269	859	410	6	404	0	0	D	E	D
9244	LUDLAM RD/SW 67 AVE	S/O KENDALL DR/SW 88 ST BET US1-SW 104 ST	2	1269	1350	-81	1	-82	1	0	F	E	E+6
9246	LUDLAM RD/SW 67 AVE	S/O SW 112 ST FROM SW 104 ST TO SW 136 ST	2	1269	1330	-61	5	-66	1	0	F	E	E+5
9248	MARLIN ROAD	N/O US1 TO SW 186 ST	2	2736	1903	833	58	775	0	0	D	E	D
9250	NW 183 ST/MIAMI GARDENS DR	W/O NW 37 AVE FROM NW 27 AVE TO NW 47 AVE	6	6468	2044	4424	0	4424	0	0	C	EE	C
9254	NW 186 ST/ MIAMI GARDENS DR	E/O NW 79 AVE	4	4296	2738	1558	0	1558	0	0	C	EE	C
9256	MIAMI LAKES DRIVE WEST	W/O RED RD/NW 57 AVE TO NW 67 AVE	4	3283	1596	1687	18	1669	0	0	D	E+20	D
9258	NW 154 ST	E/O SR 826 FROM NW 67 AVE TO SR 826	4	2736	2536	200	0	200	0	1	D	E	D
9260	MILLER DR/SW 56 ST	W/O RED RD/SW 57 AVE TO SW 67 AVE	2	1269	1349	-80	0	-80	1	0	F	E	E+6
9261	MILLER DR/SW 56 ST	W/O SW 69 AVE BET SW 67 AVE - SR 826	4	3222	2563	659	0	659	0	0	C	E	C
9262	MILLER DR/SW 56 ST	W/O SR 826 TO SW 87 AVE	4	3222	3449	-227	17	-244	1	0	F	D	E+7
9264	SW 56 ST/MILLER DR	W/O S.W. 87 AVE TO SW 97 AVE	4	3222	2871	351	2	349	0	0	C	D	C
9266	SW 56 ST/MILLER DR	W/O SW SW 97 AVE TO SW 107 AVE	4	3222	2655	567	21	546	0	0	C	D	C
9268	MILLER DR/SW 56 ST	W/O SW 107 AVE TO SW 117 AVE	4	3222	2701	521	2	519	0	0	C	D	C
9270	SW 56 ST/MILLER DR	W/O HEFT/SR 821 SW 117 AVE TO SW 127 AVE	4	3222	2874	348	4	344	0	0	C	D	C
9272	SW 56 ST/MILLER DR	W/O SW 127 AVE TO SW 137 AVE	4	3222	2551	671	1	670	0	0	C	D	C
9274	SW 56 ST/MILLER DR	W/O SW 137 AVE TO SW 147 AVE	4	3222	2463	759	1	758	0	0	C	D	C
9275	SW 56 ST	W/O SW 147 AVE TO SW 152 AVE	4	3866	2177	1689	55	1634	0	0	C	EE	C
9278	NE 2 AVE	S/O NE 79 ST TO NE 36 ST	4	4104	1363	2741	0	2741	0	0	D	E+50	D
9280	NE 2 AVE	N/O NE 96 ST FROM NE 86 ST TO NE 103 ST	4	1522	1270	252	0	252	0	0	F	E+20	E+1
9284	NE 2 AVE	S/O NE 215 ST TO NE 199 ST	2	1197	692	505	24	481	0	0	D	D	D
9290	NE 10 AVE	S/O NE 125 ST TO PALMETTO EXPWY/SR 826	2	1522	386	1136	0	1136	0	0	C	E+20	C
9292	NE 12 AVE	S/O NE 215 ST FROM NE 215 TO IVES DAIRY ROAD	2	1197	604	593	144	449	0	0	D	D	D
9296	NE 19 AVE	N/O NE 175 ST FROM NE 163 ST TO NE 185 ST	4	4104	1778	2326	0	2326	0	0	D	E+50	D
9297	NE 26 AVE	S/O NE 26 AVE	2	1269	656	613	0	613	0	0	D	E	D
9298	NE 79 St. (SR 934)	W/O US-1 FROM BISCAYNE BLVD TO NW 7 AVE	4	3648	1821	1827	0	1827	0	0	D	E+20	D
9300	NE 82 ST/SR 934 (1WAY WB)	W/O BISCAYNE BLVD TO I-95	2	1920	929	991	2	989	0	0	C	E+20	C
9304	NE 192 ST CAUSEWAY	W/O COLLINS AVE TO US-1	6	6468	1742	4726	0	4726	0	0	C	E+20	C
9310	NORTH MIAMI AVE	S/O NE/NW 79 ST TO NW 36 ST	4	3866	2065	1801	4	1797	0	0	C	E+20	C
9312	NORTH MIAMI AVE	N/O NW 95 ST FROM NW 79 ST TO NW 103 ST	4	3866	1787	2079	6	2073	0	0	C	E+20	C
9314	NORTH MIAMI AVE	S/O NW 119 ST FROM NW 103 ST TO NW 125 ST	2	1522	983	539	0	539	0	0	D	E+20	D
9316	NORTH MIAMI AVE	N/O NE 159 ST BET BISC. RIVER DR-NE 167 ST	2	1269	563	706	8	698	0	0	C	E	C
9318	NW 1 AVE	S/O NW 20 ST TO NW 13 ST	2	1522	265	1257	36	1221	0	0	C	E+20	C
9322	NW 2 AVE	S/O NW 79 ST TO NW 36 ST	2	1903	771	1132	5	1127	0	0	D	E+50	D
9324	NW 2 AVE	S/O NW 119 ST FROM NW 87 ST TO NW 135 ST	2	1903	569	1334	54	1280	0	0	C	E+50	D
9326	NW 2 AVE	S/O NW 167 ST FROM NW 167 ST TO NW 151 ST	4	4104	1700	2404	20	2384	0	0	D	E+50	D
9328	NW 2 AVE	S/O NW 215 ST TO NW 199 ST	6	4851	4109	742	0	742	0	0	C	D	C
9336	NW 7 AvE (US 441/SR 7)	S/O NW 20 ST FROM S RIVER DR TO NW 36 ST	4	4560	820	3740	2	3738	0	0	C	E+50	C

9338	NW 7 AVE (US 441/SR 7)	S/O NW 79 ST TO NW 62 ST	4	4560	791	3769	32	3737	0	0	C	E+50	C
9342	NW 7 ST	W/O NW 27 AVE TO NW 37 AVE	4	4833	2086	2747	0	2747	0	0	C	E+50	C
9348	NW 7 ST	W/O NW 60 AVE FROM NW 57 AVE TO NW 67 AVE	4	4833	2747	2086	112	1974	0	0	C	E+50	C
9356	NW 12 AVE	S/O NW 119 ST TO NW 103 ST	2	1522	458	1064	6	1058	0	0	C	E+20	C
9357	NW 12/13 AVE	S/O PALMETTO EXPWY/SR 826 TO NW 155 ST	4	4104	953	3151	2	3149	0	0	C	E+50	C
9358	NW 12 ST	W/O PALMETTO EXPWY BET NW 72 AVE-NW 87 AVE	4	3222	2342	880	-2	882	0	0	C	D	C
9362	NW 12 ST	E/O SW 107 AVE TO SW 87 AVE	4	3222	2281	941	0	941	0	0	C	E	C
9363	NW 12 ST	W/O NW 127 AVE, FROM NW 127 AVE TO NW 137 AVE	4	2628	2196	432	101	331	0	0	D	D	D
9364	NW 12 ST	E/O NW 112 AVE TO NW 107 AVE	6	4851	2585	2266	0	2266	0	0	C	D	C
9365	NW 12 ST	W/O NW 117 AVE TO NW 127 AVE	4	3222	2791	431	205	226	0	1	C	D	C
9368	NW 17 AVE	S/O NW 54 ST TO NW 36 ST	4	3283	1472	1811	61	1750	0	0	D	E+20	D
9370	NW 17 AVE	S/O NW 79 ST TO NW 54 ST	4	3283	1730	1553	61	1492	0	0	D	E+20	D
9372	NW 17 AVE	N/O NW 95 ST FROM NW 95 ST TO NW 119 ST	4	3866	1548	2318	186	2132	0	0	C	E+20	C
9374	NW 17 AVE	N/O NW 119 ST FROM NW 119 ST TO NW 135 ST	4	3866	1421	2445	2	2443	0	0	C	E+20	C
9376	NW 17 AVE	S/O NW 119 ST TO NW 103 ST	4	3866	2093	1773	71	1702	0	0	C	E+20	C
9378	NW 17 ST	W/O I-95	2	1269	287	982	0	982	0	0	C	E	C
9380	NW 17 ST	W/O NW 27 AVE TO NW 37 AVE	2	1269	1170	99	170	-71	1	0	D	E	E+5
9381	NW 17 ST	E/O NW 70 AVE BET WEATHERFORD BL-NW 72 AVE	2	1269	672	597	0	597	0	0	D	E	D
9384	NW 20 ST	E/O NW 12 AVE FROM NW 10 AVE TO NW 22 AVE	4	3283	1693	1590	0	1590	0	0	D	E+20	D
9386	NW 20 St.	W/O NW 22 AVE TO NW 27 AVE	4	3283	1914	1369	159	1210	0	0	D	E+20	D
9394	NW 22 AVE	S/O NW 119 ST FROM NW 103 TO NW 143 ST	4	4833	1974	2859	115	2744	0	0	C	E+50	C
9396	NW 22 AVE	S/O SR 826 FROM NW 143 ST TO SR 826	4	4104	1560	2544	0	2544	0	0	D	E+50	D
9400	NW 25 ST	E/O SR 826 TO NW 72 AVE	6	4851	2573	2278	0	2278	0	0	C	E	C
9402	NW 25 ST	W/O SR 826 TO NW 87 AVE	6	4851	3929	922	0	922	0	0	C	D	C
9404	NW 25 ST	W/O NW 87 AVE TO NW 97 AVE	4	3222	2774	448	0	448	0	0	C	D	C
9406	NW 25 ST	W/O NW 97 AVE TO NW 107 AVE	4	3222	2114	1108	0	1108	0	0	C	D	C
9408	NW 25 ST	W/O 107 AVE TO NW 117 AVE	4	3222	2160	1062	143	919	0	0	C	D	C
9418	NW 28 ST	W/O NW 27 AVE TO NW N RIVER DR	2	1269	683	586	39	547	0	0	D	E	D
9422	NW 32 AVE	N/O NW 36 ST TO NW 62 ST	4	4833	2005	2828	50	2778	0	0	C	E+50	C
9424	NW 32 AVE	S/O NW 79 ST FROM NW 62 ST TO NW 103 ST	4	4833	1869	2964	231	2733	0	0	C	E+50	C
9426	NW 32 AVE	S/O NW 119 ST TO NW 103 ST	4	4833	2498	2335	78	2257	0	0	C	E+50	C
9430	NW 36 St. (SR 948)	E/O CURTISS PKWY TO NW 72 AVE	6	5390	4734	656	0	656	0	0	C	E	C
9432	NW 41 ST/NW 36 ST EXTENS	W/O SR 826 TO NW 87 AVE	6	5390	5155	235	0	235	1	0	C	D	C
9434	NW 36 ST EXT	W/O 87 AVE TO NW 97 AVE	6	5821	3293	2528	0	2528	0	0	C	EE	C
9436	NW 37 AVE	S/O SR 826 TO NW 135 ST	4	3866	2155	1711	30	1681	0	0	C	E+20	C
9438	NW 37 AVE	S/O HEFT FROM SR 826 TO NW 215 ST	4	2628	2077	551	0	551	0	0	D	D	D
9440	NW 36 STREET EXTENSION	W/O NW 97 AVE TO NW 107 AVE	6	4851	3155	1696	0	1696	0	0	C	D	C
9442	NW 41 STREET	W/O NW 107 AVE TO HEFT	6	4851	2668	2183	0	2183	0	0	C	D	C
9444	NW 46 ST	W/O I-95 FROM NE 2 AVE TO NW 27 AVE	2	1903	531	1372	2	1370	0	0	C	E+50	C
9446	NW 46 ST	W/O NW 27 AVE	2	1269	725	544	0	544	0	0	D	E	D
9448	NW 54 ST	W/O I-95 FROM NW 27 AVE TO I-95	4	4296	960	3336	0	3336	0	0	C	E+20	C
9451	NW 58 ST	W/O NW 72 AVE TO PALMETTO EXPWY/SR 826	6	3222	1646	1576	102	1474	0	0	C	E	C
9452	NW 58 ST	E/O NW 84 AVE FROM SR 826 TO NW 87 AVE	4	3222	2147	1075	62	1013	0	0	C	D	C
9454	NW 58 ST	W/O NW 87 AVE TO NW 97 AVE	4	3222	2438	784	0	784	0	0	C	D	C
9456	NW 58 ST	W/O NW 97 AVE TO NW 102 AVE	4	2628	1767	861	0	861	0	0	D	D	D
9457	NW 58 ST	W/O NW 107 AVE TO NW 117 AVE	4	2628	1574	1054	0	1054	0	0	D	D	D
9458	NW 62 AVE	S/O NW 74 ST CONNECTOR TO OKEECHOBEE RD	4	4104	1346	2758	0	2758	0	0	D	E+50	D
9460	NW 62 AVE	S/O NW 138 ST TO NW 122 ST	2	1903	1653	250	0	250	0	0	F	E+50	E+30
9462	NW 62 ST	W/O I-95 FROM NW 2 AVE TO NW 7 AVE	4	3283	1814	1469	1	1468	0	0	D	E+20	D
9464	NW 62 ST	W/O NW 12 AVE FROM NW 7 AVE TO NW 17 AVE	4	3283	1455	1828	56	1772	0	0	D	E+20	D
9466	NW 62 ST	E/O NW 27 AVE TO NW 17 AVE	4	3283	1379	1904	25	1879	0	0	D	E+20	D
9468	NW 62 ST	W/O NW 27 AVE TO NW 37 AVE	4	3866	1379	2487	12	2475	0	0	C	E+20	C
9470	NW 71 ST	W/O I-95 FROM N MIAMI AVE TO NW 12 AVE	2	1522	839	683	22	661	0	0	D	E+20	D
9472	NW 71 ST	W/O NW 27 AVE TO NW 42 AVE	2	1522	422	1100	20	1080	0	0	C	E+20	C

9474	NW 72 AVE/W 16 AVE	S/O NW 103 ST TO OKEECHOBEE RD	4	4833	2170	2663	0	2663	0	0	C	E+50	C
9476	NW 72 AVE	S/O NW 138 ST TO NW 114 ST	2	4833	688	4145	0	4145	0	0	C	E+50	C
9478	NW 74 ST CONNECTOR	W/O NW 67 AVE FRO NW 62 AVE TO SR 826	6	8085	3674	4411	0	4411	0	0	C	E+50	C
9480	NW 25 Street	W/O HEFT TO NW 127 AVE	4	2736	1913	823	0	823	0	0	D	E	D
9481	NW 74 ST	W/O NW 77 CT PALMETTO EXPWY TO NW 87 AVE	4	5390	3363	2027	9	2018	0	0	C	D	C
9482	NW 79 AVE	N/O NW 36 ST EXT TO NW 58 ST	4	3222	1736	1486	0	1486	0	0	C	D	C
9484	NW 79 AVE	S/O NW 36 ST EXT TO NW 25 ST	4	3222	1453	1769	0	1769	0	0	C	D	C
9486	NW 79 ST (SR 934)	W/O I-95 NW 7 AVE TO NW 13 CT	4	4296	684	3612	22	3590	0	0	C	E+20	C
9488	NW 81 ST (ONE-WAY WB) (SR 934)	W/O I-95	4	1015	874	141	5	136	0	0	F	E+20	E+3
9489	GALLOWAY RD/NW 87 AVE	S/O I-75 FROM NW 122 ST TO NW 158 ST	4	3222	2889	333	0	333	0	0	C	D	C
9490	GALLOWAY RD NW 87 AVE	S/O 186 ST FROM NW 170 ST TO NW 186 ST	4	2628	1933	695	161	534	0	0	D	D	D
9492	NW 95 ST	W/O 27 AVE TO NW 36 AVE	2	1269	398	871	19	852	0	0	C	E	C
9493	NW 97 AVE	S/O NW 12 ST	4	3222	2743	479	32	447	0	0	C	D	C
9494	NW 97 AVE	S/O NW 25 ST TO NW 12 ST	4	3222	2281	941	119	822	0	0	C	D	C
9495	NW 97 AVE	S/O NW 41 ST TO NW 25 ST	4	3222	2095	1127	0	1127	0	0	C	D	C
9500	W 49 ST/SR 932	W/O W 4 AVE TO SR 826	6	5390	1251	4139	0	4139	0	0	C	E	C
9502	NW 103 ST	W/O SR 826 TO NW 87 AVE	4	3580	2906	674	0	674	0	0	C	HE	C
9506	NW 106 ST	E/O HEFT TO NW 107 AVE	6	3222	2415	807	20	787	0	0	C	D	C
9508	NW 107 Av. (SR 985)	N/O DOLPHIN EXPWY/SR 836 TO NW 12 ST	6	5390	4667	723	0	723	0	0	C	D	C
9510	NW 107 AVE	N/O NW 12 ST TO NW 25 ST	6	5390	3137	2253	0	2253	0	0	C	D	C
9512	NW 107 AVE	N/O NW 25 ST TO NW 41 ST	4	3580	2381	1199	0	1199	0	0	C	D	C
9513	NW 107 AVE	N/O NW 41 ST TO NW 58 ST	4	3580	1669	1911	56	1855	0	0	C	D	C
9517	NW 119 ST/GRATIGNY RD	W/O NW 27 AVE NW 27 AVE TO NW 37 AVE	8	7210	3533	3677	189	3488	0	0	C	E	C
9518	NW 119 ST	W/O NW 57 AVE TO NW 67 AVE	2	1269	786	483	0	483	0	0	D	E	D
9520	NW 122 ST	W/O NW 57 AVE TO SR 826	4	3222	1927	1295	0	1295	0	0	C	E	C
9522	NW 122 ST	W/O SR 826 TO NW 87 AVE	4	2628	3640	-1012	0	-1012	1	0	F	D	E+33
9526	NW 135 ST (ONE-WAY EB)	W/O I-95 TO NW 17 AVE	3	1933	1112	821	5	816	0	0	C	E	C
9528	NW 138 ST (SR 916)	E/O NW 57 AVE TO NW 42 AVE	4	3580	2418	1162	36	1126	0	0	C	E	C
9530	NW 138 ST	W/O 57 AVE TO SR 826	2	3040	2304	736	30	706	0	0	D	E	D
9532	NW 138 ST	W/O SR 826 TO NW 87 AVE	2	1330	1770	-440	10	-450	1	0	F	D	E+26
9534	NW 138 ST	S/W OF OKEECHOBEE RD TO NW 107 AVE	4	2628	1038	1590	273	1317	0	0	C	D	D
9542	NW 151 ST	W/O NW 27 AVE TO NW 37 AVE	4	2736	1230	1506	75	1431	0	0	D	E	D
9544	NW 154 ST	E/O NW 79 AVE SR 826 TO NW 84 AVE	4	2628	2581	47	0	47	1	0	D	D	D
9546	NW 154 ST	W/O NW 87 AVE TO NW 92 AVE	2	1197	378	819	297	522	0	0	C	D	D
9548	NW 167 ST	E/O NW 2 AVE TO NE 6 AVE	6	6885	3848	3037	2	3035	0	0	D	E+50	D
9550	NW 169 ST	E/O NW 77 CT TO NW 67 AVE	4	2628	1340	1288	3	1285	0	0	D	D	D
9552	NW 170 ST	E/O NW 87 AVE TO NW 77 AVE	2	1197	904	293	166	127	0	0	D	D	D
9554	NW 199 ST/HONEY HILL DR	E/O HEFT FROM FLA TURNPIKE TO NW 2 AVE	4	2628	2162	466	0	466	0	0	D	D	D
9556	NW 199 ST/HONEY HILL DR	E/O NW 27 AVE TO FLA TURNPIKE	6	4050	2351	1699	0	1699	0	0	D	D	D
9558	NW 199 ST/HONEY HILL DR	W/O NW 27 AVE TO NW 37 AVE	4	3866	2033	1833	0	1833	0	0	C	EE	C
9560	NW 199 ST/HONEY HILL DR	W/O NW 37 AVE TO NW 57 AVE	4	3222	1584	1638	2	1636	0	0	C	D	C
9562	NW 202 ST	W/O NW 57 AVE TO 67 AVE	2	1197	1181	16	0	16	1	0	D	D	D
9576	OKEECHOBEE RD (US 27)	SE/O NW 74 ST FROM NW 62 AVE TO NW 67 AVE	0	5390	4559	831	0	831	0	0	C	E	C
9582	OLD CUTLER RD	SW/O SW 72 ST TO SW 88 ST	2	1269	1595	-326	2	-328	1	0	F	E	E+25
9584	OLD CUTLER RD	SW/O SW 88 ST TO SW 57 AVE	2	1269	1428	-159	0	-159	1	0	F	E	E+12
9586	OLD CUTLER RD	SW/O SW 136 ST TO SW 152 ST	2	1440	1345	95	0	95	0	1	C	E	C
9588	OLD CUTLER RD	SW/O SW 152 ST TO SW 168 ST	2	1440	1622	-182	0	-182	1	0	F	E	E+12
9590	OLD CUTLER RD	S/O SW 168 ST TO SW 184 ST	2	1440	781	659	0	659	0	0	C	E	C
9592	OLD CUTLER RD	SW/O SW 184 ST TO FRANJO ROAD	2	1440	1438	2	0	2	1	0	D	D	D
9594	OLD CUTLER RD	SW/O FRANJO RD TO SW 216 ST	2	1197	1642	-445	48	-493	1	0	F	D	E+33
9596	OPA LOCKA BLVD (1-WAY WB)	W/O I-95 TO NW 17 AVE	3	3234	1155	2079	0	2079	0	0	C	E	C
9598	NW 52 AVE/PALM AVE-1WAY SB	S/O E/W 21 ST (HIALEAH) TO OKEECHOBEE RD	2	1269	1040	229	0	229	0	0	D	E	D
9600	NW 52 AVE	S/O NW 103 ST - NW 74 ST TO NW 119 ST	4	2736	1735	1001	0	1001	0	0	D	E	D
9618	PERIMETER ROAD	E/O NW 57 AVE BET NW 47 AVE TO NW 72 AVE	2	1440	2278	-838	21	-859	1	0	F	E	E+59
9622	PONCE DE LEON BLVD	S/O SW 8 ST TO ALHAMBRA CIRCLE	4	3283	1439	1844	0	1844	0	0	D	E+20	D
9624	PONCE DE LEON BLVD	N/O SW 40 ST TO ALMERIA AVE	4	3283	1128	2155	0	2155	0	0	C	E+20	C
9628	NW 57 AVE	S/O NW 74 ST CONN TO OKEECHOBEE ROAD	4	3580	2747	833	0	833	0	0	C	E	C
9629	NW 57 AVE/RED RD (SR 823)	N/O NW 183 ST TO NW 215 ST/COUNTY LINE	6	5390	3459	1931	0	1931	0	0	C	D	C

9630	NW 57 AVE	S/O NW 215 ST TO NW 186 ST	6	5390	3181	2209	0	2209	0	0	C	D	C
9634	SW 57 AVE	N/O SW 72 ST TO SOUTH DIXIE HWY	4	4104	1329	2775	4	2771	0	0	D	E+50	D
9636	SW 57 AVE	S/O SW 88 ST TO SW 116 ST	2	1269	1312	-43	0	-43	1	0	F	E	E+3
9638	SW 57 AVE	S/O SW 120 ST FROM SW 116 TO SW 128 ST	2	1269	1664	-395	0	-395	1	0	F	E	E+31
9640	RICKENBACKER CSWY	W/O VIRGINIA KEY	4	5821	2791	3030	29	3001	0	0	C	E+20	C
9642	SAN SIMEON WAY/ NE 6 AVE	S/O NW 215 TO IVES DAIRY RD	4	3283	902	2381	218	2163	0	0	C	EE	C
9650	SOUTH BAYSHORE DRIVE	NE/O SW 17 AVE ALATKA AVE TO AVIATION AVE	2	1903	2161	-258	0	-258	1	0	F	E+50	E+70
9652	SOUTH BAYSHORE DRIVE	SW/O SW 27 AVE BET AVIATION-MCFARLAND AVE	4	3283	1816	1467	0	1467	0	0	D	E+20	D
9656	SW 72 ST	W/O CARTAGENA CIR. COCOPLUM PLAZA TO 57 AV	2	1269	937	332	25	307	0	0	D	E	D
9658	SW 72ND ST	W/O SW 87TH AVE	4	3580	2907	673	36	637	0	0	C	D	C
9659	SW 72 ST	E/O SW 127 AVE TO SW 117 AVE	4	4296	3025	1271	0	1271	0	0	C	EE	C
9660	SW 72 ST	W/O SW 127 AVE TO SW 137 AVE	4	4296	2635	1661	0	1661	0	0	C	EE	C
9662	SW 72 ST/SUNSET DR	W/O SW 137 AVE TO SW 147 AVE	4	4296	2022	2274	0	2274	0	0	C	EE	C
9664	SW 72 ST/SUNSET DR	W/O SW 147 AVE TO SW 152 AVE	4	4296	2028	2268	135	2133	0	0	C	EE	C
9665	SW 72 ST/SUNSET DR	W/O SW 157 AVE TO SW 162 AVE	4	4296	1073	3223	74	3149	0	0	C	EE	C
9666	SW 1 ST ONE WAY EAST	E/O SW 8 AVE	3	2700	623	2077	0	2077	0	0	C	D	C
9674	SW 27 AVE	S/O US 1 TO SOUTH BAYSHORE DR	2	1269	1519	-250	0	-250	1	0	F	E	E+19
9676	SW 32 AVE	S/O SW 8 ST TO SW 24 ST	2	1522	882	640	0	640	0	0	D	E+20	D
9678	SW 37 AVE	S/O SW 8 ST TO US-1	4	3866	1583	2283	160	2123	0	0	C	E+20	C
9680	SW 37 AVE	S/O US 1 TO INGRAHAM HWY	2	2736	851	1885	0	1885	0	0	C	E	C
9684	SW 72 AVE	S/O BIRD DR/SW 40 ST TO SW 56 ST	4	4833	1266	3567	5	3562	0	0	C	E+50	C
9686	SW 72 AVE	S/O SW 56 ST TO SW 72 ST	2	1903	1266	637	0	637	0	0	E	E+50	E
9688	SW 72 AVE	S/O SW 72 ST TO SW 80 ST	1	1903	1371	532	8	524	0	0	F	E+50	E+8
9690	SW 74 AVE	S/O SW 8 ST TO SW 16 ST	2	1903	634	1269	6	1263	0	0	D	E+50	D
9692	SW 77 AVE	S/O SW 136 ST FROM SW 104 TO SW 152 ST	2	1269	1338	-69	0	-69	1	0	F	E	E+5
9694	SW 82 AVE	S/O SW 8 ST	2	1197	696	501	5	496	0	0	D	D	D
9696	SW 85 AVE	SE/O OLD CUTLER RD TO SW 212 ST	4	3283	440	2843	2	2841	0	0	C	EE	C
9698	SW 97 AVE	S/O SW 8 ST TO SW 40 ST	2	1197	1459	-262	53	-315	1	0	F	D	E+19
9699	SW 97 AVE	S/O SW 24 ST TO SW 40 ST	2	1197	1422	-225	10	-235	1	0	F	D	E+12
9700	SW 97 AVE	S/O SW 40 ST TO SW 56 ST	2	1197	1008	189	10	179	0	0	D	D	D
9702	SW 97 AVE	W/O SW 56 ST TO SW 72 ST	2	1197	883	314	26	288	0	0	D	D	D
9704	SW 97 AVE	S/O SW 88 ST TO SW 112 ST	2	1197	1499	-302	44	-346	1	0	F	D	E+21
9706	SW 97 AVE	N/O SW 136 ST TO SW 112 ST	2	1197	845	352	83	269	0	0	D	D	D
9708	SW 97 AVE	S/O SW 184 ST BET US 1-OLD CUTLER RD	2	1197	952	245	1	244	0	0	D	D	D
9710	SW 102 AVE	S/O SW 136 ST TO SW 144 ST	2	1197	129	1068	8	1060	0	0	C	D	C
9712	SW 104 ST	E/O SW 77 AVE BET SW 67 AVE-US1	2	1269	847	422	0	422	0	0	D	E	D
9714	SW 104 ST	W/O US1 TO SW 87 AVE	2	1197	1438	-241	68	-309	1	0	F	D	E+18
9716	SW 104 ST	W/O SW 107 AVE TO SW 117 AVE	6	5821	4445	1376	2	1374	0	0	C	EE	C
9718	SW 104 ST	W/O HEFT SW 117 AVE TO SW 127 AVE	6	5821	4590	1231	50	1181	0	0	C	EE	C
9720	SW 104 ST	W/O SW 127 AVE TO SW 137 AVE	6	5821	3492	2329	1	2328	0	0	C	EE	C
9722	SW 104 ST	W/O SW 137 AVE TO SW 147 AVE	4	3866	2377	1489	9	1480	0	0	C	EE	C
9724	SW 104 ST	W/O SW 147 AVE TO SW 157 AVE	4	3866	2072	1794	81	1713	0	0	C	EE	C
9726	SW 107 AVE	S/O SW 88 ST TO SW 104 ST	4	2736	1860	876	12	864	0	0	D	SUMA	D
9728	SW 107 AVE	S/O SW 160 ST BET SW 152-186 STS	2	1197	824	373	83	290	0	0	D	D	D
9736	SW 112 AVE/ALLAPATTAH DR	N/O SW 232 ST FROM US-1 TO HEFT	4	3580	2181	1399	243	1156	0	0	C	D	C
9738	SW 112 AVE/ALLAPATTAH DR	N/O SW 268 ST TO HEFT	4	3580	1275	2305	4	2301	0	0	C	D	C
9740	SW 112 ST	E/O US 1 TO SW 57 AVE	2	1330	634	696	6	690	0	0	C	D	C
9742	SW 112 ST	E/O SW 112 AVE BET SW 99 -117 AVES	2	1692	1308	384	0	384	0	0	D	EE	D
9743	SW 117 AVE	S/O TAMIAMI TRAIL TO CORAL WAY	2	1197	1141	56	3	53	1	0	D	D	D
9744	SW 117 AVE	S/O SW 56 ST BET SW 40 ST-SW 72 ST	4	3222	1752	1470	8	1462	0	0	C	D	C
9746	SW 117 AVE	S/O SW 72 ST TO SW 88 ST	4	3222	2503	719	72	647	0	0	C	D	C
9748	SW 117 AVE	S/O SW 88 ST TO SW 104 ST	4	3222	2090	1132	62	1070	0	0	C	D	C
9750	SW 117 AVE	S/O SW 112 ST BET SW 103 ST-SW 136 ST	4	3222	2968	254	3	251	0	1	C	D	C
9752	SW 117 AVE	S/O SW 136 ST TO SW 152 ST	4	3222	2080	1142	50	1092	0	0	C	D	C
9754	SW 117 AVE	S/O SW 152 ST TO SW 184 ST	2	3222	1751	1471	15	1456	0	0	C	D	C
9756	SW 117 AVE	S/O SW 184 ST TO QUAIL ROOST DR	2	1197	1282	-85	36	-121	1	0	F	D	E+3
9758	SW 117 AVE	NW/O US 1 TO QUAIL ROOST DR	2	1197	1051	146	55	91	0	1	D	D	D
9760	SW 120 ST	W/O SW 122 AVE BET SW 117 AVE-SW 137 AVE	4	3222	2443	779	200	579	0	0	C	D	C
9762	SW 120 ST	W/O SW 137 AVE TO SW 157 AVE	4	3222	2073	1149	106	1043	0	0	C	D	C
9764	SW 122 AVE	N/O SW 8 ST BET NW 6 - SW 8 STREETS	4	1197	910	287	6	281	0	0	D	D	D

9766	SW 122 AVE	S/O SW 8 ST TO SW 24 ST	4	3283	2305	978	0	978	0	0	D	EE	D
9768	SW 122 AVE	S/O SW 104 ST TO SW 123 ST	4	2628	1248	1380	0	1380	0	0	D	D	D
9770	SW 127 AVE	N/O SW 8 ST FROM NW 6 ST TO SW 7 ST	4	2628	1699	929	39	890	0	0	D	D	D
9772	SW 127 AVE	S/O SW 8 ST TO SW 26 ST	4	2628	1611	1017	0	1017	0	0	D	D	D
9774	SW 127 AVE	S/O SW 26 ST TO SW 42 ST	2	1197	1095	102	0	102	0	1	D	D	D
9776	SW 127 AVE	S/O BIRD DR/SW 42 ST TO 56 ST	4	3222	1604	1618	2	1616	0	0	C	D	C
9778	SW 127 AVE	S/O MILLER DR/SW 56 ST TO 72 ST	4	3222	1018	2204	0	2204	0	0	C	D	C
9780	SW 127 AVE	S/O SUNSET DR /SW 72 ST TO SW 88 ST	4	2628	1812	816	2	814	0	0	D	D	D
9782	SW 127 AVE	S/O SW 88 ST TO SW 104 ST	4	3222	1729	1493	0	1493	0	0	C	D	C
9784	SW 127 AVE	S/O SW 104 ST TO SW 120 ST	4	3222	1803	1419	69	1350	0	0	C	D	C
9788	SW 127 AVE	S/O SW 184 ST TO SW 200 ST	2	1440	963	477	40	437	0	0	C	D	C
9790	SW 127 AVE	S/O SW 216 ST TO SW 232 ST	2	1197	263	934	96	838	0	0	C	D	C
9791	SW 132 AVE	N/O SW 8 ST TO NW 6 ST	2	1197	1154	43	-2	45	1	0	D	D	D
9792	SW 136 ST	E/O SW 67 AVE TO SW 128 ST	2	1269	862	407	0	407	0	0	D	E	D
9794	SW 136 ST/HOWARD DR	E/O US1 TO SW 67 AVE	2	1197	1252	-55	0	-55	1	0	E	D	E
9796	SW 136 ST	W/O US1 TO SW 97 AVE	4	2628	1729	899	10	889	0	0	D	D	D
9798	SW 137 AVE	N/O TAMIAMI TRAIL/SW 8 ST TO NW 6 ST	6	5390	3567	1823	211	1612	0	0	C	D	C
9800	SW 137 AVE	S/O SW 8 ST TO SW 26 ST	4	3648	2806	842	20	822	0	0	D	EE	D
9802	SW 137 AVE	S/O SW 26 ST TO SW 42 ST	6	5390	2782	2608	17	2591	0	0	C	D	C
9804	SW 137 AVE	S/O 42 ST TO SW 56 ST	6	6468	2555	3913	3	3910	0	0	C	EE	C
9806	SW 137 AVE/LINDGREN RD	S/O SW 56 ST/MILLER RD TO SW 72 ST	4	3580	2669	911	2	909	0	0	C	D	C
9808	SW 137 AVE/LINDGREN RD	S/O SW 72 ST TO SW 88 ST	4	3580	2180	1400	0	1400	0	0	C	D	C
9810	SW 137 AVE	S/O SW 88 ST TO SW 104 ST	6	5390	2569	2821	0	2821	0	0	C	D	C
9812	SW 137 AVE	S/O SW 104 ST TO SW 120 ST	6	5390	2774	2616	44	2572	0	0	C	D	C
9814	SW 137 AVE	S/O SW 120 ST TO SW 136 ST	6	5390	4273	1117	238	879	0	0	C	E	C
9816	SW 137 AVE	S/O SW 136 ST TO SW 152 ST	6	5390	4008	1382	203	1179	0	0	C	E	C
9818	SW 137 AVE	S/O 152 ST TO SW 184 ST	6	5390	3505	1885	102	1783	0	0	C	D	C
9820	SW 137 AVE	S/O SW 184 ST TO SW 200 ST	2	1440	1269	171	82	89	0	1	C	D	C
9822	SW 137 AVE/TALLAHASSEE RD	S/O US 1 TO HEFT	2	1197	592	605	252	353	0	0	C	D	D
9824	SW 137 AVE/TALLAHASSEE RD	N/O SW 288 ST TO SW 268 ST	4	3222	2086	1136	58	1078	0	0	C	D	C
9825	SW 147 AVE	S/O SW 24 ST to SW 42 ST/BIRD RD	4	3222	1673	1549	4	1545	0	0	C	D	C
9826	SW 147 AVE	S/O BIRD DR EXT/SW 42 ST TO SW 56 ST	4	3866	1866	2000	175	1825	0	0	C	EE	C
9827	SW 147 AVE	S/O SW 56 ST TO SW 72 ST	4	3222	1891	1331	0	1331	0	0	C	D	C
9828	SW 147 AVE	N/O KENDALL DR/SW 88 ST TO SW 72 ST	4	3222	1914	1308	0	1308	0	0	C	D	C
9830	SW 147 AVE	S/O KENDALL DR/SW 88 ST TO SW 104 ST	4	3222	1805	1417	0	1417	0	0	C	D	C
9832	SW 147 AVE	S/O SW 104 ST TO SW 120 ST	4	3222	1596	1626	103	1523	0	0	C	D	C
9834	SW 147 AVE	S/O SW 152 ST TO SW 184 ST	2	1470	840	630	167	463	0	0	B	D	B
9836	SW 147 AVE	S/O SW 184 ST TO SW 200 ST	2	1359	1426	-67	2	-69	1	0	D	C	D
9838	SW 147 AVE/NARANJA RD	S/O SW 200 ST TO SW 216 ST	2	1359	1646	-287	2	-289	1	0	F	C	E+14
9840	SW 147 AVE/NARANJA RD	S/O SW 216 ST TO SW 232 ST	2	1359	760	599	4	595	0	0	C	C	C
9842	SW 147 AVE/NARANJA RD	S/O SW 232 ST TO SW 264 ST	2	1359	797	562	64	498	0	0	C	C	C
9844	SW 152 AVE	S/O KENDAL DR SW/SW 88 ST TO SW 96 ST	2	2628	942	1686	6	1680	0	0	C	D	C
9846	SW 152 AVE/KINGMAN RD	N/O 288 ST BET SW 280 ST-HEFT	2	1197	748	449	78	371	0	0	D	D	D
9848	SW 152 ST/CORAL REEF	E/O US-1 TO OLD CUTLER RD	2	1197	978	219	0	219	0	0	D	D	D
9850	SW 152 ST/CORAL REEF	W/O SW 117 AVE TO SW 124 AVE	6	6468	3813	2655	658	1997	0	0	C	EE	C
9852	SW 152 ST/CORAL REEF	W/O SW 127 AVE BET SW 124-137 AVE	6	6468	3092	3376	1070	2306	0	0	C	EE	C
9854	SW 152 ST/CORAL REEF	W/O SW 137 AVE TO SW 142 AVE	4	3866	2144	1722	19	1703	0	0	C	EE	C
9856	SW 157 AVE	N/O KENDALL DR/SW 88 ST TO SW 72 ST	4	3283	2048	1235	165	1070	0	0	D	EE	D
9857	SW 157 AVE	S/O KENDAL DR, FROM KENDALL DR TO SW 112 ST	4	2628	1764	864	18	846	0	0	D	D	D
9858	SW 157 AVE/NEWTON RD	S/O SW 216 ST TO SW 272 ST	2	1359	116	1243	0	1243	0	0	C	C	C
9859	SW 157 AVE	S/O SW 152 ST TO SW 184 ST	4	3222	1918	1304	19	1285	0	0	C	D	C
9860	SW 157 AVE/NEWTON RD	S/O SW 272 ST TO US-1	2	1440	534	906	137	769	0	0	C	D	C
9862	SW 167 AVE/TENNESSEE RD	S/O SW 216 ST TO SW 232 ST	2	1359	488	871	7	864	0	0	C	C	C
9864	SW 167 AVE/TENNESSEE RD	N/O 288 ST FROM SW 270 ST TO SW 304 ST	2	1197	447	750	62	688	0	0	C	D	C
9865	SW 168 ST/RICHMOND DR	E/O SW 82 AVE BET SW 87 AVE-OLD CUTLER RD	2	1197	587	610	0	610	0	0	C	D	C
9866	SW 168 ST/RICHMOND DR	W/O SW 87 AVE TO US 1	2	1522	747	775	0	775	0	0	D	EE	D
9868	SW 168 ST/RICHMOND DR	W/O US 1 TO SW 117 AVE	2	1440	971	469	75	394	0	0	C	D	C
9869	SW 182 AVE/NW 6 AVE	S/O SW 344 ST	2	1197	425	772	4	768	0	0	C	D	C
9870	SW 184 ST/EUREKA DR	W/O OLD CUTLER RD TO SW 87 AVE	2	1440	526	914	0	914	0	0	C	D	C
9872	SW 184 ST/EUREKA DR	E/O US-1 TO SW 87 AVE	2	3222	1198	2024	23	2001	0	0	C	D	C
9874	SW 184 ST/EUREKA DR	W/O US1 TO TURNPIKE	4	3222	1628	1594	47	1547	0	0	C	D	C

9876	SW 184 ST/EUREKA DR	W/O SW 117 AVE TO SW 137 AVE	4	3222	2714	508	48	460	0	0	C	D	C
9878	SW 184 ST/EUREKA DR	W/O 137 AVE TO SW 147 AVE	4	3222	1817	1405	26	1379	0	0	C	D	C
9879	SW 184 ST	W/O SW 147 AVE FROM SW 147 AVE TO SW 157 AVE	2	1440	2051	-611	10	-621	1	0	F	D	E+43
9880	SW 184 ST/EUREKA DR	E/O SW 177 AVE TO SW 157 AVE	2	1359	1048	311	9	302	0	0	C	C	C
9882	SW 186 ST	E/O SW 107 AVE FROM US1 TO HEFT	4	3222	1266	1956	93	1863	0	0	C	D	C
9884	SW 187 AVE	S/O SW 216 ST TO SW 232	2	1359	482	877	13	864	0	0	C	C	C
9886	SW 187 AVE	S/O SW 280 ST FROM SW 270 ST TO SW 320 ST	2	1197	467	730	19	711	0	0	C	D	C
9888	SW 197 AVE	N/O SW 288 ST FROM SW 264 TO SW 328 ST	2	1440	273	1167	9	1158	0	0	C	D	C
9890	SW 200 ST	NW/O US1 TO QUAIL ROOST DR	2	1197	1388	-191	53	-244	1	0	F	D	E+13
9892	SW 200 ST	W/O SW 137 AVE TO SW 157 AVE	2	1510	911	599	19	580	0	0	C	C	C
9894	SW 211 ST	E/O SW 112 AVE FROM US-1 TO HEFT	6	3283	1505	1778	16	1762	0	0	D	EE	D
9896	SW 216 ST/HAINLIN MILL DR	E/O HEFT BET SW 112 AVE-OLD CUTLER RD	4	2628	2464	164	139	25	1	0	D	D	D
9898	SW 216 ST/HAINLIN MILL DR	W/O US 1 TO SW 134 AVE	2	1440	690	750	343	407	0	0	C	D	C
9900	SW 216 ST/HAINLIN MILL DR	W/O SW 134 AVE FROM UDB TO SW 157 AVE	2	1359	560	799	32	767	0	0	C	C	C
9902	SW 216 ST/HAINLIN MILL DR	E/O KROME AVE/SW 177 AVE TO SW 147 AVE	2	1359	437	922	4	918	0	0	C	C	C
9904	SW 220 ST/OLD CUTLER RD	E/O US 1 TO SW 216 ST	2	1197	389	808	37	771	0	0	C	D	C
9908	SW 232 ST	W/O US1 TO UDB	2	1440	592	848	58	790	0	0	C	D	C
9910	SW 232 ST/SILVER PALM DR	W/O SW 137 AVE TO SW 147 AVE	2	1359	401	958	44	914	0	0	C	C	C
9912	SW 232 ST/SILVER PALM DR	E/O KROME AVE/SW 177 AVE TO SW 157 AVE	2	1359	390	969	11	958	0	0	C	C	C
9914	SW 248 ST	E/O SW 127 AVE TO SW 112 AVE/ALLAPATTAH RD	2	1440	817	623	167	456	0	0	C	D	C
9916	SW 248 ST/COCONUT PALM DR	W/O US 1 TO SW 147 AVE	2	1440	605	835	70	765	0	0	C	D	C
9918	SW 248 ST/COCONUT PALM DR	E/O KROME AVE/SW 177 AVE TO SW 157 AVE	2	1359	152	1207	0	1207	0	0	C	C	C
9919	SW 264 ST	W/O SW 147 AVE	2	1359	372	987	88	899	0	0	C	C	C
9920	SW 264 ST/BAUER DR	E/O KROME AVE/SW 177 AVE TO SW 157 AVE	2	1359	364	995	44	951	0	0	C	C	C
9922	SW 268 ST/MOODY DR	W/O SW 127 AVE BET 112-137 AVE	4	3222	1160	2062	105	1957	0	0	C	D	C
9924	SW 268 ST/MOODY DR	W/O SW 142 AVE FROM SW 137 AVE TO US1	4	3222	1021	2201	248	1953	0	0	C	D	C
9926	SW 280 ST/WALDRIN DR	E/O US 1 TO SW 142 AVE	4	2628	603	2025	159	1866	0	0	C	D	C
9928	SW 288 ST/BISCAYNE DR	W/O SW 137 AVE BET HEFT-SW 132 AVE	4	2628	2019	609	40	569	0	0	D	D	D
9930	SW 288 ST/BISCAYNE DR	W/O SW 147 AVE FROM US-1 TO HEFT	4	3222	1747	1475	38	1437	0	0	C	D	C
9932	SW 288 ST/BISCAYNE DR	W/O US-1 TO SW 177 AVE	2	1440	802	638	69	569	0	0	C	D	C
9934	SW 296 ST/AVOCADO DR	E/O US 1 TO SW 147 AVE	2	1440	1295	145	8	137	0	1	C	D	C
9936	SW 296 ST/AVOCADO DR	W/O US 1 TO SW 177 AVE	2	1440	788	652	108	544	0	0	C	D	C
9938	SW 296 ST/AVOCADO DR	E/O SW 197 AVE TO SW 177 AVE	2	1440	231	1209	34	1175	0	0	C	D	C
9940	SW 304 ST/KINGS HWY	E/O US 1 TO SW 152 AVE	2	1197	591	606	35	571	0	0	C	D	D
9942	SW 304 ST/KINGS HWY	W/O US 1 TO SW 177 AVE	2	1197	1192	5	16	-11	1	0	D	D	E
9944	SW 312 ST/CAMPBELL DR	E/O HEFT TO SW 147 AVE	4	3222	2029	1193	11	1182	0	0	C	D	C
9946	SW 312 ST/CAMPBELL DR	E/O SW 167 ST FROM US-1 TO HEFT	4	3222	2072	1150	26	1124	0	0	C	D	C
9948	SW 312 ST/CAMPBELL DR	W/O US-1 FROM SW 172 AVE TO SW 177 AVE	4	3283	1646	1637	55	1582	0	0	D	EE	D
9950	SW 320 ST	E/O US 1 TO SW 192 AVE	2	1197	677	520	2	518	0	0	D	D	D
9952	SW 328 ST	W/O SW 137 AVE TO HEFT	2	1440	483	957	0	957	0	0	C	D	C
9954	SW 328 ST	E/O US 1 TO SW 167 AVE	2	1728	681	1047	4	1043	0	0	C	EE	C
9956	SW 344 ST/PALM DR	W/O SW 137 AVE TO SW 147 AVE	4	1440	479	961	0	961	0	0	C	D	C
9957	SW 344 ST/PALM DR	W/O SW 182 AVE	2	1440	1290	150	32	118	0	1	C	D	C
9958	SW 8 ST/TAMIAMI TRAIL	W/O SW 37 AVE TO SW 42 AVE	4	4560	2494	2066	8	2058	0	0	D	E+50	D
9966	US 1/SOUTH DIXIE HWY	S/O KENDALL DR/SW 88 ST TO SW 104 ST	6	8085	3207	4878	58	4820	0	0	C	E+50	C
9968	US 1/SOUTH DIXIE HWY	SW/O SW 136 ST TO SW 152 ST	6	6468	4359	2109	1	2108	0	0	C	EE	C
9970	US 1/SOUTH DIXIE HWY	SW/O SW 186 ST TO CARIBBEAN BLVD/SW 200 ST	6	6468	3643	2825	99	2726	0	0	C	EE	C
9971	US 1/SOUTH DIXIE HWY	S/O SW 248 ST TO SW 268 ST	4	4296	2146	2150	676	1474	0	0	C	EE	C
9972	US 1/SOUTH DIXIE HWY	NE/O SW 288 ST TO SW 268 ST	4	4296	2490	1806	183	1623	0	0	C	EE	C
9976	W 29 ST	W/O NW 57 AVE BET W 4 AVE-OKEECHOBEE RD	4	2736	1376	1360	0	1360	0	0	D	E	D
9978	W 37 ST/NW 90 ST	W/O NW 57 AVE FROM W 4 AVE TO W 16 AVE	2	1269	727	542	0	542	0	0	D	E	D
9980	WEST DIXIE HWY	S/O NE 192 ST FROM NE 203 ST TO NE 183 ST	2	1903	1036	867	400	467	0	0	D	E+50	E+13

9982	WEST DIXIE HWY	S/O NE 215 ST/COUNTY LINE TO NE 203 ST	2	1522	611	911	57	854	0	0	D	E+20	D
9984	NW 97 Ave	N/O NW 138 St	4	2628	396	2232	1899	333	0	0	C	D	D

EE = 120% of LOS E, Extraordinary Transit between Infill Area and Urban Development Boundary
HE = LOS E, 20 Minutes Headway between Infill Area and Urban Development Boundary
E+50 = 150% of LOS E, Extraordinary Transit in Infill Area
E+20 = 120% of LOS E, 20 Minutes Transit Headway in Infill Area
SUMA = State Urban Minor Arterial between Infill Area and Urban Development Boundary
CL = Road Classification and No. Lanes; A = Arterial C = Collector; - = Negative Number

Table B-5

CMP Level of Service Criteria for Arterials[a] Based on Volume-to-Capacity Ratios

Level of Service	Description	V/C[b]
A	Free-flow conditions with unimpeded maneuverability. Stopped delay at signalized intersection is minimal.	0.00 to 0.60
B	Reasonably unimpeded operations with slightly restricted maneuverability. Stopped delays are not bothersome.	0.61 to 0.70
C	Stable operations with somewhat more restrictions in making mid-block lane changes than LOS B. Motorists will experience appreciable tension while driving.	0.71 to 0.80
D	Approaching unstable operations where small increases in volume produce substantial increases in delay and decreases in speed.	0.81 to 0.90
E	Operations with significant intersection approach delays and low average speeds.	0.91 to 1.00
F	Operations with extremely low speeds caused by intersection congestion, high delay, and adverse signal progression.	Greater Than 1.00

[a] For arterials that are multilane divided or undivided with some parking, a signalized intersection density of four to eight per mile, and moderate roadside development.

[b] Volume-to-capacity ratio.

≥ greater than or equal to.

< less than.

Source: Transportation Research Board, *Highway Capacity Manual, Special Report 209* (Washington, D.C., 1994).

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
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 FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	4,120	5,540	6,700	7,190
6	6,130	8,370	10,060	11,100
8	8,230	11,100	13,390	15,010
10	10,330	14,040	16,840	18,930
12	14,450	18,880	22,030	22,860

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

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